

Council Assessment Panel Agenda & Reports

18 March 2024

Our Vision

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

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

City of Norwood Payneham & St Peters
175 The Parade, Norwood SA 5067

Telephone 8366 4555
Email townhall@npsp.sa.gov.au
Website www.npsp.sa.gov.au
Socials  /cityofnpsp  @cityofnpsp



City of
Norwood
Payneham
& St Peters

13 March 2024

To all Members of the Council Assessment Panel:

- Mr Terry Mosel (Presiding Member)
- Ms Jenny Newman
- Mr Mark Adcock
- Mr Ross Bateup
- Cr Christel Mex

NOTICE OF MEETING

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

Monday 18 March 2024, commencing at 7.00pm.

Please advise Kate Talbot on 8366 4562 or email ktalbot@npsp.sa.gov.au if you are unable to attend this meeting or will be late.

Yours faithfully



Geoff Parsons
ASSESSMENT MANAGER

City of Norwood Payneham & St Peters
175 The Parade, Norwood SA 5067

Telephone 8366 4555
Email townhall@npsp.sa.gov.au
Website www.npsp.sa.gov.au
Socials  /cityofnpsp  @cityofnpsp



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VENUE Council Chambers, Norwood Town Hall

HOUR

PRESENT

Panel Members

Staff

APOLOGIES

ABSENT

1. **COMMENCEMENT AND WELCOME**
2. **APOLOGIES**
3. **CONFIRMATION OF THE MINUTES OF THE MEETING OF THE COUNCIL ASSESSMENT PANEL HELD ON 6 MARCH 2024**
4. **DECLARATION OF INTERESTS**

5. DEVELOPMENT APPLICATIONS – PDI ACT

5.1 DEVELOPMENT NUMBER 23034692 – BEN HOCK – 32 CHAPEL STREET, NORWOOD

DEVELOPMENT NO.:	23034692
APPLICANT:	Ben Hock
ADDRESS:	32 CHAPEL ST NORWOOD SA 5067
NATURE OF DEVELOPMENT:	Change of use to indoor recreation facility (martial arts studio- Taekwondo)
ZONING INFORMATION:	<p>Zones:</p> <ul style="list-style-type: none"> • Business Neighbourhood <p>Overlays:</p> <ul style="list-style-type: none"> • Airport Building Heights (Regulated) • Prescribed Wells Area • Regulated and Significant Tree • Traffic Generating Development <p>Technical Numeric Variations (TNVs):</p> <ul style="list-style-type: none"> • Maximum Building Height (Levels) (Maximum building height is 2 levels)
LODGEMENT DATE:	24 Nov 2023
RELEVANT AUTHORITY:	Assessment panel/Assessment manager at City of Norwood, Payneham and St. Peters
PLANNING & DESIGN CODE VERSION:	P&D Code (in effect) - Version 2023.17 23/11/2023
CATEGORY OF DEVELOPMENT:	Code Assessed - Performance Assessed
NOTIFICATION:	Yes
RECOMMENDING OFFICER:	Edmund Feary Senior Urban Planner
REFERRALS STATUTORY:	None
REFERRALS NON-STATUTORY:	Rebecca Van Der Pennen

CONTENTS:

APPENDIX 1:	Relevant P&D Code Policies	ATTACHMENT 5:	Representations
ATTACHMENT 1:	Application Documents	ATTACHMENT 6:	Response to Representations
ATTACHMENT 2:	Subject Land Map	ATTACHMENT 7:	Internal Referral Advice
ATTACHMENT 3:	Zoning Map	ATTACHMENT 8:	Applicant’s Responses
ATTACHMENT 4:	Representation Map		

DETAILED DESCRIPTION OF PROPOSAL:

The proposal involves a change of use from a workshop with associated office, to an indoor recreation facility, specifically a martial arts studio (taekwondo). The business in question is currently located at 25 Sydenham Road, Norwood, with students aged 4 and up.

The business would typically have four staff, and 12-20 students on-site at a given time. Hours of operation would be:

- Monday-Thursday: 4pm-8:30pm
- Friday: 4pm-7pm
- Saturday: 8am-1:15pm

The site has two buildings- an office at the front and a large shed (workshop) at the rear. The applicant has stated that they intend to use the front building as a waiting room and classes for younger students, with older students in the rear building.

BACKGROUND:

The site has been used as a workshop (light industry) under existing use rights. Note that while the proposed use is a more sensitive use for the purposes of site contamination assessment, there is no building work proposed, and therefore no Preliminary Site Investigation or Site Suitability Declaration Form is required under *Practice Direction 14 – Site Contamination Assessment*.

The applicant sought preliminary advice from Council administration on a series of sites, with the advice given that this was likely to be the best site of those presented, as it was in a “designated area” and therefore there was no car parking shortfall in the context of the Planning & Design Code requirements.

SUBJECT LAND & LOCALITY:

Site Description:

Location reference: 32 CHAPEL ST NORWOOD SA 5067

Title ref.: CT **Plan Parcel:** F33294 **Council:** THE CITY OF NORWOOD PAYNEHAM
5111/796 AL61 AND ST PETERS

Shape:	Rectangular
Frontage width:	18.7m
Area:	891m ²
Topography:	Mostly flat
Existing Structures:	Two buildings: <ul style="list-style-type: none">• Large shed (~225 m²) at the rear of the site with a small lean-to and a shipping container on the eastern side• Smaller (160 m²) office at the front of the site of red brick construction.

Existing Vegetation: Site is almost entirely paved, with one large (unregulated) tree in the driveway, and a small mulch section at the northeastern corner of the site.

Locality

The locality extends along Chapel Street between Edmund Street and Sydenham Road, and behind onto King Street for a central, 100m stretch.

The locality is mixed in character: historically predominately industrial, with some commercial and residential uses. Medium-density residential development has notably increased in the last 20 or so years, such that the subject site is now surrounded by residential development.

The opposite side of Chapel Street remains more industrial with primarily light industrial and warehousing uses, and immediately opposite the site is the cafe "33 Chapel", and a large, unpaved surface car park.

Chapel Street is a narrow street, with a carriageway width of only approximately 7.9m, with parallel parking only on the southern side. There is a moderate level of tree canopy on the street, though immediately in front of the site the southern footpath is too narrow to accommodate street tree planting.

Street parking on Chapel Street is unrestricted.

CONSENT TYPE REQUIRED:

Planning Consent

CATEGORY OF DEVELOPMENT:

- **PER ELEMENT:**
Indoor recreation facility: Code Assessed - Performance Assessed
- **OVERALL APPLICATION CATEGORY:**
Code Assessed - Performance Assessed
- **REASON**
P&D Code; No pathway provided

PUBLIC NOTIFICATION

- **REASON**
Not of a form exempted by Table 5

• **LIST OF REPRESENTATIONS**

Given Name	Surname	Address	Position	Wishes to be heard?
Ingrid	Vogelzang	3/40 Chapel St, NORWOOD	Support, with concerns	No
Shannon	Slater	7 Staunton Rd, GOLDEN GROVE	Opposed	No
Joanne	Bussenschutt	PO Box 31, PASKEVILLE	Opposed	No
Nadia	Slade	PMB 2, YORKETOWN	Support, with concerns	No
Victoria	Bussenschutt	5/26 Chapel St, NORWOOD	Opposed	No
Sara	Slater	7 Staunton Rd, GOLDEN GROVE	Opposed	No
Paul	Bussenschutt	PO Box 31, PASKEVILLE	Opposed	No
Sally	Gurner	6/30 Chapel St, NORWOOD	Opposed	No
Joanne	Quigley	41 Chapel St, NORWOOD	Opposed	Yes
Maurice	Schievenin	28A Chapel St, NORWOOD	Opposed	No

• **SUMMARY**

The primary issue raised by representors was car parking and traffic safety given the increase in vehicle movements along Chapel Street. Two representors raised noise as a concern, and one raised land use as a concern.

AGENCY REFERRALS

None

INTERNAL REFERRALS

- Rebecca Van Der Pennen

Council's Traffic Engineer reviewed the proposal and provided the following commentary:

The main traffic concerns I have with this application relate to the potential traffic safety issues along Chapel Street caused by the parking and drop off/pick up demand from the site.

The applicant has identified at the existing site on Sydenham Road drop off is currently occurring at the driveway. I note that there is also an existing 15min parking zone Mon-Fri 9am-5pm adjacent to this site which would also services the adjacent businesses during

peak business hours. This parking zone would currently assist with the existing site operations.

The proposed site on Chapel Street has an existing yellow line across the driveway which would prohibit drop off and pick up adjacent to the site. The Chapel Street site therefore would rely on either the driveway pick up/drop off to be undertaken internally or available on-street parking adjacent to the site. If either of these options is not available parents may result in parking illegally or double parking to drop off which has the potential to block traffic in both directions due to the narrow width of the existing traffic lanes.

I understand that this application is located within a designated area and there are no requirements on the number of required off-street parking however we need to ensure that the development will not have any safety impacts on Council's roads. The following information should be provided by the applicant to assist with their application and an assessment of its traffic impact on Chapel Street;

- A site plan showing how the site will operate, existing car park dimensions and demonstrated vehicle movements including a turnaround onsite for parents that may be pulling in to drop off/pick up. This will confirm the number of car parks and that they operate satisfactorily based on the standards and shown the possibility of drop off and pick up of students being undertaken within the site.*
- On-street occupancy survey undertaken at peak periods on the weekday and weekend covering a reasonable walking distance from the site. Currently on-street car parking occupancy is known to be high, an occupancy survey will confirm this or potentially support the application if nearby parking is shown to be available.*

[Additionally], the applicant should consider installing bicycle parking to encourage alternative transport to support their application.

PLANNING ASSESSMENT

The application has been assessed against the relevant provisions of the Planning & Design Code, which are contained in Appendix One. Please note that the proposal is not of a kind with a specific pathway under Table 3 of the Business Neighbourhood Zone, and is therefore "all other Code assessed development". Appendix 1 has been expurgated of policies not considered relevant to the proposal.

Land Use

The site is in the Business Neighbourhood Zone (what was formerly the "Mixed Use A Zone" under the Development Plan.

Business Neighbourhood Zones Performance Outcomes 1.1, 1.2 and 1.3 relate to land use:

- Housing and accommodation types appropriate to the locality complemented by shops, offices, consulting rooms and other non-residential uses that do not materially impact residential amenity.*
- Business and commercial land uses complement and enhance the prevailing or emerging neighbourhood character.*

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

The locality has a substantial array of warehousing and light industry (which is predominately in the same Zone), and the prevailing character is mixed-use. The proposed use for a recreation facility is therefore complementary to this neighbourhood character. The proposed use does also support continued access to services as per PO 1.3.

The question of impact on residential amenity will be considered in the sections below, however the land use is not fundamentally inappropriate.

Traffic Impact, Access and Parking

The site provides for eight parking spaces (although not linemarked or delineated), which is notably two more than the business' existing site, which is only some 133m to the southeast.

Firstly, it should be noted that the site is in a Designated Area for the purposes of off-street parking, due to being in a relevant Zone, and within 200m of a high frequency public transport area (Magill Road). This means that, for the purposes of the Code, the same parking rate applies to the proposed use as the existing use. Therefore, the proposal is considered to comply with Performance Outcome 5.1 of the Transport, Access and Parking module, in that it provides a sufficient amount of on-site vehicle parking.

The intent of the Designated Areas is to allow for the efficient reuse of commercial premises, considering that in these areas, there is a greater propensity for walking, cycling and public transport use which lessens the actual demand for car parking for a site. I note the follow which was provided as the "Need for the Amendment" under the *Existing Activity Centres Policy Review Development Plan Amendment* from 2016, which introduced the Designated Areas:

the State Government has taken on a greater role in assisting developers and investors navigate the land use planning system and expanded the responsibilities of the State's Development Assessment Commission to determine proposals in key locations that support mixed use and built form outcomes aligned to Planning Strategy objectives and targets....this DPA focuses upon achieving some high value improvements in the short term that can benefit many of the everyday development assessment activities that arise in our commercial centres across Greater Adelaide. In particular, this DPA proposes ways in which to:

- *facilitate the change of use of existing buildings from one commercial use to another particularly shops, offices and consulting rooms*
- *introduce additional complying development*
- *reduce the occurrence of non-complying development assessments*
- *reduce the potential for competitive appeals*
- *create more consistency across zoning provisions where local circumstances are not a significant consideration.*

Therefore, the intent of introducing the policy was primarily to encourage reuse of commercial buildings, rather than to redress an imbalance in "actual" car parking rates due to public transport use. Albeit, that the logic of utilising alternative transport lends further weight to the policy.

As a result, the Code supports the use of this site for alternative purposes, despite the increase in parking demand.

Many representors raised concerns about a lack of available on-street parking. While the on-street parking in the street may be in high demand, the Code supports the reuse of the site despite this.

The applicant's traffic report, provided by Empirical Traffic Advisory, makes the following observations from the business' existing site:

1. *There is minimal parking at the current site with only one car observed parking in the site by a staff member.*
2. *The peak changeover time on a weekday was between 5:00 to 5:30pm with 40 people arriving and 41 departing, and 10.45 to 11.15am on Saturday with 42 people arriving and 41 departing.*
3. *Approximately half of the people arriving (students) were dropped off at the main driveway gate by a parent, whilst the other half were observed to have walked from further distance away.*
4. *Between 5:00 and 5:15pm, 11 students walked into the site and 16 were dropped off with 4 of these from parked vehicles whilst the others were dropped off at the driveway.*
5. *There was an observed demand of 1 vehicle maximum at a time dropping people at the gate, with no queued vehicles waiting.*
6. *Parking adjacent the site was observed at a maximum of 4 vehicles, where parents would walk their child into the site or collect them from the site.*
7. *Similar observations were made for the departure of students but a higher number walked to other locations beyond the site, with few vehicles parked in front of the site*

I note this statement from Council's Traffic Engineer regarding these existing arrangements and their suitability at the Chapel Street site:

The applicant has identified at the existing site on Sydenham Road drop off is currently occurring at the driveway. I note that there is also an existing 15min parking zone Mon-Fri 9am-5pm adjacent to this site which would also services the adjacent businesses during peak business hours. This parking zone would currently assist with the existing site operations.

The proposed site on Chapel Street has an existing yellow line across the driveway which would prohibit drop off and pick up adjacent to the site. The Chapel Street site therefore would rely on either the driveway pick up/drop off to be undertaken internally or available on-street parking adjacent to the site. If either of these options is not available parents may result in parking illegally or double parking to drop off which has the potential to block traffic in both directions due to the narrow width of the existing traffic lanes.

The Code has limited policy with any relevance to these considerations. The following are taken from the Transport, Access and Parking module:

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 1.4: 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.

PO 3.1 Safe and convenient access minimises impact or interruption on the operation of public roads.

Both 1.1 and 1.4 relate to “design” of a development, but the proposal is a change of use, so there is no design work being undertaken. PO 3.1 has a corresponding DPF which merely seeks for access to be provided via an existing crossover, which this proposal achieves.

As such, while the Traffic Engineer’s concerns are noted, I do not believe that there is sufficient Code policy to refuse the proposal on this basis.

The applicant was asked to consider an alternative access arrangement whereby the two parking spaces in front of the brick building would become a drop-off zone, however this was rejected by the applicant on the following grounds:

I don't think the idea [from] Council will work with the levels of the site – there is quite a level difference to the footpath which will need a lot of work to overcome (cutting the site levels to create a ramp into the site. It will also remove 1 or 2 parking spaces in front of the site (it may need all parking to be removed between driveway crossovers on the street for instance).

You would also lose two parking spaces in the site.

While it is likely that the levels issue could be resolved, the loss of on-street car parking as a result would be less desirable.

I also note with some concern the applicant’s suggestion that the front building will be used as a waiting area for parents. This would serve to encourage parents to stay during classes which would increase any car parking issues. However, it should again be noted that there is limited justification in the Code for any requirement that parents not be permitted to wait, or that this not be used as a waiting area.

Council’s Traffic Engineer has also suggested that the applicant provide bicycle parking as part of the application. Table 3 of the Transport, Access and Parking module only seeks for the development to provide 3 bicycle parking spaces. It is considered that this can easily be accommodated for inside the building, without need for a floor plan specifying the location for such spaces.

In summary regarding traffic and parking, while the concerns that the proposal may exacerbate existing issues relating to traffic volumes and parking availability, it is considered that there is insufficient justification in the Code to warrant refusal.

Environmental Factors

Noise Emissions

Only two of the representors raised concerns about noise.

The applicant has indicated that they do not generally have music playing, and that any noise impacts would be limited to spoken word, and the striking of equipment such as bags and mitts.

