



AGENDA

FOR DEVELOPMENT ASSESSMENT PANEL MEETING TO BE HELD ON

24 MAY 2016 AT 6:00 PM

IN THE COUNCIL CHAMBER, 12 JAMES STREET, SALISBURY

MEMBERS

Mr D Wallace (Presiding Member)
Mr R Bateup
Mr C Buchanan
Ms L Caruso
Ms S Johnston
Mr J Watson
Mr S White

REQUIRED STAFF

General Manager City Development, Mr T Sutcliffe
Manager Development Services, Mr C Zafiropoulos
Team Leader – Planning, Mr A Curtis

APOLOGIES

LEAVE OF ABSENCE

PRESENTATION OF MINUTES

Presentation of the Minutes of the Development Assessment Panel Meeting held on 27 April 2016.

REPORTS

Development Applications

5.1.1 361/633/2015/NB 9

Change in Use from Shop to Place of Worship (Unit 17) (Non-complying Development) at Unit 17 16-28 Research Road, Pooraka for Church of God International SA Incorporated

OTHER BUSINESS

5.2.1 Status of Current Appeal Matters and Deferred Items

5.2.2 Policy Issues Arising from Consideration of Development Applications

5.2.3 Future Meetings and Agenda Items

CLOSE

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**MINUTES OF DEVELOPMENT ASSESSMENT PANEL MEETING HELD IN THE
COUNCIL CHAMBER, 12 JAMES STREET, SALISBURY ON**

27 APRIL 2016

MEMBERS PRESENT

Mr D Wallace (Presiding Member)
Mr R Bateup
Ms L Caruso
Ms S Johnston
Mr J Watson
Mr S White

STAFF

General Manager City Development, Mr T Sutcliffe
Manager Development Services, Mr C Zafiropoulos
Team Leader – Planning, Mr A Curtis

The meeting commenced at 6.00 pm.

The Presiding Member welcomed the members, staff and the gallery to the meeting.

ABSENT

Mr C Buchanan.

PRESENTATION OF MINUTES

Ms L Caruso moved, and the Panel resolved that:

The Minutes of the Development Assessment Panel Meeting held on 22 March 2016, be taken and read as confirmed.

REPORTS

Development Applications

5.1.1 361/1222/2015/3B

Change of use to transport depot and associated workshop, construction of associated shed, office and formalisation of carparking, surface treatment, landscaping and external lighting at 18-20 Deuter Road, Burton for Bargain Steel Centre

REPRESENTATIONS

Julie Day on behalf of K & T Day spoke on behalf of their representation.

APPLICANT'S RESPONSE

Trevor White, planning consultant, spoke on behalf of the applicant.

Ms S Johnston moved, and the Panel resolved that:

- A. The proposed development is not considered to be “seriously at variance” with the Salisbury Council Development Plan – Consolidated 18 December 2014.
- B. Pursuant to Section 33 of the *Development Act 1993*, Development Plan Consent is **GRANTED** to Development Application number 361/1222/2015/3B for a Transport Depot with associated office, and formalisation of car parking and landscaping in accordance with the plans and details submitted with the application and subject to the following conditions:
 1. The proposal shall be developed in accordance with the details and Council stamped approved plans lodged with the application, except where varied by the conditions herein:

Relevant plans and documentation are listed as follows:

Site Plan – Revision C 07/03/15

Site Management Plan – Revision C 07/03/16

Floor Plan and Elevations (Office) – Revision C 31/07/15

Elevations (Shed) – 26/06/2015

Management Plan dated 25 February 2016 prepared by Planning Solutions SA

Reason: To ensure the proposal is established in accordance with the submitted plans.

2. The conditions imposed herein shall be in addition to conditions that apply to the subject property from previous approvals that remain active.

Reason: To ensure orderly development.

3. No materials, goods or containers shall be stored in the designated car parking area or driveways.

Reason: To ensure the car parking areas are always available for the purpose they are designed. Further that the site be maintained in a clean and tidy state.

4. The designated landscaping areas shall be planted with shade trees, shrubs and round covers as appropriate to complement the approved buildings and site layout and achieve a high level of amenity. Shade trees shall be planted throughout the car parking areas and screening shrubs shall be located to obscure views of large blank walls and less attractive elements of the development. All landscaping shall be maintained) including the replacement of diseased or dying plants and the removal of weeds and pest plants) to the reasonable satisfaction of Council. Landscaping is to be in accordance with the Management Plan prepared by Planning Solutions SA dated 25 February 2016.with initial landscaping to be completed within three (3) months of the approved use commencing.

Reason: To ensure the subject land is landscaped so as to enhance the visual and environmental amenity of the locality.

5. All driveways, car parking and truck parking areas shall be constructed in accordance with the details specified within the Management Plan prepared by Planning Solutions SA dated 25 February 2016.

Reason: To ensure access and car parking is provided on the site in a manner that maintains and enhances the amenity of the locality.

6. Access to, from and within the site is to be designed and constructed to comply with AS 2890.2 – Facilities for Commercial Vehicles.