The applicant has also provided further detail in their response to representations as to noise mitigation measures. This includes:

- Utilising the front (brick) building for noisier classes since this will contain noise more effectively;
- Fitting the rear shed with internal drywall and a lining of noise deadening insulation.

I have visited the business' existing premises on Sydenham Road in order to gauge a better understanding of noise levels. I found that the noise of the classes was barely discernible.

I have not asked the applicant to provide an acoustic engineer's report, as I felt that this was an unreasonable requirement.

Given the limited potential for noise generation from the activities proposed, I am satisfied that the proposal accords with Interface Between Land Uses PO 4.1 in that it would not unreasonably impact the amenity of sensitive receivers.

Hours of Operation

I note PO 2.1 of the Interfaces Between Land Uses Module:

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:

- *the nature of the development*
- *measures to mitigate off-site impacts*
- *the extent to which the development is desired in the zone*
- *measures that might be taken in an adjacent zone primarily for sensitive receivers that mitigate adverse impacts without unreasonably compromising the intended use of that land.*

The business proposes for classes to cease by 8:30pm, with the earliest class being at 8am on a Saturday.

Waste Management

The applicant has advised that the standard Council collection will be sufficient for their needs.

CONCLUSION

The key questions of this application relate to land use, traffic, noise, and hours of operation.

Regarding land use, it is considered that the proposed use supports local access to services and is consistent with the prevailing character of the locality, in accordance with the Business Neighbourhood Zone.

Concerns from representors primarily related to traffic and parking. The Code supports changes of use between non-residential land uses without the need to provide additional parking spaces, by virtue of the site being in a “designated area”. As such, while concerns about on-street parking availability are noted, the Code supports the development despite this impact. Furthermore, concerns about traffic volumes and safety lack suitable Code policy to support a refusal on this basis.

Noise was a concern for some representors, however the nature of the noise generation for the activity, and the remedial measures proposed by the applicant are considered suitable to minimise these impacts. Similarly, hours of operation are considered suitable, given that the development is likely to have relatively limited noise impacts.

Therefore, while concerns regarding the proposal’s impact are noted, it is considered that the Code does not provide justification to refuse the application, and the application is therefore supported.

RECOMMENDATION

It is recommended that the Council Assessment Panel resolve that:

1. Pursuant to Section 107(2)(c) of the Planning, Development and Infrastructure Act 2016, and having undertaken an assessment of the application against the Planning and Design Code, the application is NOT seriously at variance with the provisions of the Planning and Design Code; and
2. Development Application Number 23034692, by Ben Hock is granted Planning Consent subject to the following reasons/conditions/reserved matters:

CONDITIONS

Planning Consent

Condition 1

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

Condition 2

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

- Monday-Friday: 4pm-8:30pm
- Saturday: 8am-1:30pm

Condition 3

Noise mitigation measures, as outlined in the response to representations dated 24 February 2024, shall be installed prior to the occupation of the site, to the reasonable satisfaction of the Assessment Manager.

Condition 4

Classes shall be limited to a capacity of 20 students and four (4) staff.

ADVISORY NOTES

Planning Consent

Advisory Note 1

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

Advisory Note 2

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

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

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

Advisory Note 3

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

Advisory Note 4

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

Advisory Note 5

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

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

Advisory Note 6

The Applicant is advised that construction noise is not allowed:

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

Advisory Note 7

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

Advisory Note 8

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

Advisory Note 9

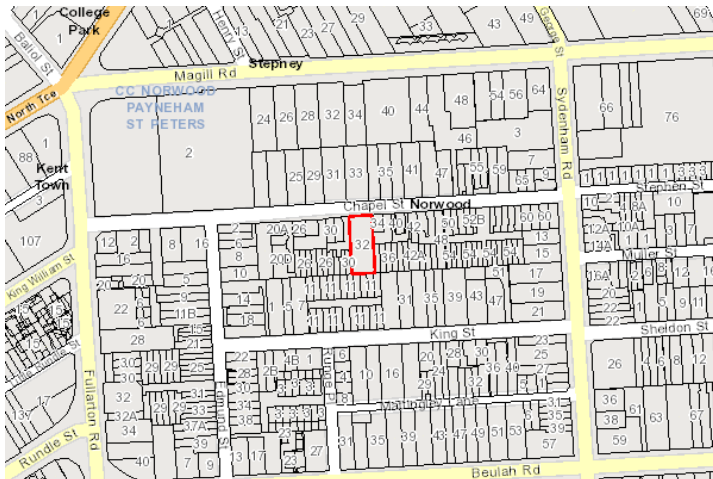
The Council has not surveyed the subject land and has, for the purpose of its assessment, assumed that all dimensions and other details provided by the Applicant are correct and accurate.

32 CHAPEL ST NORWOOD SA 5067

Address:

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

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



Property Zoning Details

Zone	Business Neighbourhood
Overlay	Airport Building Heights (Regulated) (All structures over 45 metres) Prescribed Wells Area Regulated and Significant Tree Traffic Generating Development
Local Variation (TNV)	Maximum Building Height (Levels) (Maximum building height is 2 levels)

Development Pathways

■ Business Neighbourhood

1. Accepted Development

Means that the development type does not require planning consent (planning approval). Please ensure compliance with relevant land use and development controls in the Code.

- Air handling unit, air conditioning system or exhaust fan
- Brush fence
- Building alterations
- Building work on railway land
- Carport
- Outbuilding
- Partial demolition of a building or structure
- Private bushfire shelter
- Shade sail
- Solar photovoltaic panels (roof mounted)
- Swimming pool or spa pool and associated swimming pool safety features
- Verandah
- Water tank (above ground)
- Water tank (underground)

2. Code Assessed - Deemed to Satisfy

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

- Advertisement
- Ancillary accommodation
- Carport
- Consulting room
- Deck
- Detached dwelling
- Dwelling addition
- Dwelling or residential flat building undertaken by:
 - (a) the South Australian Housing Trust either individually or jointly with other persons or bodies
 - or
 - (b) a provider registered under the Community Housing National Law participating in a program relating to the renewal of housing endorsed by the South Australian Housing Trust.
- Office
- Outbuilding
- Replacement building
- Row dwelling
- Semi-detached dwelling
- Shop
- Temporary accommodation in an area affected by bushfire
- Verandah

3. Code Assessed - Performance Assessed

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

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

- Advertisement
- Ancillary accommodation
- Carport
- Consulting room
- Deck
- Demolition
- Detached dwelling
- Dwelling addition
- Dwelling or residential flat building undertaken by:

- (a) the South Australian Housing Trust either individually or jointly with other persons or bodies
or
(b) a provider registered under the Community Housing National Law participating in a program relating to the renewal of housing endorsed by the South Australian Housing Trust.
- Fence
 - Group dwelling
 - Land division
 - Office
 - Outbuilding
 - Residential flat building
 - Retaining wall
 - Row dwelling
 - Semi-detached dwelling
 - Service trade premises
 - Shop
 - Store
 - Tree-damaging activity
 - Verandah
 - Warehouse

4. Impact Assessed - Restricted

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

Part 2 - Zones and Sub Zones

Business Neighbourhood Zone

Assessment Provisions (AP)

Desired Outcome (DO)

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

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

Performance Outcome	Deemed-to-Satisfy Criteria / Designated Performance Feature
Land Use and Intensity	
<p>PO 1.1</p> <p>Housing and accommodation types appropriate to the locality complemented by shops, offices, consulting rooms and other non-residential uses that do not materially impact residential amenity.</p>	<p>DTS/DPF 1.1</p> <p>Development comprises one or more of the following:</p> <ul style="list-style-type: none"> (a) Community facility (b) Consulting room (c) Dwelling (d) Office (e) Residential flat building (f) Shop
<p>PO 1.2</p> <p>Business and commercial land uses complement and enhance the prevailing or emerging neighbourhood character.</p>	<p>DTS/DPF 1.2</p> <p>Shops, offices and consulting rooms (or any combination thereof) do not exceed 250m² in gross leasable floor area.</p>
<p>PO 1.3</p> <p>Changes in the use of land between similar businesses encourages the efficient reuse of commercial premises and supports continued local access to a range of services compatible to the locality.</p>	<p>DTS/DPF 1.3</p> <p>A change of use to a shop, office or consulting room or any combination of these uses where all of the following are achieved:</p> <ul style="list-style-type: none"> (a) the area to be occupied by the proposed development is in an existing building and is currently used as a shop, office, consulting room or any combination of these uses (b) if the proposed change of use is for a shop: <ul style="list-style-type: none"> (i) the total gross leasable floor area of the shop will not exceed 250m² (ii) if primarily involving the handling and sale of foodstuffs, areas used for the storage and collection of refuse are sited at least 10m from the site of a dwelling (other than a dwelling directly associated with the proposed shop) (iii) if primarily involving heating and cooking of foodstuffs in a commercial kitchen and is within 30m of any residential allotment within a neighbourhood-type zone or a dwelling (other than a dwelling directly associated with the proposed shop), an exhaust duct and stack (chimney) exists or is capable of being installed for discharging exhaust

	<p>emissions</p> <p>(c) off-street vehicular parking exists in accordance with the rate(s) specified in Transport, Access and Parking Table 1 - General Off-Street Car Parking Requirements or Table 2 - Off-Street Car Parking Requirements in Designated Areas to the nearest whole number, except where:</p> <ul style="list-style-type: none">(i) the required contribution will be made into a relevant car parking offset scheme (other than where a relevant contribution has previously been made) or(ii) the building is a local heritage place.
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Built Form and Character

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Building height and setbacks

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Interface between Land Uses

Assessment Provisions (AP)

Desired Outcome (DO)

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

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

Performance Outcome	Deemed-to-Satisfy Criteria / Designated Performance Feature										
General Land Use Compatibility											
<p>PO 1.1</p> <p>Sensitive receivers are designed and sited to protect residents and occupants from adverse impacts generated by lawfully existing land uses (or lawfully approved land uses) and land uses desired in the zone.</p>	<p>DTS/DPF 1.1</p> <p>None are applicable.</p>										
<p>PO 1.2</p> <p>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.</p>	<p>DTS/DPF 1.2</p> <p>None are applicable.</p>										
Hours of Operation											
<p>PO 2.1</p> <p>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:</p> <p>(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.</p>	<p>DTS/DPF 2.1</p> <p>Development operating within the following hours:</p> <table border="1"> <thead> <tr> <th>Class of Development</th> <th>Hours of operation</th> </tr> </thead> <tbody> <tr> <td rowspan="2">Consulting room</td> <td>7am to 9pm, Monday to Friday</td> </tr> <tr> <td>8am to 5pm, Saturday</td> </tr> <tr> <td rowspan="2">Office</td> <td>7am to 9pm, Monday to Friday</td> </tr> <tr> <td>8am to 5pm, Saturday</td> </tr> <tr> <td>Shop, other than any one or</td> <td>7am to 9pm, Monday to Friday</td> </tr> </tbody> </table>	Class of Development	Hours of operation	Consulting room	7am to 9pm, Monday to Friday	8am to 5pm, Saturday	Office	7am to 9pm, Monday to Friday	8am to 5pm, Saturday	Shop, other than any one or	7am to 9pm, Monday to Friday
Class of Development	Hours of operation										
Consulting room	7am to 9pm, Monday to Friday										
	8am to 5pm, Saturday										
Office	7am to 9pm, Monday to Friday										
	8am to 5pm, Saturday										
Shop, other than any one or	7am to 9pm, Monday to Friday										

	<p>combination of the following:</p> <p>(a) restaurant</p> <p>(b) cellar door in the Productive Rural Landscape Zone, Rural Zone or Rural Horticulture Zone</p>	8am to 5pm, Saturday and Sunday
Overshadowing		
<p>PO 3.1</p> <p>Overshadowing of habitable room windows 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 3.1</p> <p>North-facing windows of habitable rooms of adjacent residential land uses in a neighbourhood-type zone receive at least 3 hours of direct sunlight between 9.00am and 3.00pm on 21 June.</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> <p>i. half the existing ground level open space</p> <p>or</p> <p>ii. 35m² of the existing ground level open space (with at least one of the area's dimensions measuring 2.5m)</p> <p>b. for ground level communal open space, at least half of the existing ground level open space.</p>	
<p>PO 3.3</p> <p>Development does not unduly reduce the generating capacity of adjacent rooftop solar energy facilities taking into account:</p> <p>(a) the form of development contemplated in the zone</p> <p>(b) the orientation of the solar energy facilities</p> <p>(c) the extent to which the solar energy facilities are already overshadowed.</p>	<p>DTS/DPF 3.3</p> <p>None are applicable.</p>	
<p>PO 3.4</p> <p>Development that incorporates moving parts, including windmills and wind farms, are located and operated to not cause unreasonable nuisance to nearby dwellings and tourist accommodation caused by shadow flicker.</p>	<p>DTS/DPF 3.4</p> <p>None are applicable.</p>	
Activities Generating Noise or Vibration		
<p>PO 4.1</p> <p>Development that emits noise (other than music) does not unreasonably impact the amenity of sensitive receivers (or lawfully approved sensitive receivers).</p>	<p>DTS/DPF 4.1</p> <p>Noise that affects sensitive receivers achieves the relevant Environment Protection (Noise) Policy criteria.</p>	
<p>PO 4.2</p> <p>Areas for the on-site manoeuvring of service and delivery vehicles, plant and equipment, outdoor work spaces (and the like) are designed and sited to not unreasonably impact the amenity of adjacent sensitive receivers (or lawfully approved sensitive receivers) and zones primarily intended to accommodate sensitive receivers due to noise and vibration by adopting techniques including:</p> <p>(a) locating openings of buildings and associated services away from the interface with the adjacent sensitive receivers and zones primarily intended to accommodate sensitive receivers</p> <p>(b) when sited outdoors, locating such areas as far as practicable from adjacent sensitive receivers and zones primarily intended to accommodate sensitive receivers</p> <p>(c) housing plant and equipment within an enclosed structure or acoustic enclosure</p> <p>(d) providing a suitable acoustic barrier between the plant and / or equipment and the adjacent sensitive receiver boundary or zone.</p>	<p>DTS/DPF 4.2</p> <p>None are applicable.</p>	

<p>PO 4.3</p> <p>Fixed plant and equipment in the form of pumps and/or filtration systems for a swimming pool or spa are positioned and/or housed to not cause unreasonable noise nuisance to adjacent sensitive receivers (or lawfully approved sensitive receivers).</p>	<p>DTS/DPF 4.3</p> <p>The pump and/or filtration system ancillary to a dwelling erected on the same site is:</p> <p>(a) enclosed in a solid acoustic structure located at least 5m from the nearest habitable room located on an adjoining allotment or (b) located at least 12m from the nearest habitable room located on an adjoining allotment.</p>				
<p>PO 4.4</p> <p>External noise into bedrooms is minimised by separating or shielding these rooms from service equipment areas and fixed noise sources located on the same or an adjoining allotment.</p>	<p>DTS/DPF 4.4</p> <p>Adjacent land is used for residential purposes.</p>				
<p>PO 4.5</p> <p>Outdoor areas associated with licensed premises (such as beer gardens or dining areas) are designed and/or sited to not cause unreasonable noise impact on existing adjacent sensitive receivers (or lawfully approved sensitive receivers).</p>	<p>DTS/DPF 4.5</p> <p>None are applicable.</p>				
<p>PO 4.6</p> <p>Development incorporating music achieves suitable acoustic amenity when measured at the boundary of an adjacent sensitive receiver (or lawfully approved sensitive receiver) or zone primarily intended to accommodate sensitive receivers.</p>	<p>DTS/DPF 4.6</p> <p>Development incorporating music includes noise attenuation measures that will achieve the following noise levels:</p> <table border="1" style="width: 100%; border-collapse: collapse; margin-top: 10px;"> <thead> <tr> <th style="width: 50%; text-align: center;">Assessment location</th> <th style="width: 50%; text-align: center;">Music noise level</th> </tr> </thead> <tbody> <tr> <td style="padding: 5px;">Externally at the nearest existing or envisaged noise sensitive location</td> <td style="padding: 5px;">Less than 8dB above the level of background noise (L_{90,15min}) in any octave band of the sound spectrum (LOCT_{10,15} < LOCT_{90,15} + 8dB)</td> </tr> </tbody> </table>	Assessment location	Music noise level	Externally at the nearest existing or envisaged noise sensitive location	Less than 8dB above the level of background noise (L _{90,15min}) in any octave band of the sound spectrum (LOCT _{10,15} < LOCT _{90,15} + 8dB)
Assessment location	Music noise level				
Externally at the nearest existing or envisaged noise sensitive location	Less than 8dB above the level of background noise (L _{90,15min}) in any octave band of the sound spectrum (LOCT _{10,15} < LOCT _{90,15} + 8dB)				
<small>Air Quality</small>					
<p>PO 5.1</p> <p>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.</p>	<p>DTS/DPF 5.1</p> <p>None are applicable.</p>				
<p>PO 5.2</p> <p>Development that includes chimneys or exhaust flues (including cafes, restaurants and fast food outlets) is designed to minimise nuisance or adverse health impacts to sensitive receivers (or lawfully approved sensitive receivers) by:</p> <p>(a) incorporating appropriate treatment technology before exhaust emissions are released (b) locating and designing chimneys or exhaust flues to maximise the dispersion of exhaust emissions, taking into account the location of sensitive receivers.</p>	<p>DTS/DPF 5.2</p> <p>None are applicable.</p>				
<small>Light Spill</small>					
<p>PO 6.1</p> <p>External lighting is positioned and designed to not cause unreasonable light spill impact on adjacent sensitive receivers (or lawfully approved sensitive receivers).</p>	<p>DTS/DPF 6.1</p> <p>None are applicable.</p>				
<p>PO 6.2</p> <p>External lighting is not hazardous to motorists and cyclists.</p>	<p>DTS/DPF 6.2</p> <p>None are applicable.</p>				
<small>Solar Reflectivity / Glare</small>					

<p>PO 7.1</p> <p>Development is designed and comprised of materials and finishes that do not unreasonably cause a distraction to adjacent road users and pedestrian areas or unreasonably cause heat loading and micro-climatic impacts on adjacent buildings and land uses as a result of reflective solar glare.</p>	<p>DTS/DPF 7.1</p> <p>None are applicable.</p>
<p>Electrical Interference</p>	
<p>PO 8.1</p> <p>Development in rural and remote areas does not unreasonably diminish or result in the loss of existing communication services due to electrical interference.</p>	<p>DTS/DPF 8.1</p> <p>The building or structure:</p> <p>(a) is no greater than 10m in height, measured from existing ground level or (b) is not within a line of sight between a fixed transmitter and fixed receiver (antenna) other than where an alternative service is available via a different fixed transmitter or cable.</p>
<p>Interface with Rural Activities</p>	
<p>PO 9.1</p> <p>Sensitive receivers are located and designed to mitigate impacts from lawfully existing horticultural and farming activities (or lawfully approved horticultural and farming activities), including spray drift and noise and do not prejudice the continued operation of these activities.</p>	<p>DTS/DPF 9.1</p> <p>None are applicable.</p>
<p>PO 9.2</p> <p>Sensitive receivers are located and designed to mitigate potential impacts from lawfully existing intensive animal husbandry activities and do not prejudice the continued operation of these activities.</p>	<p>DTS/DPF 9.2</p> <p>None are applicable.</p>
<p>PO 9.3</p> <p>Sensitive receivers are located and designed to mitigate potential impacts from lawfully existing land-based aquaculture activities and do not prejudice the continued operation of these activities.</p>	<p>DTS/DPF 9.3</p> <p>Sensitive receivers are located at least 200m from the boundary of a site used for land-based aquaculture and associated components in other ownership.</p>
<p>PO 9.4</p> <p>Sensitive receivers are located and designed to mitigate potential impacts from lawfully existing dairies including associated wastewater lagoons and liquid/solid waste storage and disposal facilities and do not prejudice the continued operation of these activities.</p>	<p>DTS/DPF 9.4</p> <p>Sensitive receivers are sited at least 500m from the boundary of a site used for a dairy and associated wastewater lagoon(s) and liquid/solid waste storage and disposal facilities in other ownership.</p>
<p>PO 9.5</p> <p>Sensitive receivers are located and designed to mitigate the potential impacts from lawfully existing facilities used for the handling, transportation and storage of bulk commodities (recognising the potential for extended hours of operation) and do not prejudice the continued operation of these activities.</p>	<p>DTS/DPF 9.5</p> <p>Sensitive receivers are located away from the boundary of a site used for the handling, transportation and/or storage of bulk commodities in other ownership in accordance with the following:</p> <p>(a) 300m or more, where it involves the handling of agricultural crop products, rock, ores, minerals, petroleum products or chemicals to or from any commercial storage facility (b) 300m or more, where it involves the handling of agricultural crop products, rock, ores, minerals, petroleum products or chemicals at a wharf or wharf side facility (including sea-port grain terminals) where the handling of these materials into or from vessels does not exceed 100 tonnes per day (c) 500m or more, where it involves the storage of bulk petroleum in individual containers with a capacity up to 200 litres and a total on-site storage capacity not exceeding 1000 cubic metres (d) 500m or more, where it involves the handling of coal with a capacity up to 1 tonne per day or a storage capacity up to 50 tonnes (e) 1000m or more, where it involves the handling of coal with a capacity exceeding 1 tonne per day but not exceeding 100 tonnes per day or a storage capacity exceeding 50 tonnes but not exceeding 5000 tonnes.</p>
<p>PO 9.6</p> <p>Setbacks and vegetation plantings along allotment boundaries should be incorporated to mitigate the potential impacts of spray drift and other impacts associated with agricultural and horticultural activities.</p>	<p>DTS/DPF 9.6</p> <p>None are applicable.</p>

<p>PO 9.7</p> <p>Urban development does not prejudice existing agricultural and horticultural activities through appropriate separation and design techniques.</p>	<p>DTS/DPF 9.7</p> <p>None are applicable.</p>
<p>Interface with Mines and Quarries (Rural and Remote Areas)</p>	
<p>PO 10.1</p> <p>Sensitive receivers are separated from existing mines to minimise the adverse impacts from noise, dust and vibration.</p>	<p>DTS/DPF 10.1</p> <p>Sensitive receivers are located no closer than 500m from the boundary of a Mining Production Tenement under the <i>Mining Act 1971</i>.</p>

Transport, Access and Parking

Assessment Provisions (AP)

Desired Outcome (DO)

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

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

Performance Outcome	Deemed-to-Satisfy Criteria / Designated Performance Feature
Movement Systems	
PO 1.1 Development is integrated with the existing transport system and designed to minimise its potential impact on the functional performance of the transport system.	DTS/DPF 1.1 None are applicable.
PO 1.2 Development is designed to discourage commercial and industrial vehicle movements through residential streets and adjacent other sensitive receivers.	DTS/DPF 1.2 None are applicable.
PO 1.3 Industrial, commercial and service vehicle movements, loading areas and designated parking spaces are separated from passenger vehicle car parking areas to ensure efficient and safe movement and minimise potential conflict.	DTS/DPF 1.3 None are applicable.
PO 1.4 Development is sited and designed so that loading, unloading and turning of all	DTS/DPF 1.4 All vehicle manoeuvring occurs onsite.

traffic avoids interrupting the operation of and queuing on public roads and pedestrian paths.	
Sightlines	
<p>PO 2.1</p> <p>Sightlines at intersections, pedestrian and cycle crossings, and crossovers to allotments for motorists, cyclists and pedestrians are maintained or enhanced to ensure safety for all road users and pedestrians.</p>	<p>DTS/DPF 2.1</p> <p>None are applicable.</p>
<p>PO 2.2</p> <p>Walls, fencing and landscaping adjacent to driveways and corner sites are designed to provide adequate sightlines between vehicles and pedestrians.</p>	<p>DTS/DPF 2.2</p> <p>None are applicable.</p>
Vehicle Access	
<p>PO 3.1</p> <p>Safe and convenient access minimises impact or interruption on the operation of public roads.</p>	<p>DTS/DPF 3.1</p> <p>The access is:</p> <ul style="list-style-type: none"> (a) provided via a lawfully existing or authorised driveway or access point or an access point for which consent has been granted as part of an application for the division of land or (b) not located within 6m of an intersection of 2 or more roads or a pedestrian activated crossing.
<p>PO 3.2</p> <p>Development incorporating vehicular access ramps ensures vehicles can enter and exit a site safely and without creating a hazard to pedestrians and other vehicular traffic.</p>	<p>DTS/DPF 3.2</p> <p>None are applicable.</p>
<p>PO 3.3</p> <p>Access points are sited and designed to accommodate the type and volume of traffic likely to be generated by the development or land use.</p>	<p>DTS/DPF 3.3</p> <p>None are applicable.</p>
<p>PO 3.4</p> <p>Access points are sited and designed to minimise any adverse impacts on neighbouring properties.</p>	<p>DTS/DPF 3.4</p> <p>None are applicable.</p>
<p>PO 3.5</p> <p>Access points are located so as not to interfere with street trees, existing street furniture (including directional signs, lighting, seating and weather shelters) or infrastructure services to maintain the appearance of the streetscape, preserve local amenity and minimise disruption to utility infrastructure assets.</p>	<p>DTS/DPF 3.5</p> <p>Vehicle access to designated car parking spaces satisfy (a) or (b):</p> <ul style="list-style-type: none"> (a) is provided via a lawfully existing or authorised access point or an access point for which consent has been granted as part of an application for the division of land (b) where newly proposed, is set back: <ul style="list-style-type: none"> (i) 0.5m or more from any street furniture, street pole, infrastructure services pit, or other stormwater or utility infrastructure unless consent is provided from the asset owner (ii) 2m or more from the base of the trunk of a street tree unless consent is provided from the tree owner for a lesser distance (iii) 6m or more from the tangent point of an intersection of 2 or more roads (iv) outside of the marked lines or infrastructure dedicating a pedestrian crossing.
<p>PO 3.6</p> <p>Driveways and access points are separated and minimised in number to optimise the provision of on-street visitor parking (where on-street parking is appropriate).</p>	<p>DTS/DPF 3.6</p> <p>Driveways and access points:</p> <ul style="list-style-type: none"> (a) for sites with a frontage to a public road of 20m or less, one access point no greater than 3.5m in width is provided (b) for sites with a frontage to a public road greater than 20m: <ul style="list-style-type: none"> (i) a single access point no greater than 6m in width is provided or (ii) not more than two access points with a width of 3.5m each are provided.
<p>PO 3.7</p>	<p>DTS/DPF 3.7</p>

<p>Access points are appropriately separated from level crossings to avoid interference and ensure their safe ongoing operation.</p>	<p>Development does not involve a new or modified access or cause an increase in traffic through an existing access that is located within the following distance from a railway crossing:</p> <ul style="list-style-type: none"> (a) 80 km/h road - 110m (b) 70 km/h road - 90m (c) 60 km/h road - 70m (d) 50km/h or less road - 50m.
<p>PO 3.8</p> <p>Driveways, access points, access tracks and parking areas are designed and constructed to allow adequate movement and manoeuvrability having regard to the types of vehicles that are reasonably anticipated.</p>	<p>DTS/DPF 3.8</p> <p>None are applicable.</p>
<p>PO 3.9</p> <p>Development is designed to ensure vehicle circulation between activity areas occurs within the site without the need to use public roads.</p>	<p>DTS/DPF 3.9</p> <p>None are applicable.</p>
<p>Access for People with Disabilities</p>	
<p>PO 4.1</p> <p>Development is sited and designed to provide safe, dignified and convenient access for people with a disability.</p>	<p>DTS/DPF 4.1</p> <p>None are applicable.</p>
<p>Vehicle Parking Rates</p>	
<p>PO 5.1</p> <p>Sufficient on-site vehicle parking and specifically marked accessible car parking places are provided to meet the needs of the development or land use having regard to factors that may support a reduced on-site rate such as:</p> <ul style="list-style-type: none"> (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. 	<p>DTS/DPF 5.1</p> <p>Development provides a number of car parking spaces on-site at a rate no less than the amount calculated using one of the following, whichever is relevant:</p> <ul style="list-style-type: none"> (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.
<p>Vehicle Parking Areas</p>	
<p>PO 6.1</p> <p>Vehicle parking areas are sited and designed to minimise impact on the operation of public roads by avoiding the use of public roads when moving from one part of a parking area to another.</p>	<p>DTS/DPF 6.1</p> <p>Movement between vehicle parking areas within the site can occur without the need to use a public road.</p>
<p>PO 6.2</p> <p>Vehicle parking areas are appropriately located, designed and constructed to minimise impacts on adjacent sensitive receivers through measures such as ensuring they are attractively developed and landscaped, screen fenced, and the like.</p>	<p>DTS/DPF 6.2</p> <p>None are applicable.</p>
<p>PO 6.3</p> <p>Vehicle parking areas are designed to provide opportunity for integration and shared-use of adjacent car parking areas to reduce the total extent of vehicle parking areas and access points.</p>	<p>DTS/DPF 6.3</p> <p>None are applicable.</p>
<p>PO 6.4</p> <p>Pedestrian linkages between parking areas and the development are provided and are safe and convenient.</p>	<p>DTS/DPF 6.4</p> <p>None are applicable.</p>

<p>PO 6.5</p> <p>Vehicle parking areas that are likely to be used during non-daylight hours are provided with sufficient lighting to entry and exit points to ensure clear visibility to users.</p>	<p>DTS/DPF 6.5</p> <p>None are applicable.</p>
<p>PO 6.6</p> <p>Loading areas and designated parking spaces for service vehicles are provided within the boundary of the site.</p>	<p>DTS/DPF 6.6</p> <p>Loading areas and designated parking spaces are wholly located within the site.</p>
<p>PO 6.7</p> <p>On-site visitor parking spaces are sited and designed to be accessible to all visitors at all times.</p>	<p>DTS/DPF 6.7</p> <p>None are applicable.</p>
<p>Undercroft and Below Ground Garaging and Parking of Vehicles</p>	
<p>PO 7.1</p> <p>Undercroft and below ground garaging of vehicles is designed to enable safe entry and exit from the site without compromising pedestrian or cyclist safety or causing conflict with other vehicles.</p>	<p>DTS/DPF 7.1</p> <p>None are applicable.</p>
<p>Internal Roads and Parking Areas in Residential Parks and Caravan and Tourist Parks</p>	
<p>PO 8.1</p> <p>Internal road and vehicle parking areas are surfaced to prevent dust becoming a nuisance to park residents and occupants.</p>	<p>DTS/DPF 8.1</p> <p>None are applicable.</p>
<p>PO 8.2</p> <p>Traffic circulation and movement within the park is pedestrian friendly and promotes low speed vehicle movement.</p>	<p>DTS/DPF 8.2</p> <p>None are applicable.</p>
<p>Bicycle Parking in Designated Areas</p>	
<p>PO 9.1</p> <p>The provision of adequately sized on-site bicycle parking facilities encourages cycling as an active transport mode.</p>	<p>DTS/DPF 9.1</p> <p>Areas and / or fixtures are provided for the parking and storage of bicycles at a rate not less than the amount calculated using Transport, Access and Parking Table 3 - Off Street Bicycle Parking Requirements.</p>
<p>PO 9.2</p> <p>Bicycle parking facilities provide for the secure storage and tethering of bicycles in a place where casual surveillance is possible, is well lit and signed for the safety and convenience of cyclists and deters property theft.</p>	<p>DTS/DPF 9.2</p> <p>None are applicable.</p>
<p>PO 9.3</p> <p>Non-residential development incorporates end-of-journey facilities for employees such as showers, changing facilities and secure lockers, and signage indicating the location of the facilities to encourage cycling as a mode of journey-to-work transport.</p>	<p>DTS/DPF 9.3</p> <p>None are applicable.</p>
<p>Corner Cut-Offs</p>	
<p>PO 10.1</p> <p>Development is located and designed to ensure drivers can safely turn into and out of public road junctions.</p>	<p>DTS/DPF 10.1</p> <p>Development does not involve building work, or building work is located wholly outside the land shown as Corner Cut-Off Area in the following diagram:</p>