Reason: To ensure that the development complies with Standards and Best Engineering Practice.

7. The finished floor level of the proposed shed is to match or be higher than the existing shed finished floor level.

Reason: To ensure orderly development.

8. Operations on-site shall achieve the following at all times:

- a) Not more than seven (7) trucks shall be stored on the site at any one time;
- b) The maximum design vehicle servicing the site shall not exceed a 12.50m long heavy rigid vehicle at any time;
- c) Loading and unloading of trucks shall not occur on site at any time.

Reason: To maintain reasonable level of amenity for residents in adjacent Residential Zone.

9. All external lighting on site shall be directed, diffused or shielded in such a manner to avoid unnecessary light spill into adjoining properties or the road. All external lighting shall be in accordance with Australian Standard 4282 - Control of the Obtrusive Effects of Outdoor Lighting and the Management Plan prepared by Planning Solutions SA dated 25 February 2016.

Reserved Matters:

There is one reserved matter under Section 33(3) of the Development Act 1993.

1. The site stormwater drainage system shall be designed to control the quantity and quality of stormwater discharged from the site to minimise flooding, to prevent adverse impacts on downstream drainage systems and to protect the water quality of receiving waters. In particular, the following Water Sensitive Design principles and components are to be included in the stormwater drainage design:
 - a) Storm runoff from building roof areas is to be separated from the runoff from ground or paved surfaces and may be discharged directly to Council's drainage system without treatment to improve water quality.
 - b) Grassed or vegetated swale drains and sedimentation/detention basins are to be used to provide primary treatment of stormwater runoff from paved surfaces including car parking areas to Council's downstream drainage system, improving water quality and reducing the peak discharge rates and volume of runoff.
 - c) The minor stormwater drainage system of grassed swale drains, culverts, pits and pipes is to be designed with capacity to convey the runoff resulting from a 1 in 10 year ARI storm event;
 - d) Water quality treatment devices and drainage systems are to include high flow bypass and overflow provisions to accommodate extreme storm events resulting from the 1 in 100 year major storm event. Stormwater generated from the major storm event ARI = 100 years is to be captured and disposed of in a manner that does not put downstream properties at risk of inundation or ponding against buildings or structures.

Advice:

1. The site shall be served by an appropriate on-site effluent disposal system, under the SA Public Health Act 2011, at all times.

OTHER BUSINESS

It was noted by the Panel that issues of dust management and traffic management (no through road signage) on Deuter Road, raised by the representor, will be referred to Council for investigation.

5.2.1 Status of Current Appeal Matters and Deferred Items

361/935/2015/3B DAP Decision Date 21 July 2015

Farmers Market Independent of Existing Old Spot Hotel at 1955 Main North Road, Salisbury Heights for Mark Aldridge t/a Farm Direct Community Markets

Mr M Aldridge filed paperwork with the Supreme Court on 4th April 2016 to move his appeal to a Directions Hearing with date yet to be set.

5.2.2 Policy Issues Arising from Consideration of Development Applications

Nil

5.2.3 Future Meetings and Agenda Items

Meeting scheduled for Tuesday 24 May 2016.

The meeting closed at 6.37pm.

PRESIDING

MEMBER.....

DATE.....

ITEM	5.1.1
	DEVELOPMENT ASSESSMENT PANEL
DATE	24 May 2016
APPLICATION NO.	361/633/2015/NB
APPLICANT	Church of God International SA Incorporated
PROPOSAL	Change in Use from Shop to Place of Worship (Unit 17) (Non-complying Development)
LOCATION	Unit 17 16-28 Research Road, Pooraka
CERTIFICATE OF TITLE	Volume 5006 Folio 87
AUTHOR	Greg Tucker, Planning Consultant

1. DEVELOPMENT APPLICATION DETAILS

Zone/Policy Area	Industry Zone
Application Type	Non-complying Category 3
Public Notification	Representations received: Nil
Referrals - Statutory	Nil
Referrals – Internal	Nil
Development Plan Version	Salisbury (City) Development Plan Consolidated 18 December 2014
Assessing Officer	Greg Tucker, Planning Consultant
Recommendation	Approval with Conditions
Meeting Date	24 May 2016

2. REPORT CONTENTS

Assessment Report

Attachment 1:	Proposal Plans
Attachment 2:	Supporting Information
Attachment 3:	Notice of Category 3 Application
Attachment 4:	Relevant Development Plan Extracts Consolidated 18 December 2014

3. INTRODUCTION

The subject land is located within the Industry Zone of the Development Plan that was consolidated on 18 December 2014. The application is one that is deemed to be a “*non-complying*” form of development pursuant to the Procedural Matters for the Zone as the floor area for the place of worship is less than 500m² in total floor area. The application underwent the Category 3 public notification process and no representations were received.

This report provides a detailed assessment of the application against the relevant provisions of the Salisbury (City) Development Plan that was consolidated on 18 December 2014. The assessment found that:

- a) The proposed land use is considered to be appropriate within the Industry Zone.
- b) The scale of the proposed use, including 24 hours per day for 7 days per week, is considered to be a small (local) place of public worship serving up to 20 worshippers in any one session and is unlikely to have any adverse impact on other existing uses on the subject land or land adjoining the subject land.
- c) Adequate car parking is available on site to accommodate anticipated demand.
- d) The proposed use will not diminish the opportunity for other land in the locality to be used for industrial, storage or warehousing purposes consistent with the provisions of the Development Plan.

Given the above, this report recommends that Development Plan Consent be granted subject to conditions.

4. SUBJECT LAND

The applicants seek Development Plan Consent for a change in use from a shop to a place of worship at Unit 17, 16 – 28 Research Road, Pooraka. The subject land is rectangular in shape with a frontage of 186.12 metres to Research Road, and a depth of 114.68 metres from that road. The subject land has a total area of 2.134 hectares. Shop 17 (the “*subject site*”) has a gross leasable area of 127.86 square metres

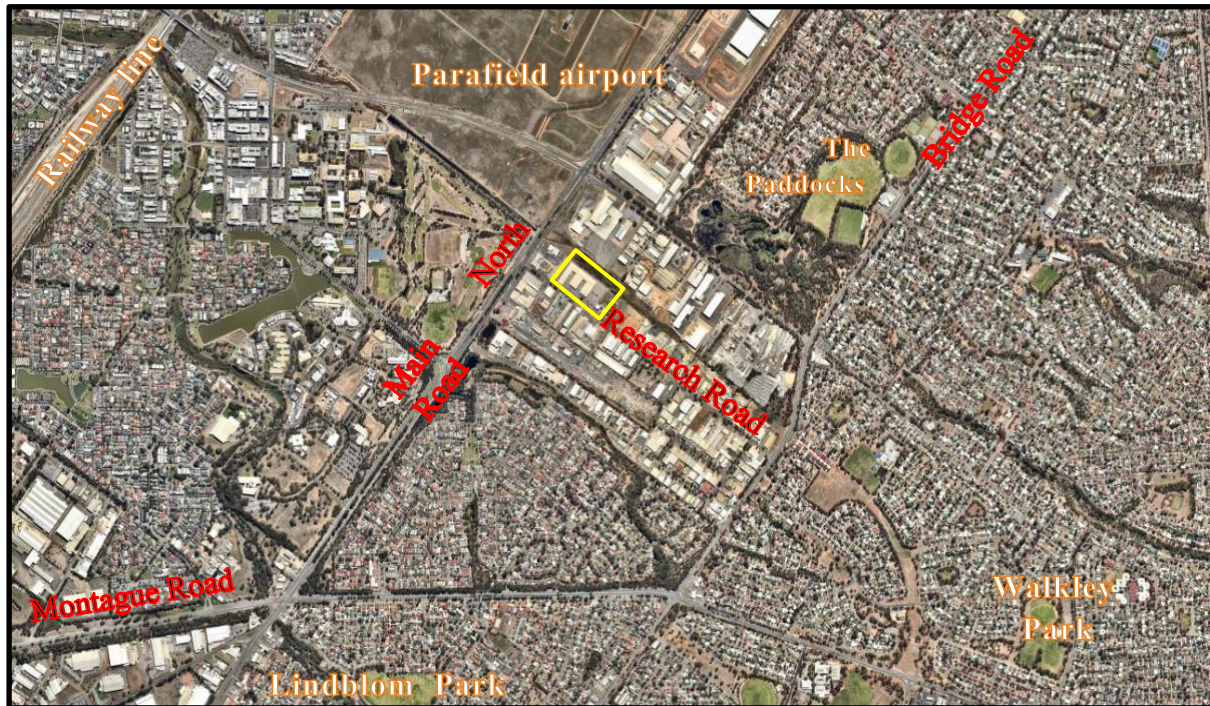
The subject land has been developed with a single storey building that is primarily used for retail purposes. A number of these shops are presently vacant. The existing building has been developed with 30 tenancies that are identified as “*units*” on the site plan that forms part of the application documents. Also established on the site is a sealed and line marked car parking area that is capable of accommodating 60 vehicles reserved for each of the 30 units (as unit subsidiaries) together with 101 vehicles in the common area. An additional unsealed area is located near the eastern boundary of the subject land that is capable of being used for car parking. Access to the car parking area is gained from three access points from Research Road.

Two floodlights that are mounted on the central sign near Research Road provide the illumination of the car parking that is located between the existing building and the Research Road boundary.

Three freestanding advertising signs have been established near the entrances to the car parking area advertising some of the tenants in the shops on the subject land. A number of the shops within the subject land also display signs on the façade of their verandas. The site is generally devoid of landscaping.