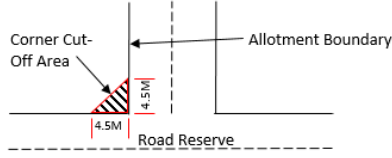
	 <p>The diagram illustrates a corner cut-off area. A dashed line represents the 'Allotment Boundary'. A solid line represents the 'Road Reserve'. A shaded triangular area is shown at the corner, with a 4.5M setback from the allotment boundary and a 4.5M setback from the road reserve.</p>
Heavy Vehicle Parking	
<p>PO 11.1</p> <p>Heavy vehicle parking and access is designed and sited so that the activity does not result in nuisance to adjoining neighbours as a result of dust, fumes, vibration, odour or potentially hazardous loads.</p>	<p>DTS/DPF 11.1</p> <p>Heavy vehicle parking occurs in accordance with the following:</p> <ul style="list-style-type: none"> (a) the site is not located within a Neighbourhood-type zone (except a Rural Living Zone) (b) the site is a minimum of 0.4 ha (c) where the site is 2 ha or more, no more than 2 vehicles exceeding 3,000 kilograms each (and trailers) are to be parked on the allotment at any time (d) where the site is between 0.4 ha and 2 ha, only one vehicle exceeding 3,000 kilograms (and one trailer) are to be parking on the allotment at any time (e) the vehicle parking area achieves the following setbacks: <ul style="list-style-type: none"> (i) behind the building line or 30m, whichever is greater (ii) 20m from the secondary street if it is a State Maintained Road (iii) 10m from the secondary street if it is a local road (iv) 10m from side and rear boundaries (f) parking and access areas (including internal driveways) should be sealed or have a surface that can be treated and maintained to minimise dust and mud nuisance (g) does not include refrigerated trailers or vehicles (h) vehicles only enter and exit the property in accordance with the following hours: <ul style="list-style-type: none"> (i) Monday to Saturday 6:00am and 9:30pm (ii) Sunday and public holidays between 9:30 am and 7:00 pm (i) the handling or trans-shipment of freight is not carried out on the property.
<p>PO 11.2</p> <p>Heavy vehicle parking ensures that vehicles can enter and exit a site safely and without creating a hazard to pedestrians and other vehicular traffic.</p>	<p>DTS/DPF 11.2</p> <p>Heavy vehicles:</p> <ul style="list-style-type: none"> (a) can enter and exit the site in a forward direction; and (b) operate within the statutory mass and dimension limited for General Access Vehicles (as prescribed by the National Heavy Vehicle Regulator).
<p>PO 11.3</p> <p>Heavy vehicle parking is screened through siting behind buildings, screening, landscaping or the like to obscure views from adjoining properties and public roads.</p>	<p>DTS/DPF 11.3</p> <p>None are applicable.</p>

Table 1 - General Off-Street Car Parking Requirements

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

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

Policy24	P&D Code (in effect) - Version 2023.17 23/11/2023
Residential Flat Building	0.33 spaces per dwelling for visitor parking where development involves 3 or more dwellings. Dwelling with 1 or 2 bedrooms (including rooms capable of being used as a bedroom) - 1 space per dwelling. Dwelling with 3 or more bedrooms (including rooms capable of being used as a bedroom) - 2 spaces per dwelling, 1 of which is to be covered.
Row Dwelling where vehicle access is from the primary street	0.33 spaces per dwelling for visitor parking where development involves 3 or more dwellings. Dwelling with 1 bedroom (including rooms capable of being used as a bedroom) - 1 space per dwelling. Dwelling with 2 or more bedrooms (including rooms capable of being used as a bedroom) - 2 spaces per dwelling, 1 of which is to be covered.
Row Dwelling where vehicle access is not from the primary street (i.e. rear-loaded)	Dwelling with 1 or 2 bedrooms (including rooms capable of being used as a bedroom) - 1 space per dwelling. Dwelling with 3 or more bedrooms (including rooms capable of being used as a bedroom) - 2 spaces per dwelling, 1 of which is to be covered.
Semi-Detached Dwelling	Dwelling with 1 bedroom (including rooms capable of being used as a bedroom) - 1 space per dwelling. Dwelling with 2 or more bedrooms (including rooms capable of being used as a bedroom) - 2 spaces per dwelling, 1 of which is to be covered.
Aged / Supported Accommodation	
Retirement facility	Dwelling with 1 or 2 bedrooms (including rooms capable of being used as a bedroom) - 1 space per dwelling. Dwelling with 3 or more bedrooms (including rooms capable of being used as a bedroom) - 2 spaces per dwelling. 0.2 spaces per dwelling for visitor parking.
Supported accommodation	0.3 spaces per bed.
Residential Development (Other)	
Ancillary accommodation	No additional requirements beyond those associated with the main dwelling.
Residential park	Dwelling with 1 or 2 bedrooms (including rooms capable of being used as a bedroom) - 1 space per dwelling. Dwelling with 3 or more bedrooms (including rooms capable of being used as a bedroom) - 2 spaces per dwelling. 0.2 spaces per dwelling for visitor parking.
Student accommodation	0.3 spaces per bed.
Workers' accommodation	0.5 spaces per bed plus 0.2 spaces per bed for visitor parking.
Tourist	
Caravan and tourist park	Parks with 100 sites or less - a minimum of 1 space per 10 sites to be used for accommodation. Parks with more than 100 sites - a minimum of 1 space per 15 sites used for accommodation. A minimum of 1 space for every caravan (permanently fixed to the ground) or cabin.
Tourist accommodation other than a caravan and tourist park	1 car parking space per accommodation unit / guest room.
Commercial Uses	
Auction room/ depot	1 space per 100m ² of building floor area plus an additional 2 spaces.
Automotive collision repair	3 spaces per service bay.
Motor repair station	3 spaces per service bay.
Office	For a call centre, 8 spaces per 100m ² of gross leasable floor area In all other cases, 4 spaces per 100m ² of gross leasable floor area.
Retail fuel outlet	3 spaces per 100m ² gross leasable floor area.
Service trade premises	2.5 spaces per 100m ² of gross leasable floor area 1 space per 100m ² of outdoor area used for display purposes.
Shop (no commercial kitchen)	5.5 spaces per 100m ² of gross leasable floor area where not located in an integrated complex containing two or more tenancies (and which may comprise more than one building) where facilities for off-street vehicle parking, vehicle loading and unloading, and the storage and collection of refuse are shared. 5 spaces per 100m ² 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.
Shop (in the form of a bulky goods outlet)	2.5 spaces per 100m ² of gross leasable floor area.
Shop (in the form of a restaurant or involving a commercial kitchen)	Premises with a dine-in service only (which may include a take-away component with no drive-through) - 0.4 spaces per seat. Premises with take-away service but with no seats - 12 spaces per 100m ² of total floor area plus a drive-through queue capacity of ten vehicles measured from the pick-up point. Premises with a dine-in and drive-through take-away service - 0.3 spaces per seat plus a drive through queue capacity of 10 vehicles measured from the pick-up point.
Community and Civic Uses	
Community facility	For a library, 4 spaces per 100m ² of total floor area. For a hall/meeting hall, 0.2 spaces per seat. In all other cases, 10 spaces per 100m ² of total floor area.
Educational facility	For a primary school - 1.1 space per full time equivalent employee plus 0.25 spaces per student for a pickup/set down area either on-site or on the public realm within 300m of the site. For a secondary school - 1.1 per full time equivalent employee plus 0.1 spaces per student for a pickup/set down area either on-site or on the public realm within 300m of the site. For a tertiary institution - 0.4 per student based on the maximum number of students on the site at any

Policy24		P&D Code (in effect) - Version 2023.17 23/11/2023
		time.
Place of worship		1 space for every 3 visitor seats.
Child care facility		For a child care centre, 0.25 spaces per child In all other cases, 1 per employee plus 0.25 per child (drop off/pick up bays).
Health Related Uses		
Consulting room		4 spaces per consulting room excluding ancillary facilities.
Hospital		4.5 spaces per bed for a public hospital. 1.5 spaces per bed for a private hospital.
Recreational and Entertainment Uses		
Cinema complex		0.2 spaces per seat.
Concert hall / theatre		0.2 spaces per seat.
Hotel		1 space for every 2m ² of total floor area in a public bar plus 1 space for every 6m ² of total floor area available to the public in a lounge, beer garden plus 1 space per 2 gaming machines, plus 1 space per 3 seats in a restaurant.
Indoor recreation facility		6.5 spaces per 100m ² of total floor area for a Fitness Centre 4.5 spaces per 100m ² of total floor area for all other Indoor recreation facilities.
Industry/Employment Uses		
Fuel depot		1.5 spaces per 100m ² total floor area 1 spaces per 100m ² of outdoor area used for fuel depot activity purposes.
Industry		1.5 spaces per 100m ² of total floor area.
Store		0.5 spaces per 100m ² of total floor area.
Timber yard		1.5 spaces per 100m ² of total floor area 1 space per 100m ² of outdoor area used for display purposes.
Warehouse		0.5 spaces per 100m ² total floor area.
Other Uses		
Funeral Parlour		1 space per 5 seats in the chapel plus 1 space for each vehicle operated by the parlour.
Radio or Television Station		5 spaces per 100m ² of total building floor area.

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

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

Class of Development	Car Parking Rate		Designated Areas
	Minimum number of spaces	Maximum number of spaces	
<p>Where a development comprises more than one development type, then the overall car parking rate will be taken to be the sum of the car parking rates for each development type.</p>			
Development generally			
All classes of development	No minimum.	<p>No maximum except in the Primary Pedestrian Area identified in the Primary Pedestrian Area Concept Plan, where the maximum is:</p> <p>1 space for each dwelling with a total floor area less than 75 square metres</p> <p>2 spaces for each dwelling with a total floor area between 75 square metres and 150 square metres</p> <p>3 spaces for each dwelling with a total floor area greater than 150 square metres.</p> <p>Residential flat building or Residential component of a multi-storey building: 1 visitor space for each 6 dwellings.</p>	<p>Capital City Zone</p> <p>City Main Street Zone</p> <p>City Riverbank Zone</p> <p>Adelaide Park Lands Zone</p> <p>Business Neighbourhood Zone (within the City of Adelaide)</p> <p>The St Andrews Hospital Precinct Subzone and Women's and Children's Hospital Precinct Subzone of the Community Facilities Zone</p>
Non-residential development			
Non-residential development excluding tourist accommodation	3 spaces per 100m ² of gross leasable floor area.	5 spaces per 100m ² of gross leasable floor area.	<p>City Living Zone</p> <p>Urban Corridor (Boulevard) Zone</p> <p>Urban Corridor (Business) Zone</p>

			<p>Urban Corridor (Living) Zone</p> <p>Urban Corridor (Main Street) Zone</p> <p>Urban Neighbourhood Zone (except for Bowden)</p>
Non-residential development excluding tourist accommodation	3 spaces per 100m2 of gross leasable floor area.	6 spaces per 100m2 of gross leasable floor area.	<p>Strategic Innovation Zone in the City of Burnside, City of Marion or City of Mitcham</p> <p>Strategic Innovation Zone outside the City of Burnside, City of Marion or City of Mitcham when the site is also in a high frequency public transit area</p> <p>Suburban Activity Centre Zone when the site is also in a high frequency public transit area</p> <p>Suburban Business Zone when the site is also in a high frequency public transit area</p> <p>Business Neighbourhood Zone outside of the City of Adelaide when the site is also in a high frequency public transit area</p> <p>Suburban Main Street Zone when the site is also in a high frequency public transit area</p> <p>Urban Activity Centre Zone</p>
Non-residential development excluding tourist accommodation	<p>3 spaces per 100 square metres of gross leasable floor area</p> <p>1.5 spaces per 100 square metres of gross leasable floor area above ground floor level other than for a shop</p>	3 spaces per 100 square metres of gross leasable floor area	Urban Neighbourhood Zone in Bowden
Tourist accommodation	1 space for every 4 bedrooms up to 100 bedrooms plus 1 space for every 5 bedrooms over 100 bedrooms	1 space per 2 bedrooms up to 100 bedrooms and 1 space per 4 bedrooms over 100 bedrooms	<p>City Living Zone</p> <p>Urban Activity Centre Zone when the site is also in a high frequency public transit area</p> <p>Urban Corridor (Boulevard) Zone</p> <p>Urban Corridor (Business) Zone</p> <p>Urban Corridor (Living) Zone</p> <p>Urban Corridor (Main Street) Zone</p> <p>Urban Neighbourhood Zone (except for Bowden)</p>
Residential development			
Residential component of a multi-storey building	<p>Dwelling with no separate bedroom -0.25 spaces per dwelling</p> <p>1 bedroom dwelling - 0.75 spaces per dwelling</p> <p>2 bedroom dwelling - 1 space per dwelling</p> <p>3 or more bedroom dwelling - 1.25 spaces per dwelling</p> <p>0.25 spaces per dwelling for visitor parking.</p>	None specified.	<p>City Living Zone</p> <p>Strategic Innovation Zone in the City of Burnside, City of Marion or City of Mitcham</p> <p>Strategic Innovation Zone outside the City of Burnside, City of Marion or City of Mitcham when the site is also in a high frequency public transit area</p> <p>Urban Activity Centre Zone when the site is also in a high frequency public transit area</p> <p>Urban Corridor (Boulevard) Zone</p>

Policy24	P&D Code (in effect) - Version 2023.17 23/11/2023		
			Urban Corridor (Business) Zone Urban Corridor (Living) Zone Urban Corridor (Main Street) Zone Urban Neighbourhood Zone (except for Bowden)
Residential component of a multi-storey building	0.75 per dwelling	None specified	Urban Neighbourhood Zone in Bowden
Residential flat building	Dwelling with no separate bedroom -0.25 spaces per dwelling 1 bedroom dwelling - 0.75 spaces per dwelling 2 bedroom dwelling - 1 space per dwelling 3 or more bedroom dwelling - 1.25 spaces per dwelling 0.25 spaces per dwelling for visitor parking.	None specified.	City Living Zone Urban Activity Centre Zone when the site is also in a high frequency public transit area Urban Corridor (Boulevard) Zone Urban Corridor (Business) Zone Urban Corridor (Living) Zone Urban Corridor (Main Street) Zone Urban Neighbourhood Zone (except for Bowden)
Residential flat building	0.75 per dwelling	None specified	Urban Neighbourhood Zone in Bowden
Detached dwelling	0.75 per dwelling	None specified	Urban Neighbourhood Zone in Bowden
Row dwelling	0.75 per dwelling	None specified	Urban Neighbourhood Zone in Bowden
Semi-detached dwelling	0.75 per dwelling	None specified	Urban Neighbourhood Zone in Bowden

Table 3 - Off-Street Bicycle Parking Requirements

The bicycle parking rates apply within designated areas located within parts of the State identified in the Schedule to Table 3.

Class of Development	Bicycle Parking Rate	
	Where a development comprises more than one development type, then the overall bicycle parking rate will be taken to be the sum of the bicycle parking rates for each development type.	
Consulting room	1 space per 20 employees plus 1 space per 20 consulting rooms for customers.	
Educational facility	For a secondary school - 1 space per 20 full-time time employees plus 10 percent of the total number of employee spaces for visitors. For tertiary education - 1 space per 20 employees plus 1 space per 10 full time students.	
Hospital	1 space per 15 beds plus 1 space per 30 beds for visitors.	
Indoor recreation facility	1 space per 4 employees plus 1 space per 200m ² of gross leasable floor area for visitors.	
Licensed Premises	1 per 20 employees, plus 1 per 60 square metres total floor area, plus 1 per 40 square metres of bar floor area, plus 1 per 120 square metres lounge and beer garden floor area, plus 1 per 60 square metres dining floor area, plus 1 per 40 square metres gaming room floor area.	
Office	1 space for every 200m ² of gross leasable floor area plus 2 spaces plus 1 space per 1000m ² of gross leasable floor area for visitors.	
Child care facility	1 space per 20 full time employees plus 1 space per 40 full time children.	
Recreation area	1 per 1500 spectator seats for employees plus 1 per 250 visitor and customers.	
Residential flat building	Within the City of Adelaide 1 for every dwelling for residents with a total floor area less than 150 square metres, 2 for every dwelling for residents with a total floor area greater than 150 square metres, plus 1 for every 10 dwellings for visitors, and in all other cases 1 space for every 4 dwellings for residents plus 1 for every 10 dwellings for visitors.	
Residential component of a multi-storey building	Within the City of Adelaide 1 for every dwelling for residents with a total floor area less than 150 square metres, 2 for every dwelling for residents with a total floor area greater than 150 square metres, plus 1 for every 10 dwellings for visitors, and in all other cases 1 space for every 4 dwellings for residents plus 1 space for every 10 dwellings for visitors.	
Shop	1 space for every 300m ² of gross leasable floor area plus 1 space for every 600m ² of gross leasable floor area for customers.	
Tourist accommodation	1 space for every 20 employees plus 2 for the first 40 rooms and 1 for every additional 40 rooms for visitors.	
Schedule to Table 3	Designated Area	Relevant part of the State The bicycle parking rate applies to a designated area located in a relevant part of the State described below.
	All zones	City of Adelaide

	<p>Business Neighbourhood Zone</p> <p>Strategic Innovation Zone</p> <p>Suburban Activity Centre Zone</p> <p>Suburban Business Zone</p> <p>Suburban Main Street Zone</p> <p>Urban Activity Centre Zone</p> <p>Urban Corridor (Boulevard) Zone</p> <p>Urban Corridor (Business) Zone</p> <p>Urban Corridor (Living) Zone</p> <p>Urban Corridor (Main Street) Zone</p> <p>Urban Neighbourhood Zone</p>	<p>Metropolitan Adelaide</p>
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Adelaide Taekwondo Academy

17/11/2023

Development Application: Change of use to indoor recreation facility (Taekwondo martial arts)

Nature of business

Adelaide Taekwondo Academy (ATA) was established in 2011 and currently operates family-friendly martial arts classes at 25 Sydenham Road, Norwood, catering to students of age 4yrs and above. Classes include a variety of self defence, stretching, and martial art related skill development such as kicking, blocking and striking.