5. LOCALITY

Contextual Plan:

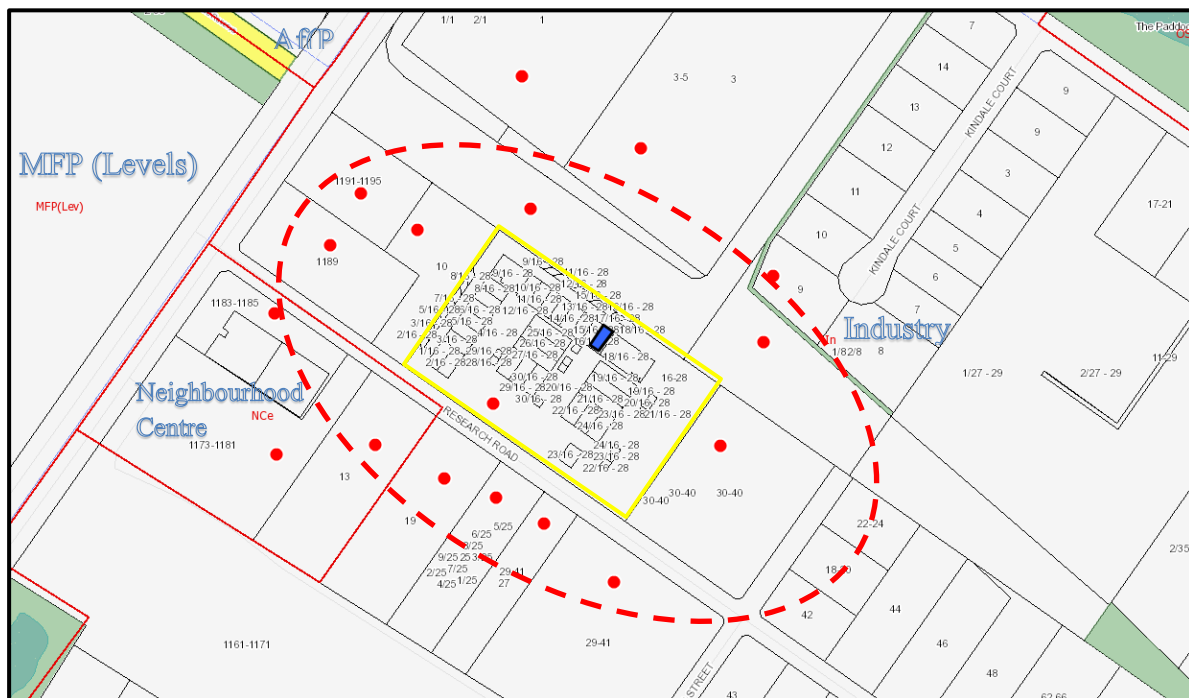


Source: Near Map image – 15 March, 2016



Subject land

Page 12
Development Assessment Panel Agenda - 24 May 2016

Locality Plan:

Legend	
	Properties notified
	Subject site
	Subject land
	Locality boundary
	Zone boundary
	Zone

Source: Dekho

The subject land is located within the Industry Zone that is located on the eastern side of Main North Road and extends to Bridge Road, Pooraka. An area with frontage to Main North Road and extending down Research Road is located within the Neighbourhood Centre Zone. The locality is defined principally by visual reference to the subject land and the subject site (unit 17) on that land. The locality extends to include land that has frontage to both sides of Research Road to both the east and west of the subject land, as well as land immediately to the north.

Land within this locality is used for a range of land uses including a go kart hire facility to the immediate east, Olympic garage display and sales further east on Research Road, vacant industrial land to the north and a mixture of retail and light industrial uses. The subject land has been developed with shops that are used for tiles/shower screen/vanity and kitchen display and sales, sewing accessories, reptiles, picture framer, souvenirs, footwear/shoes, hairdressing products, collectable items, darts and billiards as well as a more conventional delicatessen. The small scale light industrial uses are primarily for the manufacture of kitchen cabinets. A gymnasium also occupies one of the shops near where the proposed Church is to be established. The southern side of Research Road contains a Real Estate office and Supreme Kitchens.

The land located within the Neighbourhood Centre Zone with frontage to both Main North Road and Research Road has been developed primarily by bulky goods outlets.

Site Photographs



Photo 1: The subject tenancy



Photo 2: Carpark in the foreground. View is to the north of the subject tenancy.



Photo 3: View to the south toward Research Road.



Photo 4: View is west including part of the subject site and Research Road and toward Main North Road.



Photo 5: View is east along Research Road and of the front of the subject site.



Photo 6: View is west along the rear of the property.

6. DESCRIPTION OF PROPOSED DEVELOPMENT

The applicants seek retrospective approval to use shop 17 within the complex as a place of worship for the members of the Church of God International SA Incorporated that currently has a membership of 20 persons who reside within the Metropolitan area of Adelaide. Some additional members reside in the country region of South Australia and may, from time to time, attend the Church. The internal dimensions of the shop are 7.34 metres by 17.419 metres, with a gross leasable area of 127.86 square metres.

The proposed Church is to conduct services generally on a Wednesday night between 7.00pm and 10.00pm when between 10 to 15 members are expected to attend. For those who are unable to attend the regular Wednesday session, other services are proposed to be conducted on Saturday and Sunday, generally between 11.00am and 6.30pm. It is anticipated that once every quarter, members of the Church who reside in the Country region (mainly Whyalla at this stage) will attend a service when it is anticipated that between 16 to 20 members will be present.

The Church proposes to operate at various times to coincide with the live broadcast of congregations in the Philippines and Brazil. As such the applicants are seeking to use the facility at any time during the week thereby requiring an approval to operate 24 hours per day, 7 days per week.

There will be other special gatherings, such as Bible study groups and workshop gatherings, which will occur during the evenings. No more than 20 people will attend these functions. The place of worship will be open from 8.30am to 5.00pm on weekdays when one staff member will be present on the site.

Public toilets are available on the subject land with the closest being within 30 metres of the entrance to the proposed development.

The applicants propose to replace the two existing signs on both sides of the eastern most freestanding sign as well as the existing sign on the façade on the veranda above unit 17. Some signs are also proposed on the windows of the shop. None of these signs will be illuminated.

A copy of the proposed plans and supplementary information is contained in Attachments 1 and 2.

7. CHARACTERISATION AND PUBLIC NOTIFICATION

The development of a place of worship within the Industry Zone is deemed to be a “*non-complying*” form of development “*except where it has a floor area greater than 500 square metres and is less than 60 metres from the boundary of the Industry Zone*”. As the proposed development contains an area of only 127.86 square metres and the subject land is on the boundary of the Zone, it was deemed to be a “*non-complying*” form of development.

Pursuant to Section 38 and Schedule 9 of the Development Act 1993 and Regulations 2008, and the provisions of the City of Salisbury Development Plan for a “*non-complying*” form of development, it was determined that Category 3 public notification was required.

The public notification period took place between 11th and 28th April 2016. No representations were received within that period. A copy of the Category 3 public notice is contained in Attachment 3.

8. REFERRALS – STATUTORY

The application was not referred to any statutory bodies under the *Development Regulations, 2008*. The application was also not referred to any internal customers for comment.

9. DEVELOPMENT DATA

Site Characteristics	Guideline	Proposed
Site Area	Not applicable	Not applicable
Site Dimensions	Not applicable	Not applicable
Site Gradient	None	Generally level
Easement	Not applicable	None
Design Characteristics	Guideline	Proposed
<i>Site Coverage</i>		
Buildings only	Not applicable	Not applicable
<i>Building Height</i>		
Storeys	Not applicable	Existing - Not applicable
<i>Set-backs</i>		
Primary street	Not applicable	Existing - Not applicable
Secondary street	Not applicable	Not applicable
Side(s)	Not applicable	Existing - Not applicable
Garage / Carport	Not applicable	Not applicable
<i>Boundary Walls</i>		
Length	None	Existing - Not applicable
Height	3.0 metres if on a boundary of non-industrial zone	Existing - Not applicable
<i>Car Parking & Access</i>		
Number of parks	Greater of 1 space for every 3 seats of every 3 attendees	2 reserved spaces plus access to 101 spaces within the common land
Driveway width	Not applicable	Existing - Not applicable
Access gradient	1 : 5	Existing - Not applicable
<i>Street Infrastructure</i>		
Crossover	Nil	Existing - Not applicable
Trees	Nil	Not applicable

10. ASSESSMENT

Pursuant to Section 35(2) of the Development Act 1993 it is recommended that the Panel determine that the proposal is not “*seriously at variance*” with the Salisbury (City) Development Plan – Consolidated 18 December 2014.

The following reasons are given in support of this recommendation:

- a) The proposed land use is considered to be appropriate within the Industry Zone.
- b) The scale of the proposed use, including 24 hours per day for 7 days per week, is considered to be a small (local) place of public worship serving up to 20 worshippers in any one session and is unlikely to have any adverse impact on other existing uses on the subject land or land adjoining the subject land.
- c) Adequate car parking is available on site to accommodate anticipated likely demand.
- d) The proposed use will not diminish the opportunity for other land in the locality to be used for industrial, storage or warehousing purposes consistent with the provisions of the Development Plan.

Assessment

A detailed assessment of the application has been undertaken against the relevant provisions of the Salisbury (City) Development Plan and is described below under the following headings.

An extract of the relevant Development Plan, consolidated 18 December 2014 is contained in Attachment 4. The relevant provisions are also highlighted in that Attachment.

Zoning

Objective 1 for the Industry Zone states:

- 1 *A zone primarily accommodating a wide range of industrial, warehouse, storage and transport land uses.*

Principle of Development Control 1 further identifies the following forms of development as being envisaged within the Zone:

- 1 *The following forms of development are envisaged in the zone:*
 - *industry*
 - *office in association with and ancillary to industry*
 - *transport distribution*
 - *warehouse*

Whilst the proposed use is not envisaged in the Zone, the site has been developed in the form of a 30 unit shopping complex; a building of this kind is not envisaged within the Industry Zone. The use of shop 17 within the subject land will not alter the existing character or appearance of the subject land, nor will it undermine ability for industrial, warehousing, storage or transport land uses from operating on the subject land or other land in the locality. On this basis a small scale place of worship is considered to be an appropriate form of land use on this site.