Number of students (estimate)

Class capacities range from 12 to 20 students and run throughout the week.

Number of classes (estimate)

On weekdays classes start at 4pm and run until 8pm or 8:30pm at the latest. On Saturdays, classes run from 8am to 1:15pm. Classes may run for 30 minutes for the younger students, up to 1.5hrs for the senior team members.

Number of staff (estimate)

ATA generally has 4 staff on at a time, rotating rosters between approx 10 staff.

Hours of operation

Monday to Thursday 4pm to 8:30pm

Friday 4pm to 7pm

Saturday 8am to 1:15pm

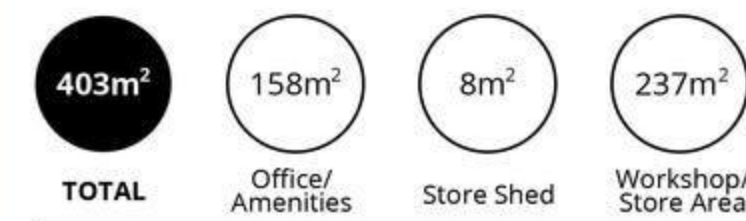
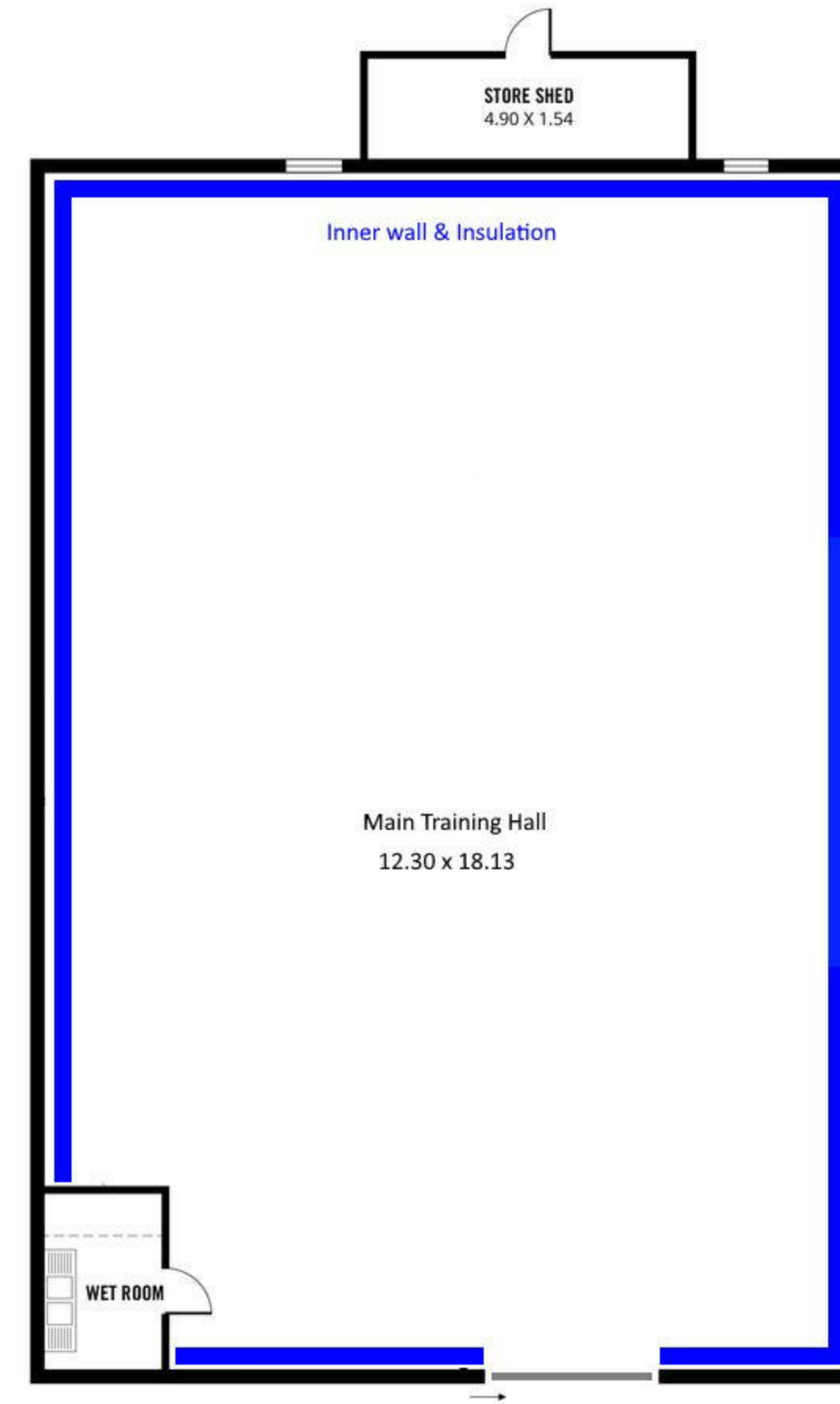
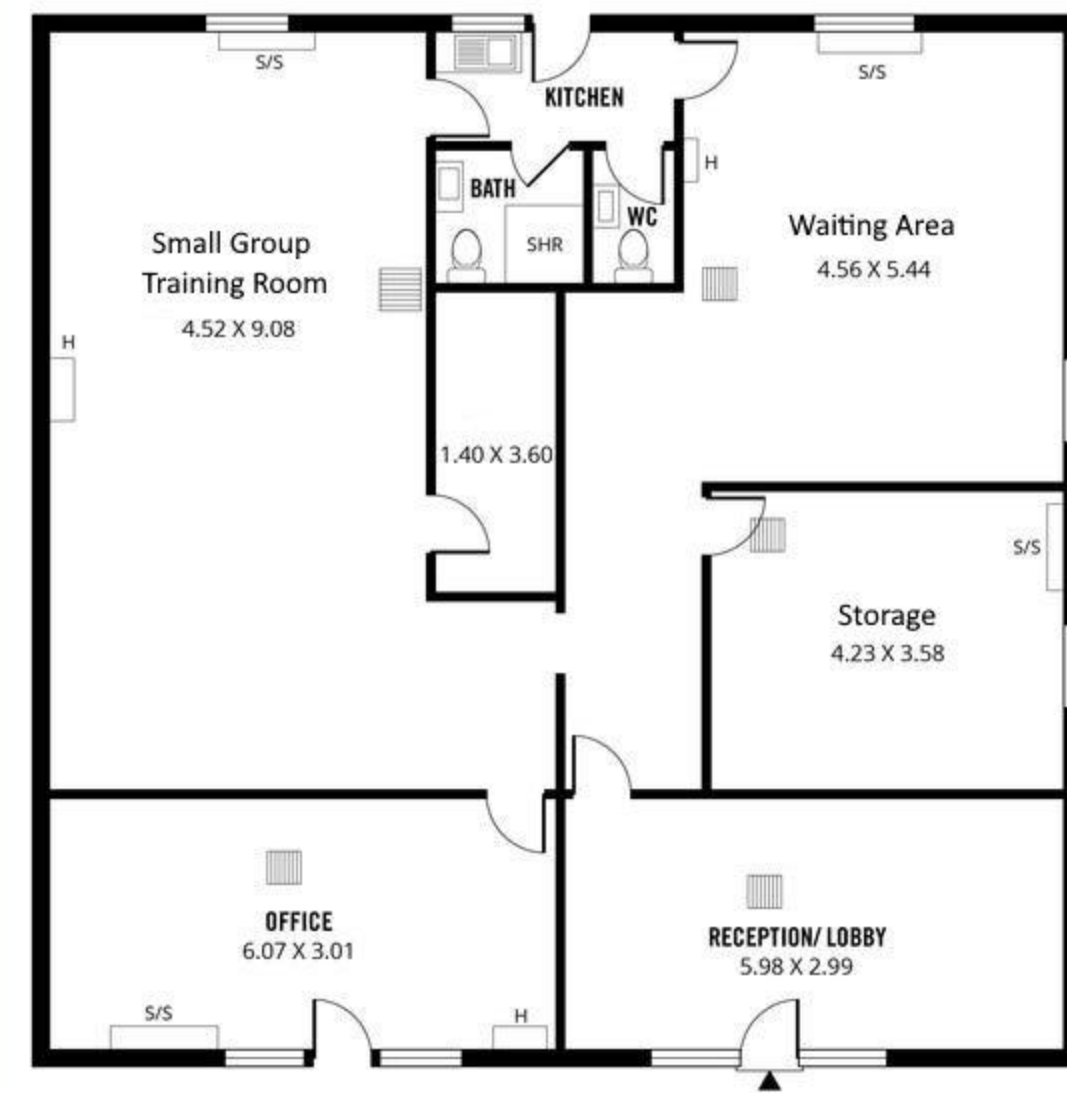
Measures taken to mitigate noise impacts

Classes generally have no music playing, but the instruction of martial arts involves voice commands and striking equipment such as mitts and bags. At the new site 32 Chapel Street, some classes will be held indoors within the front office area and will keep doors and windows closed. For classes in this room it is expected minimal noise will escape into the environment.

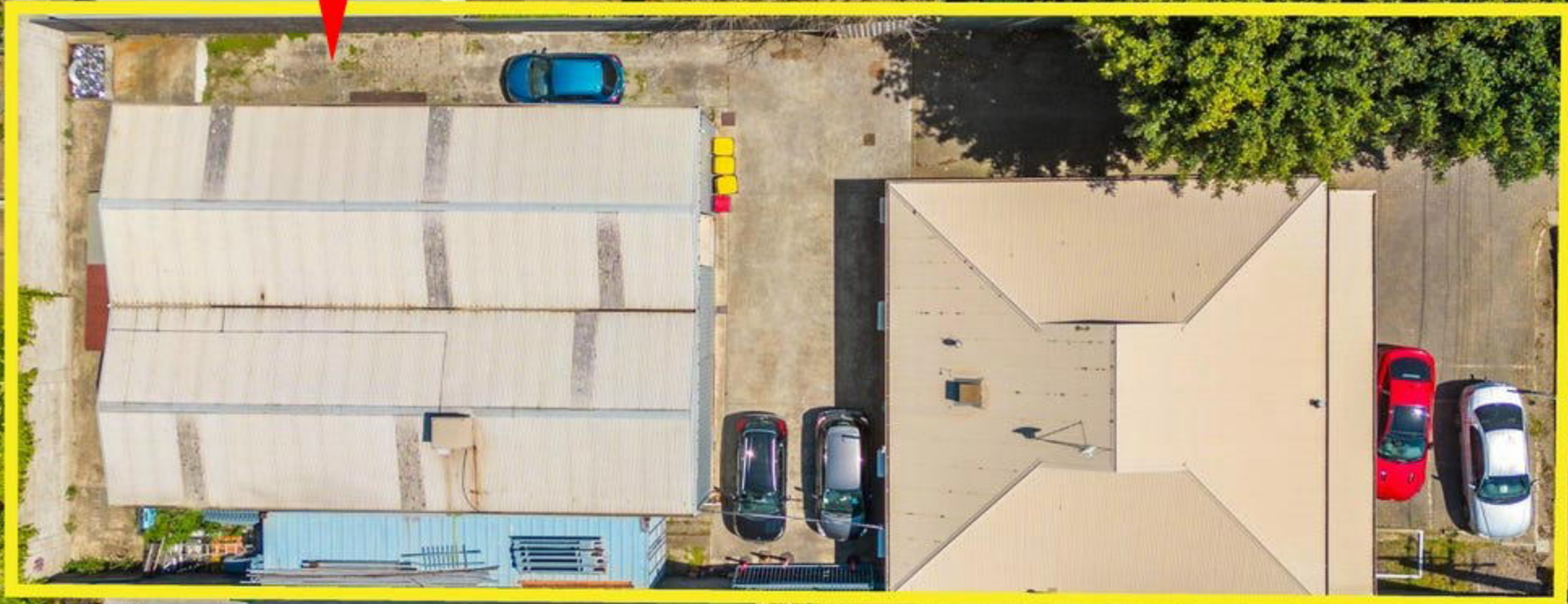
For the warehouse/shed, insulated inner walls and ceiling will be installed internally to improve the training atmosphere, manage temperature, and keep noise from leaking into the environment.

Intended waste management procedures

The usual Council bins are suitable for ATA's waste management.



Additional Parking
3x Cars

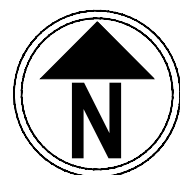
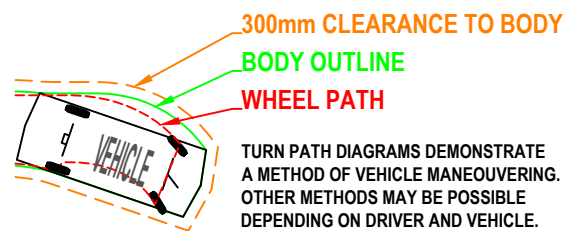




**CONCEPT PLAN ONLY
NOT FOR CONSTRUCTION**

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VEHICLE PATH LEGEND



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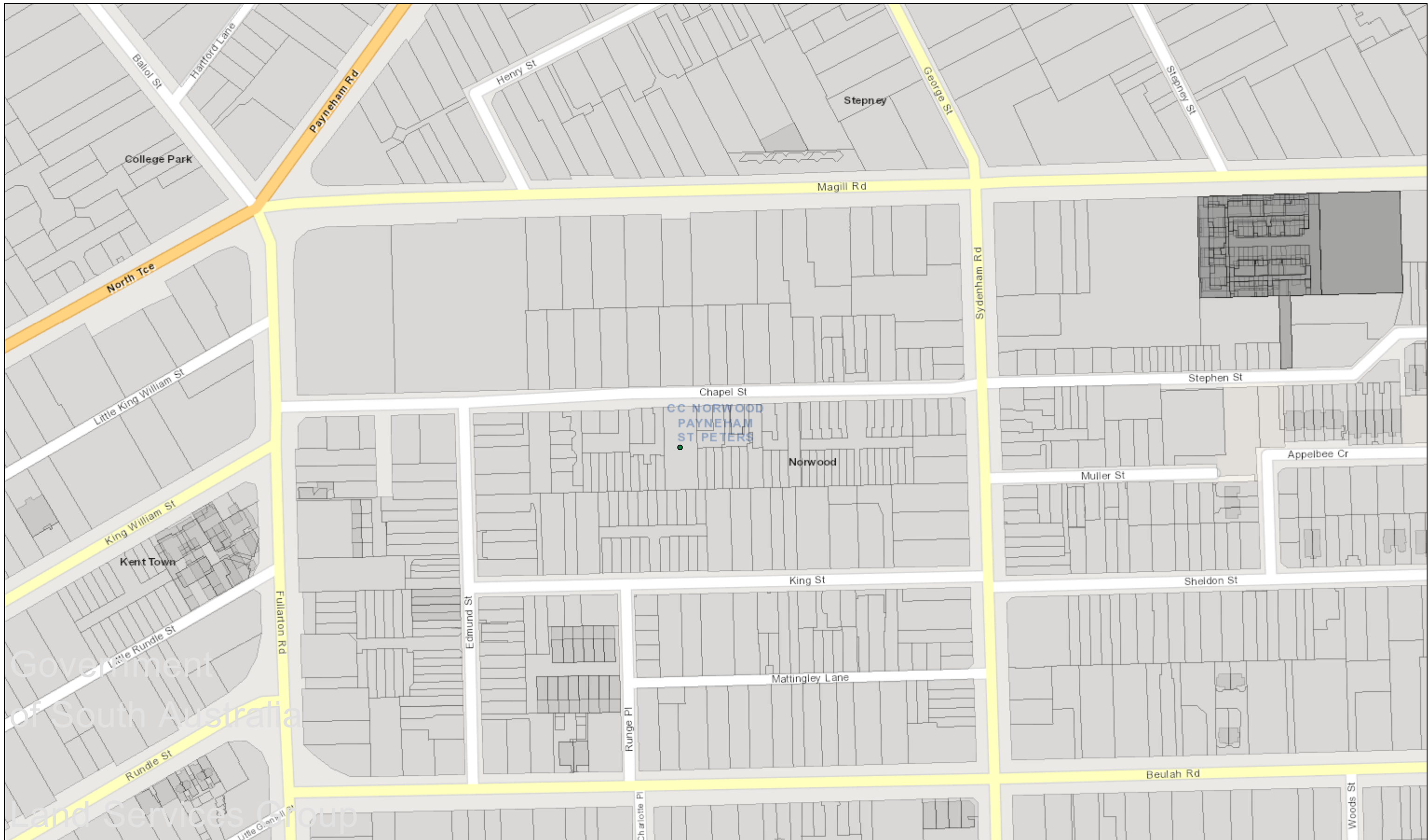
APPROVED: APP-NAME
DATE: 4 March 2024
FILENAME: 240204-1000220-100-B.DWG

**32 CHAPEL STREET NORWOOD
PROPOSED DEVELOPMENT
PARKING LAYOUT
CONCEPT PLAN**

DRAWING: 240204-1000220-100-B-SK01

SAPPA Report

The SA Property and Planning Atlas is available on the Plan SA website: <https://sappa.plan.sa.gov.au>

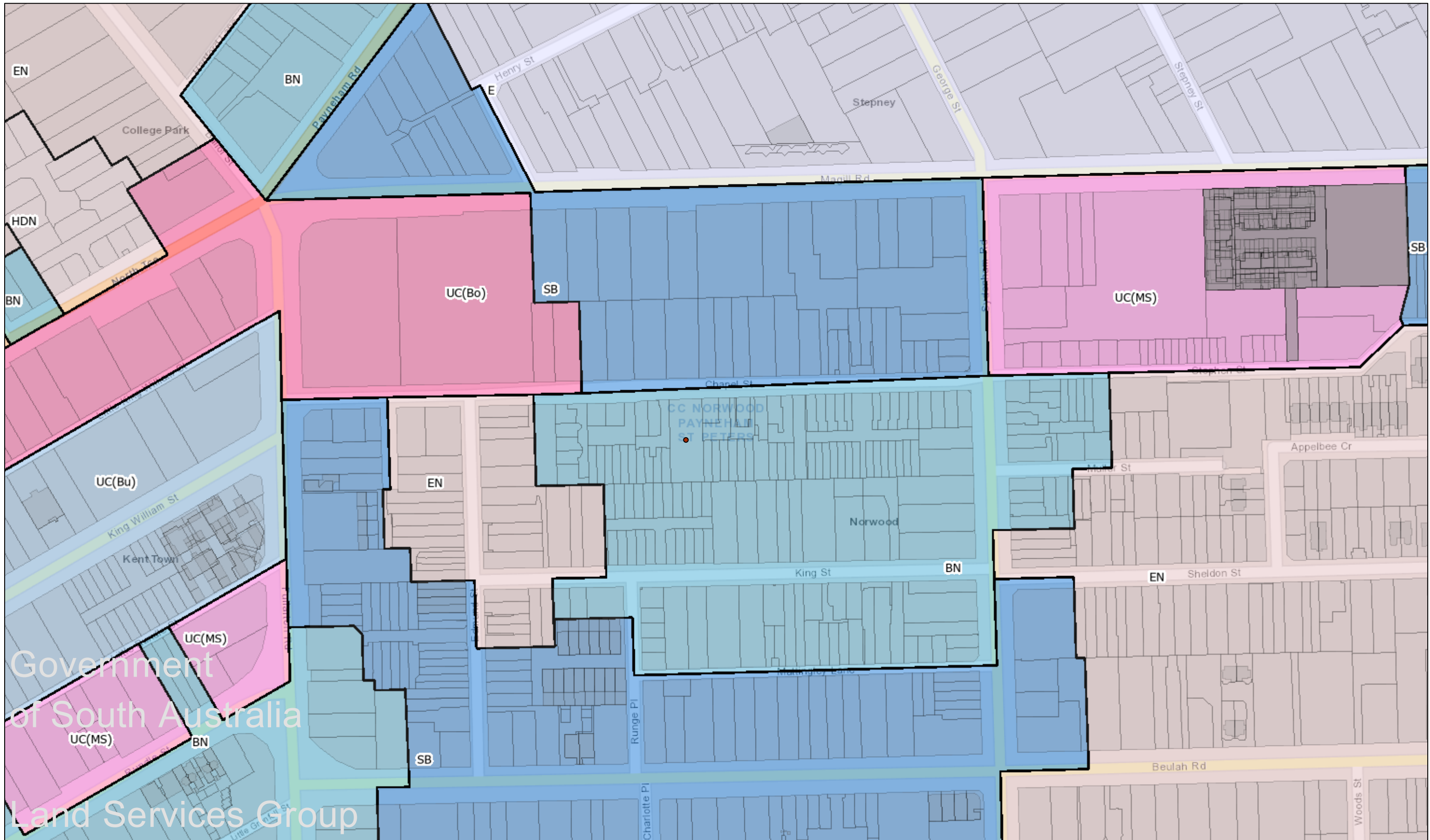


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SAPPA Report

The SA Property and Planning Atlas is available on the Plan SA website: <https://sappa.plan.sa.gov.au>

Attachment 3- Zoning Map



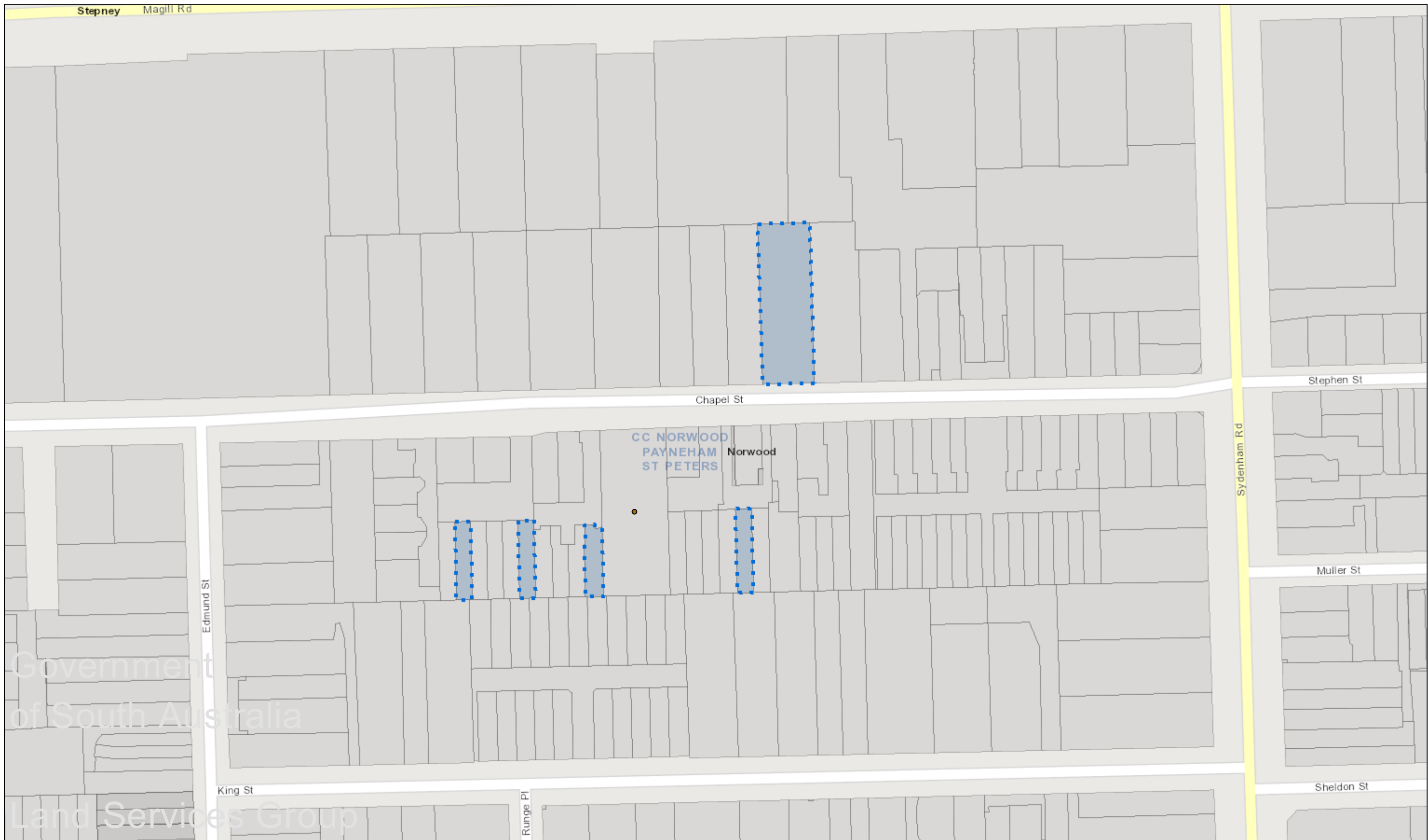
Government
of South Australia
Land Services Group

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SAPPA Report

The SA Property and Planning Atlas is available on the Plan SA website: <https://sappa.plan.sa.gov.au>

Representation Map



Government
of South Australia

Land Services Group

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Details of Representations

Application Summary

Application ID	23034692
Proposal	Change of use to indoor recreation facility (martial arts studio- Taekwondo)
Location	32 CHAPEL ST NORWOOD SA 5067

Representations

Representor 1 - Ingrid VOGELZANG

Name	Ingrid VOGELZANG
Address	Unit 3, 40 Chapel St NORWOOD SA, 5067 Australia
Submission Date	15/12/2023 09:21 PM
Submission Source	Online
Late Submission	No
Would you like to talk to your representation at the decision-making hearing for this development?	No
My position is	I support the development with some concerns

Reasons

In relation to this development, parking is going to be a significant issue for the near neighbours as well as other Chapel St residents. There is generally high demand for parking along Chapel St. I see there is going to be what I assume is staff parking associated with the development which is fine. However with multiple classes of up to 20 students at a time, and many parents probably waiting for them, I'm struggling to see how there will be enough parking space to accommodate the customers. I fear this will mean attempts are made to park in private off-street areas and along the yellow line areas of the street, creating a problem for householders. There is a substantial un-paved off street parking area (behind a blue corrugated iron fence) immediately opposite the proposed development. I am aware it is leased by various local businesses and is not fully occupied at all times. For example, the cafe/coffee shop "33 Chapel" (next door) has allocated parks which are free most days after 3 pm. If the Studio could make arrangements to co-lease those spaces it would go a long way towards ameliorating the potential problem. Of course this is only for as long as the parking area remains available. I have no idea who owns it or what plans the owner may have for the future of that property . . .

Attached Documents

Representations

Representor 2 - Shannon Slater

Name	Shannon Slater
Address	7 Staunton Rd GOLDEN GROVE SA, 5125 Australia
Submission Date	17/12/2023 09:39 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 small confined street with already limited parking, concerns the development will create a higher risk to safety to both pedestrians, home owners etc	

Attached Documents

Representations**Representor 3** - Joanne Bussenschutt

Name	Joanne Bussenschutt
Address	Box 31 PASKEVILLE SA, 5552 Australia
Submission Date	17/12/2023 09:58 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	
I do not support the development for the following reasons; - insufficient on street car parking - increased traffic flow outside of work hours - no drop off point for participants	

Attached Documents

Representations

Representor 4 - Nadia Slade

Name	Nadia Slade
Address	PMB 2 YORKETOWN SA, 5576 Australia
Submission Date	17/12/2023 04:52 PM
Submission Source	Online
Late Submission	No
Would you like to talk to your representation at the decision-making hearing for this development?	No
My position is	I support the development with some concerns

Reasons

Parking is going to be an issue for the near neighbours as well as other Chapel St Residents. There is high demand for parking along Chapel Street. With multiple classes of up to 20 students at a time, and parents possibly waiting, I am struggling to see how there will be enough parking to accommodate customers/clients. This will mean that attempts are made to park in private off street areas and along the yellow line areas, causing problems for householders. The studio will need to make arrangements to ensure that there is ample suitable parking for customers/clients, such that residential parking along Chapel Street is not impacted.

Attached Documents

Representations

Representor 5 - Victoria Bussenschutt

Name	Victoria Bussenschutt
Address	Unit 5/26 Chapel Street NORWOOD SA, 5067 Australia
Submission Date	17/12/2023 06:46 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 believe that this plan should be refused as: There is insufficient street parking to accomodate both residents and visitors to the indoor recreation facility. Residents must be prioritised. Parents pulling over on the road to drop off students will present unnecessary danger on the road and disrupt the flow of traffic. This will similarly exacerbate the danger of pulling out of properties onto the road -already minimal vision with full streets
Classes outside of work hours will disturb the peace of the residential street during these time periods - increase in traffic and noise

Attached Documents

Representations

Representor 6 - Sara Slater

Name	Sara Slater
Address	7 Staunton Road GOLDEN GROVE SA, 525 Australia
Submission Date	18/12/2023 07:28 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
<p>Reasons</p> <p>I do not support this development as it is a small street that is already busy with traffic. I believe it is a risk for accidents. There already is limited parking.</p>	

Attached Documents

Representations

Representor 7 - Paul Bussenschutt

Name	Paul Bussenschutt
Address	PO Box 31 PASKEVILLE SA, 5552 Australia
Submission Date	08/01/2024 08:36 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

As an owner in the area. Lack of street parking and drop of area is a concern. Chapel st is very busy , with cars using as a bypass for Magill and Fullarton road intersection. I have a family member who was entering chapel st from our nearby residence, smashed into by a passing motorist. She was unable to see traffic due to cars parked on street. Speed humps or speed limit would help.

Attached Documents

Representations

Representor 8 - JOANNE QUIGLEY

Name	JOANNE QUIGLEY
Address	41 CHAPEL STREET NORWOOD SA, 5067 Australia
Submission Date	08/01/2024 07:07 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

I am writing to express my strong opposition to the planning consent for the proposed change of use to an indoor recreation facility at 32 Chapel Street Norwood. This development, in my opinion, would not only be detrimental to myself, but also to other residents and businesses in the immediate vicinity. My primary concerns lie in the inadequacy of the proposal's addressal of key factors such as the significant increase in traffic volume, the impact on parking availability, and the safety implications for pedestrians and students. At present, the business operates from 25 Sydenham Road Norwood, an area that accommodates parking on both sides of the street, with numerous side streets serving as additional parking options for students attending classes. It's essential to note that the current business policy restricts student parking on the property, reserving it solely for employees. Despite these measures, the vicinity experiences congestion with cars and students during class hours. Considering class sizes ranging between 12 to 20 students and the likelihood of concurrent classes, the potential surge of over 40 cars during drop-off and pick-up times is alarming. Chapel Street, unlike Sydenham Road, offers limited parking on only one side, further exacerbating the situation. Additionally, Chapel Street serves as a popular route for vehicles avoiding the busy Magill/Payneham/Fullarton roads intersection, particularly during peak hours. Furthermore, the design of the proposed property lacks provisions for a drop-off zone, suggesting that onsite parking might once again be restricted to employees only. This raises significant safety concerns for students crossing the street, especially if parents resort to stopping on yellow lines, disrupting traffic flow, and compromising safety. Though the property listing advertises five parking spaces, the development application indicates approximately 10 employees, with approximately four on-site at any given time. A business of this scale, generating substantial student traffic, should be required to provide adequate parking to mitigate the strain on the surrounding area. In conclusion, I strongly urge the council to consider these concerns and thoroughly evaluate the potential ramifications of granting planning consent for this change of use. The welfare and safety of the neighbourhood should be paramount in this decision-making process. Thank you for your attention to this matter. I kindly request that you keep me informed of any further developments or discussions regarding this application.