Land Use

Objective 1 and Principle of Development Control 4 under the heading of Community Facilities in the General Section of the Development Plan states:

- 1 *Location of community facilities should include social, health, welfare, education and recreation facilities where they are conveniently accessible to the population they serve.*
- 4 *Places of worship should be developed according to the following hierarchy:*

Scale	Development form	Congregation size
<i>Small (local)</i>	<i>Associated with an area of worship ancillary to a residence. These activities are particularly common for religious organisations that do not have a large following and/or lack funds to purchase a standalone building.</i>	<i>Typically accommodate approximately 5 to 30 worshippers in any one session.</i>
<i>Medium (neighbourhood)</i>	<i>Purpose built or re-use of existing buildings with medium footprints that are found in most suburbs and country towns.</i>	<i>Typically have congregations of up to 100-300 persons in any one session.</i>
<i>Large (regional)</i>	<i>Purpose built or re-use of existing buildings with large footprints and catering for a variety of ancillary activities.</i>	<i>In excess of 300 persons in any one session.</i>

The subject land is readily accessible by private vehicle with ample on site parking available to those worshippers arriving by motor vehicle. The subject land is located in relatively close proximity to Main North Road which is identified as a Primary Arterial Road in the Development Plan. That road carries public transport which operates between Adelaide and Smithfield as well as between Salisbury and Mawson Lakes/Blair Athol. This public transport provides a convenient service to the worshippers who may not have a vehicle to access the proposed Church.

Applying Principle of Development Control 4 the proposed use is a “small” place of public worship. Whilst the place of worship is not associated with a residence, it is considered to be an appropriate development within the existing shopping complex within the Industry Zone for the persons mentioned above.

Interface between Land Uses

Objectives 1 and 2 under the heading of Interface between Land Uses in the General Section of the Development Plan state:

- 1 Development located and designed to prevent adverse impact and conflict between land uses.*
- 2 Protect community health and amenity and support the operation of all desired land uses.*

Principles of Development Control 1, 2, 6 and 7 under the heading of Interface between Land Uses in the General Section of the Development Plan state:

- 1 Development should not detrimentally affect the amenity of the locality or cause unreasonable interference through any of the following:*
 - a) the emission of effluent, odour, smoke, fumes, dust or airborne pollutants*
 - b) noise*
 - c) vibration*
 - d) electrical interference*
 - e) light spill*
 - f) glare*
 - g) hour of operation*
 - h) traffic impacts.*
- 2 Development should be sited and designed to minimise negative impact on existing and potential future land use considered appropriate in the locality.*
- 6 Development should be site, designed and constructed to minimise negative impacts of noise and to avoid unreasonable interference.*
- 7 Development should be consistent with the relevant provisions of the current Environment Protection (Noise) Policy.*

The proposed development involves the use of an existing shop in a complex where 30 shops have been established. Whilst potentially operating 24 hours per day 7 days per week, the proposed land use will not involve any loud noise or amplification equipment outside the walls of the shop 17. Adequate on site parking is available to accommodate the anticipated demand for the worshippers using the existing sealed and line marked car parking areas. There will be no new external lighting beyond existing lighting on site.

Transport, Car Parking and Access

Objective 2 and Principles of Development Control 22, 23, 32, 33, 37, 38 and 40 under the heading of Transport and Access in the General Section of the Development Plan states:

- 2 *Development that:*
 - a) *provides safe and efficient movement for all motorized and non-motorised transport modes*
 - b) *ensures access for vehicles including emergency services, public infrastructure maintenance and commercial vehicles*
 - c) *provides off street parking*
 - d) *is appropriately located so that it supports and makes best use of existing transport facilities and networks.*
- 22 *Development should have direct access from an all weather road.*
- 23 *Development should be provided with safe and convenient access which:*
 - a) *avoids unreasonable interference with the flow of traffic on adjoining roads*
 - b) *provide appropriate separation distances from existing roads or level crossings*
 - c) *accommodate the type and volume of traffic likely to be generated by the development or land uses and minimises the induced traffic through over-provision*
 - d) *is sited and designed to minimise any adverse impacts on the occupants of and visitors to neighbouring properties*
- 32 *Development should provide off-street vehicle parking and specifically marked disabled car parking places to meet anticipated demand in accordance with Table Sal/2 – Off Street Vehicle Parking Requirements unless an agreement is reached between the Council and the applicant for a reduced number of parking spaces where one of the following applies:*
 - a) *a financial contribution is paid into the Council Car Parking Funds specified by the Council in accordance with the gazette rate per car park associated with the ‘Car Park Fund Areas’ identified on Concept Plan Map Sal/27 – Salisbury District Centre Car Park Fund Area and Concept Plan Sal/29 – Ingle Farm District Centre Car Park Fund Area.*
 - b) *It can be demonstrated that fewer car parks would be required to meet the car parking needs associated with the development.*
- 33 *Development should be consistent with Australian Standard AS 2890 Parking facilities.*
- 37 *Parking areas that are likely to be used during non daylight hours should provide floodlit entrance and exit points and safe lighting directed and shaded in a manner that will not cause nuisance to adjacent properties or users of the car park.*
- 38 *Parking areas should be sealed or paved in order to minimise dust and mud nuisance.*