Sincerely,

Attached Documents

Representations**Representor 9** - Sally Gurner

Name	Sally Gurner
Address	UNIT 6 30 CHAPEL STREET NORWOOD SA, 5067 Australia
Submission Date	09/01/2024 10:55 AM
Submission Source	Over Counter
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	
See attached submission	

Attached Documents

RepresentationOnApplicationId23034692-Oppose-SallyGurner-7274000.pdf

REPRESENTATION ON APPLICATION – PERFORMANCE ASSESSED DEVELOPMENT

Planning, Development and Infrastructure Act 2016

Development Number: 23034692

Nature of Development: Change of use to Indoor recreation facility

Zone/Sub-zone/Overlay: Business neighbourhood

Subject Land: 32 Chapel St Norwood SA 5067 CT5111/796

Contact Officer: Assessment panel City of NPSP

Phone Number: Click here to enter text. *[authority phone]*

Close Date: 12 January 2024

My name*: Sally Gurner

My phone number:

My postal address*: 6/30 Chapel St Norwood SA 5067

My email:

** Indicates mandatory information*

My position is:

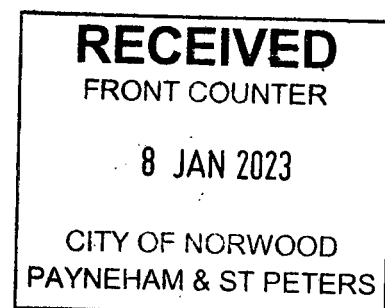
I support the development

I support the development with some concerns (detail below)

I oppose the development

The specific reasons I believe that planning consent should be granted/refused are:

See attached document



[attach additional pages as needed]

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



Government of South Australia
Department for Trade
and Investment

- 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 planning consent should be granted or refused; and
- comment only on the performance-based elements 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: 

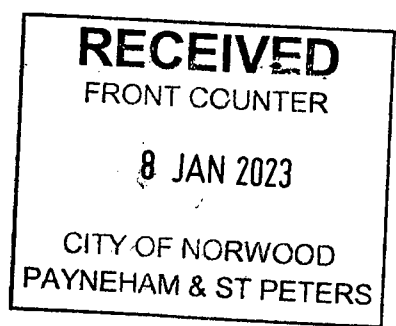
Date: 08/01/2024

Return Address: Click here to enter text. *[relevant authority postal address]* or

Email: Click here to enter text. *[relevant authority email address]* or

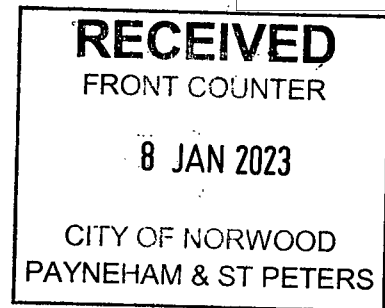
Complete online submission:

plan.sa.gov.au/have_your_say/notified_developments/current_notified_developments



Development application 23034692

32 Chapel St Norwood



Representation of Sally Gurner 6/30 Chapel St Norwood

I live immediately adjacent to the west of the subject site. My house is one of 6 at 30 Chapel St Norwood. My house is configured with living areas downstairs and 2 bedrooms and bathroom upstairs. The main bedroom where I sleep is on the eastern boundary, being the boundary between my house and the subject site. My house is at the rear of 30 Chapel St and so is immediately adjacent the iron shed.

I object to the proposed development on the following grounds:

1. Noise

As my bedroom is on the boundary it is very close to the existing iron shed which is proposed to house most of the martial arts classes. I see that the hours are generally after school and weekends which must mean that children are the bulk of the participants.

I have seen the current location of the classes on Sydenham Rd Norwood and heard the talking of children and adults. It appears that parents gather outside talking after dropping off, while waiting for or picking up children. As I do shift work my hours are not 'regular' office hours and I am concerned that noise will not be sufficiently mitigated and will be disrupting.

2. Traffic and parking

Chapel St is a narrow road with parking allowed on one side only. Parking is often full in that there are no empty spaces on the street.

There is limited information in the development application regarding numbers of students, ages, whether parents tend to park and wait for classes to finish or drop off children (estimates only). Older students may be driving to classes and look to park in the street. Staff numbers are said to be between 4 and 10 people. Presumably staff will also drive to the site and need to park cars.

There is almost no room for parking on the site. The application includes an aerial photo showing 5 cars on the site and suggesting 3 more will fit. There is no room for any of these cars to manoeuvre and clearly no room for students and/or their parents to use the site itself for parking or dropping off. This could lead to significant congestion in Chapel St which risks the blocking of driveways and impatient drivers stopping in the street to drop off or pick up.

3. Zoning

I see that the Desired Outcomes for the Business zone refer to a variety of housing and accommodation types and the desire for low rise buildings.

The subject site is completely surrounded by residences. There are a number of relatively new houses in close proximity, many are townhouses like mine. This means the desire for noise control is important and parking generally is at a premium.

I think the emerging character of the neighbourhood is residential and therefore this use is not one which will "... complement and enhance the prevailing or emerging neighbourhood character."

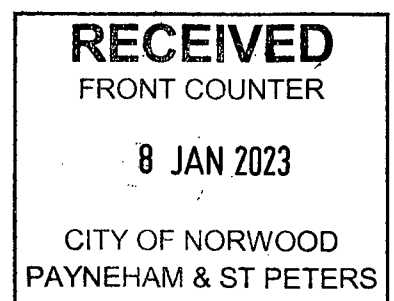
There are no specific assessment provisions for an indoor recreation facility in this zone. Most provisions seem to apply to residential developments and new buildings. This will therefore need to be assessed on its merits.

I urge the panel to request further information about the proposed use and how it will impact adjacent and nearby houses. What is the lining proposed for the shed to manage temperature and noise? How will the staff manage traffic and/or parking of students and parents? Will there be signage? Will parking spaces be delineated? How will this be enforced?

Without further information I would think the application should be refused.



8/1/24



Representations

Representor 10 - Maurice schievenin

Name	Maurice schievenin
Address	28A Chapel Street NORWOOD SA, 5067 Australia
Submission Date	12/01/2024 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

The Parking situation on Chapel Street will not allow the facility to operate safely. The proposed premises does not have adequate off-street parking to support the safe drop off and pick of children. Chapel street has no available on street parking due to the number of high density townhouses along the entire length of the street. In addition to this - the current on street parking available in Chapel street has no time limitation - consequently city commuters park on Chapel, taking advantage of all day free parking and take the short walk to Magill Road and catch a bus into town or walk to Kent Town to work, leaving no available street parking for residents, let alone parking areas for drop off and pick up at the new recreation centre. I regularly walk along Sydenhan Road past the current Taekwando centre and I notice around 20 children attending each session. There is no way 20 children can be dropped off and picked up safely along this section of Chapel Street with the current limitations to available parking.

Attached Documents

Adelaide Taekwondo Academy

24/02/2024

RE: Development Application 23034692: Change of use to indoor recreation facility (Taekwondo martial arts)

Response to Representations

Concerns from Representations

It was observed that respondents are concerned about the (current) parking and traffic situation along Chapel Street, due to high density housing, using the street as a shortcut, or as an all-day free park. There's an implication that our development will significantly exacerbate this traffic situation.

Comments were received such as:

- "There is generally high demand for parking along Chapel St"
- "...residential parking along Chapel Street is not impacted"
- "... already minimal vision with full streets"
- "... small street that is already busy with traffic."
- "Chapel st is very busy, with cars using as a bypass for Magill and Fullarton road intersection"
- "Chapel Street serves as a popular route for vehicles avoiding the busy Magill/Payneham/Fullarton roads intersection, particularly during peak hours"
- "Chapel street has no available on street parking due to the number of high density townhouses along the entire length of the street"
- "... parking available in Chapel street has no time limitation - consequently city commuters park on Chapel, taking advantage of all day free parking"

These concerns were taken on board, also being a concern for the business clientele moving forward. Therefore, it was important to understand the real situation in moving the current site on Sydenham Road to the new site on Chapel Street. A professional **Traffic Impact Report** was performed by Empirical Traffic Advisory.

Traffic Analysis

A professional and independent Traffic Impact Report was undertaken by Empirical Traffic Advisory ("ETA") and is provided in the attached response documents. In summary, the traffic and parking assessment has found the following:

1. *The proposed development comprises a change of use from retail/workshop uses to an indoor recreation facility for a martial arts studio.*
2. *The proposed development will utilise the existing buildings on the site and parking available for up to 8 vehicles, which will **enable staff to park on the site and some visitors.***
3. *Observations from the current location (25 Sydenham Road Norwood) **found low parking demands on the street with many students walking to the existing site from parking further away or other origins.** Some students were dropped off at the existing driveway which typically resulted in **one vehicle at a time. The existing site currently has a low impact with regards to parking and traffic on Sydenham Road.***
4. *The proposed development will have **a minor impact on Chapel Street with drop off and pick up to occur in the street,** however many of the students will likely continue to walk to and from parking further away or other destinations, as occurs presently in Sydenham Road.*
5. *The proposed development will be located in a **safer location for students (including very young children) on Chapel Street** which has much less traffic than Sydenham Road. It will be a safer street environment for students entering and exiting the site.*

Overall the proposed development will only have a very minor impact on traffic volumes on the adjacent road network.

Drop Off / Pick Up Zone

Currently, we place a staff person at the gate to receive and hand off younger students to parents. This process works well at Sydenham Road with no queuing of cars (as mentioned by the Traffic Report). Many parents park elsewhere and not near the studio then come to collect students later. It will be raised to Council to convert a park to a "Loading Zone" to support the Zone ongoing.

Parking

Respondents noted that parking was often full around Chapel Street already. Our clientele are currently parking not near the site, either dropping off to go and run errands or park around the surrounding area. The ETA Report observed only 4 cars parking near the site at our peak times of operation. Furthermore the blue gated parking area across the road is available during our hours of operation and negotiations are underway to share the parks.

The site itself also holds 8 cars, 2 more than the current Sydenham Road site, although only 1-3 staff cars are currently onsite at a time. The remainder parks at the front of the site can be utilised by members.

Noise

The front brick building will hold classes for younger students (who are generally louder), the reception room, and waiting students / parents. It is expected that very minimal noise will escape this building through the brick walls.

As per the development plan, the rear shed will be fitted with internal drywall and lined with noise deadening insulation. A hanging ceiling lined with noise deadening insulation will also be installed.



23 February 2024

#eta1000220

Adelaide Taekwondo Academy
25 Sydenham Road
Norwood SA 5067
Attention: Mr. Ben Hock

PROPOSED DEVELOPMENT - 32 CHAPEL STREET, NORWOOD TRAFFIC AND PARKING REVIEW

Dear Ben,

I refer to the proposed development located at 32 Chapel Street in Norwood based on a change of use to an Indoor Recreation Facility (Martial Arts Studio). It is understood that concerns have been raised by Council regarding traffic safety of the location for the proposed use. As requested, this letter provides the findings of a traffic and parking assessment for the proposed development.

SUBJECT SITE

The subject site is located at 32 Chapel Street in Norwood, which is approximately midway along the street on the southern side between Fullarton Road and Sydenham Road. The subject site was formerly a retail business and workshop use with two buildings on the site with a total floor area of 405sq.m. The subject site has an existing access point on Chapel Street at the western end of the site. Parking is available on the site in various locations and could potentially provide up to 8 spaces in tandem formations across the various areas.

The subject site is located in a Business Neighbourhood Zone and is surrounded by a mix of commercial, industrial and residential uses.

EXISTING SITUATION

Chapel Street is a local street managed by the City of Norwood Payneham and St Peters. It connects between Sydenham Road to the east and Fullarton Road to the west. It has a single carriageway approximately 7.9 metres wide and provides two-way traffic flow. A parking lane is marked on the southern side approximately 2.3 metres wide. Parking is prohibited on the northern side of the road. There are no parking time limits applied on Chapel Street in the vicinity of the subject site.

Chapel Street carries approximately 1,200 vehicles per day based on 120 vehicles per hour in the PM peak period (4.15 – 5.15pm) recorded on Thursday 15 February 2024 (ETA traffic survey). The speed limit on Chapel Street is 40km/h.

PROPOSED DEVELOPMENT

The proposed development involves a change of use of the existing site from retail/workshop to indoor recreation centre (martial arts studio). The proposed development will not change the floor space of the site or the existing parking and access arrangements.

A martial arts studio is proposing to relocate from 25 Sydenham Road in Norwood to this site. The existing studio is located approximately 300 metres away on Sydenham Road (to the south).

The proposed development will hold classes for children from age 4 and up to teenage/adult for martial arts training and exercise.

Classes are held in the afternoon and evenings on weekdays from 4pm to 8.30pm (7pm on Fridays), and in the mornings on Saturdays from 8am to 1.15pm.

Classes are generally about 30 minutes for younger students, and up to 1.5 hours for senior students. Earlier classes are for younger students and generally have higher numbers with up to 20 students in each class.

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* would result in 18 spaces specified by the Planning and Design Code.

A total of 8 spaces will be available on the site which will be a shortfall against the Planning and Design Code. However, it is noted that Performance outcome 5.1 in the Planning Code 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:

1. *availability of on-street car parking*
2. *shared use of other parking areas*
3. *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*
4. *the adaptive reuse of a State or Local Heritage Place.*

In accordance with Point 1, there is on-street parking available in Chapel Street and in the wider precinct that is currently used for parking (at the current studio for instance). A similar situation would apply at this site with further discussion in this report.

It is further noted that the Planning and Design Code has generic parking rates whereas the proposed use has it's own specific operation with regards to parking. An empirical assessment of parking has been undertaken as discussed further in this report.

TRAFFIC AND PARKING OBSERVATIONS

Observations of the existing martial arts studio at 25 Sydenham Road in Norwood found the following:

1. There is minimal parking at the current site with only one car observed parking in the site by a staff member.
2. The peak changeover time on a weekday was between 5:00 to 5:30pm with 40 people arriving and 41 departing, and 10.45 to 11.15am on Saturday with 42 people arriving and 41 departing.
3. Approximately half of the people arriving (students) were dropped off at the main driveway gate by a parent, whilst the other half were observed to have walked from further distance away.
4. Between 5:00 and 5:15pm, 11 students walked into the site and 16 were dropped off with 4 of these from parked vehicles whilst the others were dropped off at the driveway.
5. There was an observed demand of 1 vehicle maximum at a time dropping people at the gate, with no queued vehicles waiting.
6. Parking adjacent the site was observed at a maximum of 4 vehicles, where parents would walk their child into the site or collect them from the site.
7. Similar observations were made for the departure of students but a higher number walked to other locations beyond the site, with few vehicles parked in front of the site.

Based on the observations, parking demand was low with people walking from vehicles parked further away or from other origins in the area, and there was a spread out delivery or collection of students with no queueing observed.

It was noted that Sydenham Road carried a relatively high volume of traffic with over 600 vehicles per hour recorded between 5-6 pm and over 400 vehicles per hour on Saturday morning between 11am and 12noon.

TRAFFIC IMPACT

Based on the above observations, it is estimated from the surveys that the proposed development would generate approximately 60 and 80 trips per hour during the peak hour on a weekday or Saturday morning respectively. Not all of these vehicles are apparent from observing the site as parking occurred in another location with people walking to the site.

Chapel Street has an existing peak traffic volume of 120 to 130 vehicles per hour during a Weekday PM peak and Saturday morning respectively. As a worst-case assumption, if all of the vehicles from the current site would use Chapel Street, it would result in an addition of 60 to 80 vehicles per hour. Given the current low traffic volumes, this would have minimal impact on the operation of the street. It is likely that the predicted traffic volume would be less than half of the identified volume, as parking occurs elsewhere away from the site.

The proposed site in Chapel Street will have similar access arrangements to the existing site in Sydenham Road with a driveway at which people can drop off or collect students, with the observed maximum queue of 1 vehicle likely to remain as per the existing situation in Sydenham Road.

Some vehicles will be able to park on the site, in addition to 4 staff who would also be able to park on the site instead of on-street parking as is currently the case.

Given the proposed location is approximately 150 metres from Sydenham Road, it is likely that the current walking and parking patterns will remain similar, with limited parking available on Chapel Street (as is the case on Sydenham Road adjacent the site) during the peak hours.

Hence, the proposed site will provide more off-street parking which can be utilised by staff (up to 4 at any time) and could be used for some parking for drop off or collection (i.e. 2-3 spaces in the front yard).

The proposed development will be located in a safer location for students (including very young children) on Chapel Street which has much less traffic than Sydenham Road. It will be a safer street environment for students entering and exiting the site.

CONCLUSIONS

The traffic and parking assessment has found the following:

1. The proposed development comprises a change of use from retail/workshop uses to an indoor recreation facility for a martial arts studio.
2. The proposed development will utilise the existing buildings on the site and parking available for up to 8 vehicles, which will enable staff to park on the site and some visitors.
3. Observations from the current location (25 Sydenham Road Norwood) found low parking demands on the street with many students walking to the existing site from parking further away or other origins. Some students were dropped off at the existing driveway which typically resulted in one vehicle at a time. The existing site currently has a low impact with regards to parking and traffic on Sydenham Road.
4. The proposed development will have a minor impact on Chapel Street with drop off and pick up to occur in the street, however many of the students will likely continue to walk to and from parking further away or other destinations, as occurs presently in Sydenham Road.
5. The proposed development will be located in a safer location for students (including very young children) on Chapel Street which has much less traffic than Sydenham Road. It will be a safer street environment for students entering and exiting the site.

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



Paul Morris

Director

M.TransTraff, MAITPM

Ned Feary

From: Rebecca Van Der Pennen
Sent: Tuesday, 27 February 2024 12:10 PM
To: Ned Feary
Cc: Gayle Buckby
Subject: RE: 32 Chapel St - Responses

Hi Ned,

In addition to the below, the applicant should consider installing bicycle parking to encourage alternative transport to support their application.

Regards,
 Rebecca van der Pennen
Traffic Engineer

City of Norwood Payneham & St Peters
 175 The Parade, Norwood SA 5067
Telephone
Mobile
Email
Website www.npsp.sa.gov.au

From: Rebecca Van Der Pennen < >
Sent: Tuesday, February 27, 2024 11:59 AM
To: Ned Feary < >
Cc: Gayle Buckby < >
Subject: RE: 32 Chapel St - Responses

Hi Ned,

I have reviewed the recently provided Traffic and Parking Review for the proposed development at 32 Chapel Street, Norwood. I can provide the following comments;

The main traffic concerns I have with this application relate to the potential traffic safety issues along Chapel Street caused by the parking and drop off/pick up demand from the site.

The applicant has identified at the existing site on Sydenham Road drop off is currently occurring at the driveway. I note that there is also an existing 15min parking zone Mon-Fri 9am-5pm adjacent to this site which would also services the adjacent businesses during peak business hours. This parking zone would currently assist with the existing site operations.

The proposed site on Chapel Street has an existing yellow line across the driveway which would prohibit drop off and pick up adjacent to the site. The Chapel Street site therefore would rely on either the driveway pick up/drop off to be undertaken internally or available on-street parking adjacent to the site. If either of these options is not available parents may result in parking illegally or double parking to drop off which has the potential to block traffic in both directions due to the narrow width of the existing traffic lanes.

I understand that this application is located within a designated area and there are no requirements on the number of required off-street parking however we need to ensure that the development will not have any safety impacts on Council's roads. The following information should be provided by the applicant to assist with their application and an assessment of its traffic impact on Chapel Street;

- A site plan showing how the site will operate, existing car park dimensions and demonstrated vehicle movements including a turnaround onsite for parents that may be pulling in to drop off/pick up. This will confirm the number of car parks and that they operate satisfactorily based on the standards and shown the possibility of drop off and pick up of students being undertaken within the site.

- On-street occupancy survey undertaken at peak periods on the weekday and weekend covering a reasonable walking distance from the site. Currently on-street car parking occupancy is known to be high, an occupancy survey will confirm this or potentially support the application if nearby parking is shown to be available.

Please let me know if you have any questions.

Kind Regards,

Rebecca van der Pennen
Traffic Engineer

City of Norwood Payneham & St Peters
175 The Parade, Norwood SA 5067
Telephone
Mobile
Email
Website www.npsp.sa.gov.au

From: Ben Hock
Sent: Monday, 4 March 2024 2:15 PM
To: Kieran Fairbrother
Subject: RE: 32 Chapel St - Responses
Attachments: 240204-1000220-100-B.pdf

Hi Kieren

Please see attached site traffic and parking diagrams demonstrating staff parking and drop off pathways to scale, and comments from ETA received as follows:

I refer to the email from Council.

As such, ETA has prepared diagrams which indicates the parking available for staff on the site (with suitable parking spaces and access into and out of the site). As discussed in the traffic report, 4 parking spaces are available for staff (there could be more but only 4 are generally required).

Please see the attached diagrams.

With regards to parking availability on Chapel Street, there has been insufficient time to undertake parking surveys prior to the deadline for information to Council (being today).

However, during the traffic surveys in Chapel Street, it was noted there was at least 4 spaces available generally on the Thursday, and up to 8 available on the Saturday (mostly at the western end to Fullarton Road). This would be sufficient to facilitate the observed parking demands at the Sydenham Road site (as per the traffic report).

Hopefully this demonstrates the onsite and street capacity is workable for our business. If you need any further clarification please let me know?

Also please let me know if we could do a quick face to face catch up prior to the meeting on 18 March? I met Ned Feary and perhaps it would be nice to catch up before the meeting since Ned will be away. I am generally available 10am to 2pm weekdays, except Tuesdays.

Kind regards
Ben Hock

Adelaide Taekwondo Academy
www.adelaidetkd.com.au



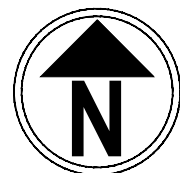
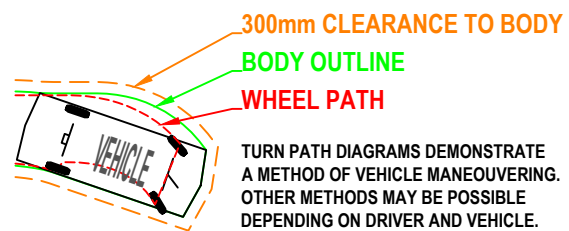
Leave us a quick Google Review!
https://g.page/r/CR77qf_iX0W9EAI/review



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VEHICLE PATH LEGEND



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APPROVED: APP-NAME
DATE: 4 March 2024
FILENAME: 240204-1000220-100-B.DWG

**32 CHAPEL STREET NORWOOD
PROPOSED DEVELOPMENT
PARKING LAYOUT
CONCEPT PLAN**

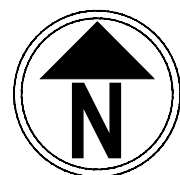
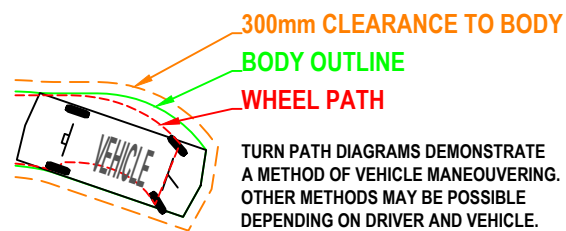
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VEHICLE PATH LEGEND

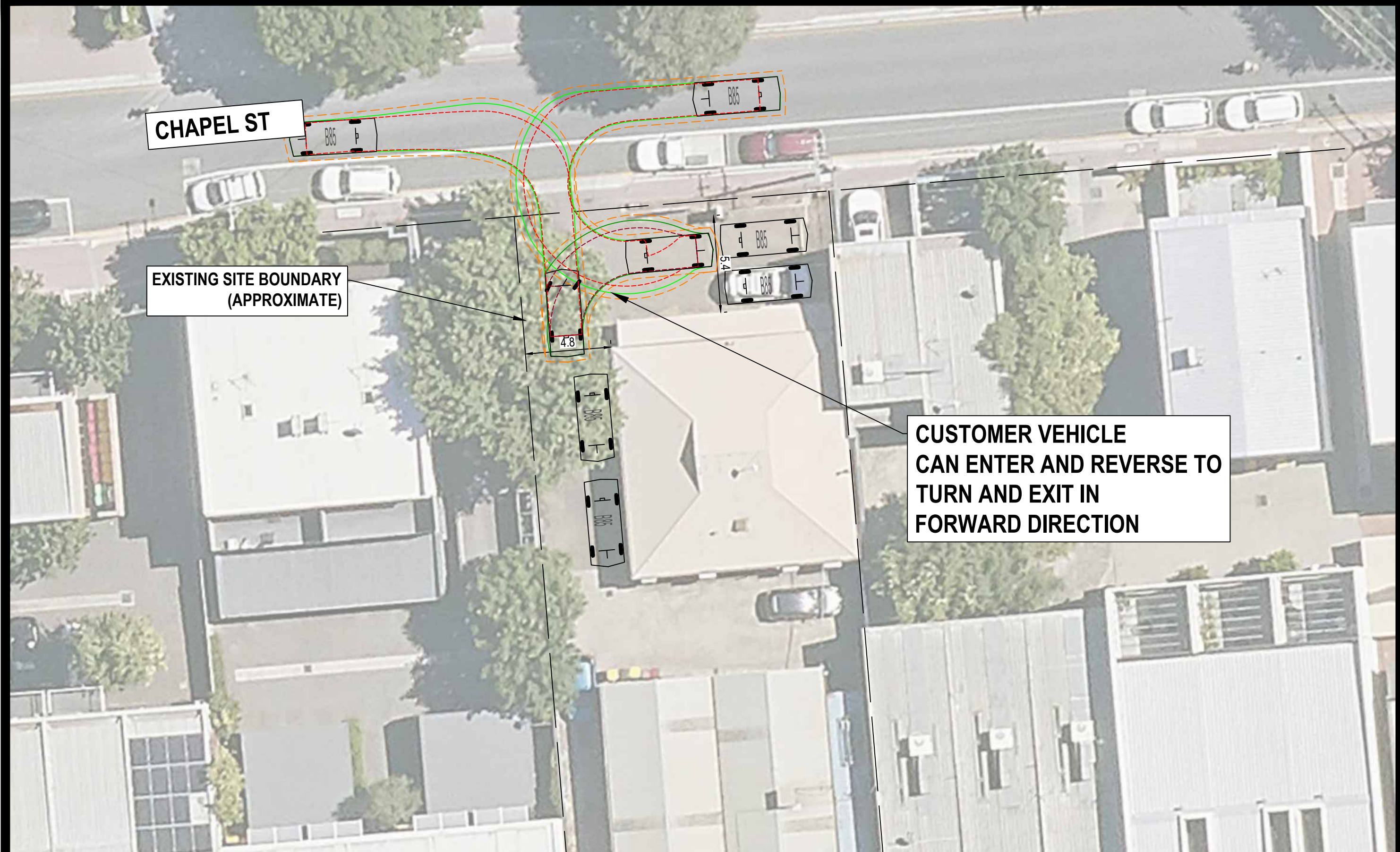


SCALE 1:200
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APPROVED: APP-NAME
DATE: 4 March 2024
FILENAME: 240204-1000220-100-B.DWG

**32 CHAPEL STREET NORWOOD
PROPOSED DEVELOPMENT
STAFF PARKING ACCESS
TURN PATH DIAGRAM**

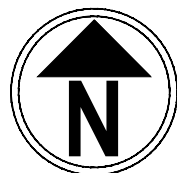
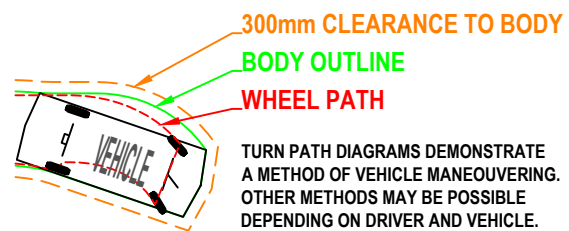
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**CONCEPT PLAN ONLY
NOT FOR CONSTRUCTION**

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VEHICLE PATH LEGEND



SCALE 1:200
0 2.0 4.0
metres

APPROVED: APP-NAME
DATE: 4 March 2024
FILENAME: 240204-1000220-100-B.DWG

**32 CHAPEL STREET NORWOOD
PROPOSED DEVELOPMENT
CUSTOMER DROP OFF/COLLECT
TURN PATH DIAGRAM**

DRAWING: 240204-1000220-100-B-AT02

From: Ned Feary
Sent: Tuesday, 27 February 2024 6:31 PM
To: 'Ben Hock'
Cc: Kieran Fairbrother; Marie Molinaro
Subject: RE: 32 Chapel St - Responses

Hi Ben,

As an addendum to that, here are the comments from our Traffic Engineer. She has asked here for some additional information which you may wish to provide (I cannot force you to provide this information, but it may help your argument to do so). If you do want to provide that additional information, please do so by the end of this week (I think I said next week in my last email but that wouldn't give us enough time to prepare the agenda).

The main traffic concerns I have with this application relate to the potential traffic safety issues along Chapel Street caused by the parking and drop off/pick up demand from the site.

The applicant has identified at the existing site on Sydenham Road drop off is currently occurring at the driveway. I note that there is also an existing 15min parking zone Mon-Fri 9am-5pm adjacent to this site which would also services the adjacent businesses during peak business hours. This parking zone would currently assist with the existing site operations.

The proposed site on Chapel Street has an existing yellow line across the driveway which would prohibit drop off and pick up adjacent to the site. The Chapel Street site therefore would rely on either the driveway pick up/drop off to be undertaken internally or available on-street parking adjacent to the site. If either of these options is not available parents may result in parking illegally or double parking to drop off which has the potential to block traffic in both directions due to the narrow width of the existing traffic lanes.

I understand that this application is located within a designated area and there are no requirements on the number of required off-street parking however we need to ensure that the development will not have any safety impacts on Council's roads. The following information should be provided by the applicant to assist with their application and an assessment of its traffic impact on Chapel Street;

- A site plan showing how the site will operate, existing car park dimensions and demonstrated vehicle movements including a turnaround onsite for parents that may be pulling in to drop off/pick up. This will confirm the number of car parks and that they operate satisfactorily based on the standards and shown the possibility of drop off and pick up of students being undertaken within the site.*
- On-street occupancy survey undertaken at peak periods on the weekday and weekend covering a reasonable walking distance from the site. Currently on-street car parking occupancy is known to be high, an occupancy survey will confirm this or potentially support the application if nearby parking is shown to be available.*

[Additionally], the applicant should consider installing bicycle parking to encourage alternative transport to support their application.

I am off now, so if you do wish to provide or discuss anything further, you can contact either of my colleagues, Kieran or Marie, who I have cc'd here.

All the best!

Thanks,
Ned Feary
Senior Urban Planner

City of Norwood Payneham & St Peters

175 The Parade, Norwood SA 5067

Telephone

Email

Website www.npsp.sa.gov.au

From: Ned Feary

Sent: Tuesday, February 27, 2024 11:04 AM

To: 'Ben Hock'

Subject: RE: 32 Chapel St - Responses

Hi Ben,

Sorry I could have been clearer there! What we need is a plan which allows us to properly understand the dimensions of the parking spaces and the manoeuvring. I've attached an example from the internet so you can see what I mean. Basically, we need to confirm that the parking spaces shown are actually suitable and will work.

Also, although I will of course be on leave from the end of today, it's ok if you can't provide this until next week- someone else can deal with it and make sure it gets included in the plans for the panel meeting.

I have asked our Traffic Engineer to just give me her honest thoughts on the proposal, which I expect will say that she believes that it is not suitable. However, that will of course be balanced with Paul's report and my analysis/interpretation of the relevant planning policies which are supportive of the proposal. It will then of course be down to the panel as to how they choose to interpret the policies and traffic advice.

Is the plan that yourself and Paul would be coming to the panel meeting on the 18th? We have one representor who indicated that they wished to come to the meeting to speak with the panel, so I think it would be useful to have you both there to respond to their concerns and to any questions from the panel.

Thanks,

Ned Feary

Senior Urban Planner

City of Norwood Payneham & St Peters

175 The Parade, Norwood SA 5067

Telephone

Email

Website www.npsp.sa.gov.au

From: Ben Hock

Sent: Monday, February 26, 2024 12:19 PM

To: Ned Feary

Subject: RE: 32 Chapel St - Responses

Do you mean this one?

Kind regards

Ben Hock

Adelaide Taekwondo Academy

www.adelaidetkd.com.au



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https://g.page/r/CR77qf_iX0W9EAI/review

From: Ned Feary

Sent: Monday, February 26, 2024 12:16 PM

To: Ben Hock
Subject: RE: 32 Chapel St - Responses

Thanks Ben,

That makes sense, I will forward that to our Traffic Engineer as well and we can continue to deliberate.

Do you have that site plan showing formalised parking spaces on the site?

Thanks,
Ned Feary
Senior Urban Planner

City of Norwood Payneham & St Peters
175 The Parade, Norwood SA 5067
Telephone
Email
Website www.npsp.sa.gov.au

Community Well-being is...

Social Equity

Economic Prosperity

Cultural Vitality

Environmental Sustainability



City of
Norwood
Payneham
& St Peters

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From: Ben Hock
Sent: Monday, February 26, 2024 12:13 PM
To: Ned Feary
Subject: RE: 32 Chapel St - Responses

Hi Ned

I've queried the idea of the drop off zone to be built into the front of the premises (such as in the attached image) with my traffic engineer who advised against it at this time. Comments received:

I don't think the idea from Council will work with the levels of the site – there is quite a level difference to the footpath which will need a lot of work to overcome (cutting the site levels to create a ramp into the site. It will also remove 1 or 2 parking spaces in front of the site (it may need all parking to be removed between driveway crossovers on the street for instance).

You would also lose two parking spaces in the site.

I would suggest not considering these changes yet – it may be something to consider in the future.

Technically your site should operate satisfactorily.

Hope that helps to develop the case.

Kind regards
Ben Hock

Adelaide Taekwondo Academy
www.adelaidetkd.com.au



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https://g.page/r/CR77qf_iX0W9EAI/review

From: Ben Hock
Sent: Saturday, February 24, 2024 5:33 PM
To: Ned Feary
Subject: 32 Chapel St - Responses

Hi Ned

Hope you've been well. Just before you go away on leave... would you mind reviewing the attached and give me a call?

Kind regards
Ben Hock

Adelaide Taekwondo Academy
www.adelaidetkd.com.au



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7. **REVIEW OF ASSESSMENT MANAGER DECISIONS**
8. **ERD COURT APPEALS**
9. **OTHER BUSINESS**
(Of an urgent nature only)
10. **CONFIDENTIAL REPORTS**
11. **CLOSURE**