- 40 *Parking areas should be lined-marked to indicate parking bays, movement aisles and direction of traffic flow.*

Table Sal/2 – Off Street Vehicle Parking Requirements of the Development Plan, as it relates to a place of worship, states:

Table Sal/2 – Off Street Vehicle Parking Requirements

<i>Form of Development</i>	<i>Number of Required Car Parking Spaces</i>
<i>Place of Worship</i>	<i>Greater of 1 space for every 3 seats or every 3 attendees</i>

The proposed land use will occur on an allotment that has been developed in the form of a 30 unit shopping complex with associated sealed and line marked car parking for a total of 161 vehicles. An additional area is available near the eastern boundary of the subject land that is not sealed or line marked that is capable of accommodating additional vehicle parking. Access to the subject land is presently available via three access points to Research Road. The car parking area is lit by two flood lights fixed to the existing centrally located freestanding sign located near Research Road.

The maximum number of worshippers who may be present within the proposed place of worship will be between 16 to 20. Applying “*Table Sal/2 – Off Street Vehicle Parking Requirements*”, a maximum of 7 spaces should be provided to accommodate the maximum number of worshippers that may be present on the site. Given the main use of the place of worship will be operating when other shops are most likely to be closed, it is expected that adequate on-site parking will be available. In addition the car parking is sealed and line marked in accordance with the abovementioned Development Plan provisions.

Given the above, the proposed development is consistent with the provisions with the Development Plan and the abovementioned provisions in particular.

Advertisements

The proposed development involves the replacement of the existing signs that are located on the subject land that bear the message of the previous occupier of shop 17 (Kitchens - Australian Design). The applicants also seek to place signs upon the windows of the shop. None of these signs will be illuminated. Details of these signs are included as part of the application documents in Attachment 1.

The proposed signs do not constitute development under the Development Act and Regulations as they are to replace existing signs or are exempt.

The proposed development is consistent with the relevant provisions of the Development Plan.

11. CONCLUSION

The proposed form of development, on balance, is considered to be appropriate for the subject land and the subject site (shop 17) in particular. Having regard to the small number of attendees ample car parking, suitability of the building for the proposed use and the lack of impacts on adjacent units, the proposal is considered to be acceptable.

The proposed development conforms with the intent of the Development Plan and, on balance, warrants the issuing of Development Plan Consent subject to some conditions.

12. STAFF RECOMMENDATION

That the Development Assessment Panel resolve that:

- A. The proposed development is not considered to be seriously at variance with the Salisbury (City) Development Plan – Consolidated 18 December 2014.
- B. Pursuant to Section 33 of the Development Act 1993, Development Plan Consent is **GRANTED** to application number 361/633/2015NB for change of use from shop to place of worship (unit 17) (Non-complying) in accordance with the plans and details submitted with the application, subject to the concurrence of the Development Assessment Commission and subject to the following conditions:
 1. The proposal shall be developed in accordance with the details and Council stamped approved plans lodged with the application, except where varied by the conditions herein:

Relevant plans and documentation are listed as follows:

Site Plan prepared by nct architects Project S16217 0 - Drawing A101
Floor Plan prepared by nct architects Project S162170 - Drawing A102
Elevations & details prepared by nct architects Project S162170 - Drawing A103
Statement of Effect prepared by MasterPlan Dated 4 April 2016 (14972SOE01)

Reason: To ensure the proposal is established and operated in accordance with the submitted plans and details.

2. Except where inconsistent with this approval, the condition imposed herein shall be in addition to conditions that apply to the subject property from previous approvals that remain active.

Reason: To ensure orderly development.

CO-ORDINATION

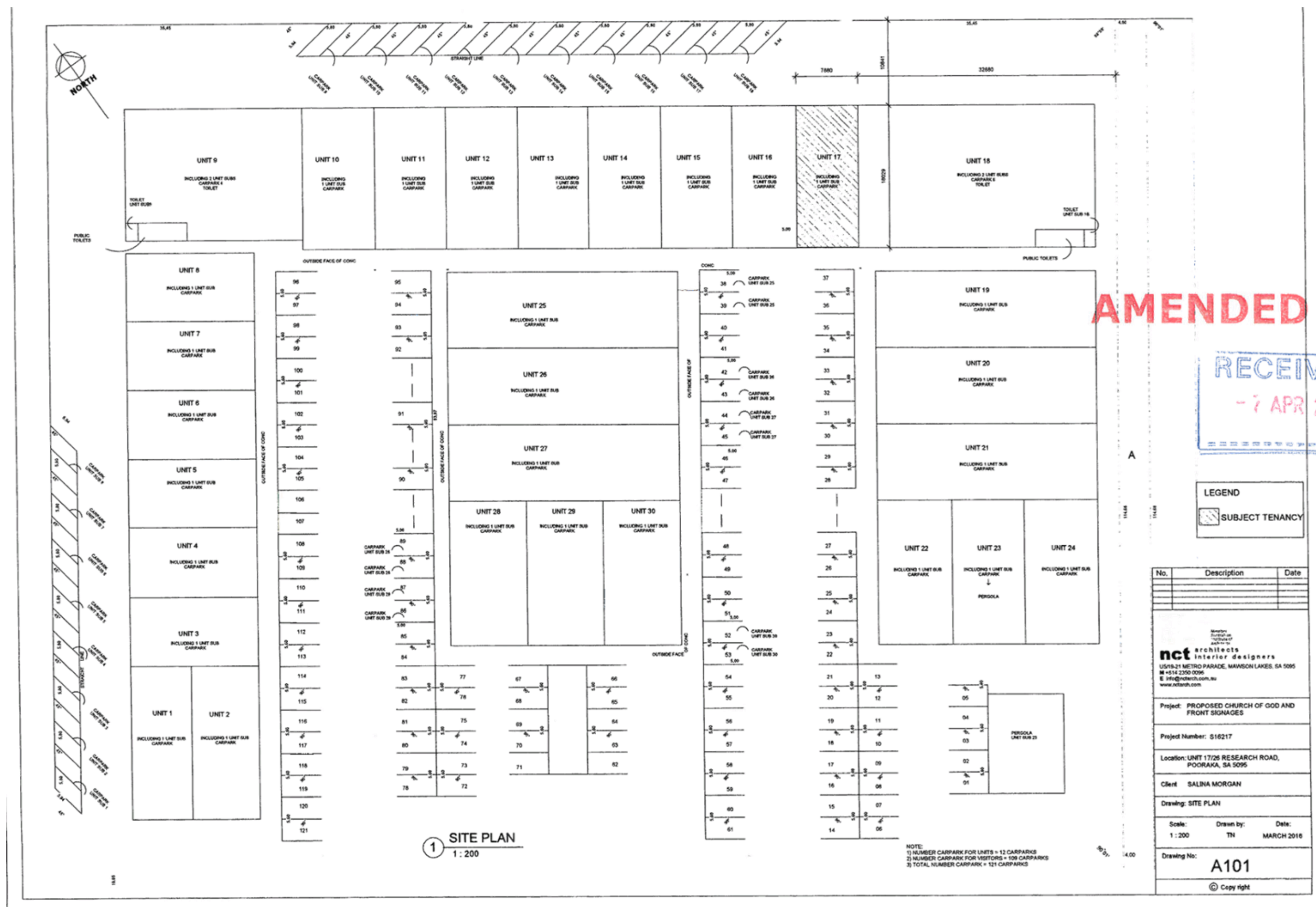
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Date:	12.05.16	09.05.16

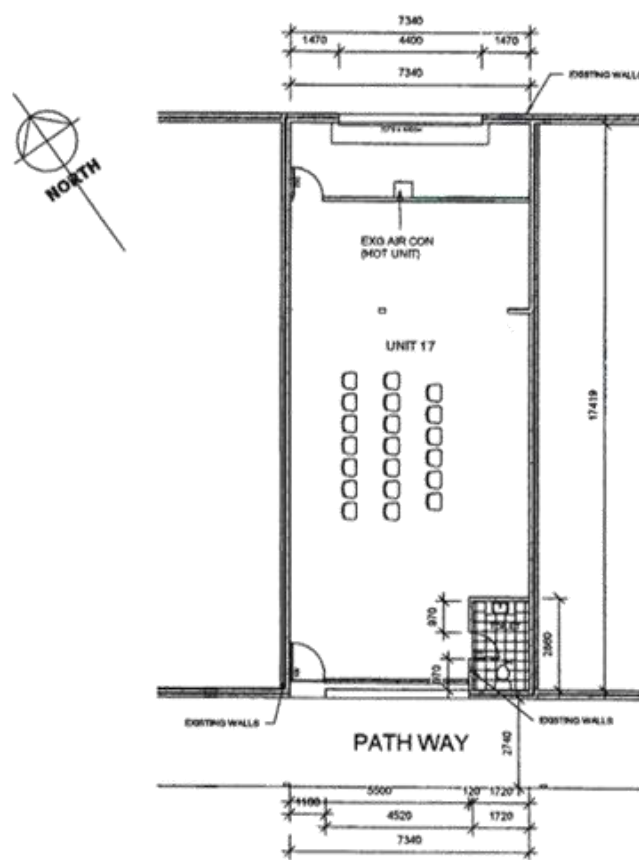
ATTACHMENTS

This document should be read in conjunction with the following attachments:

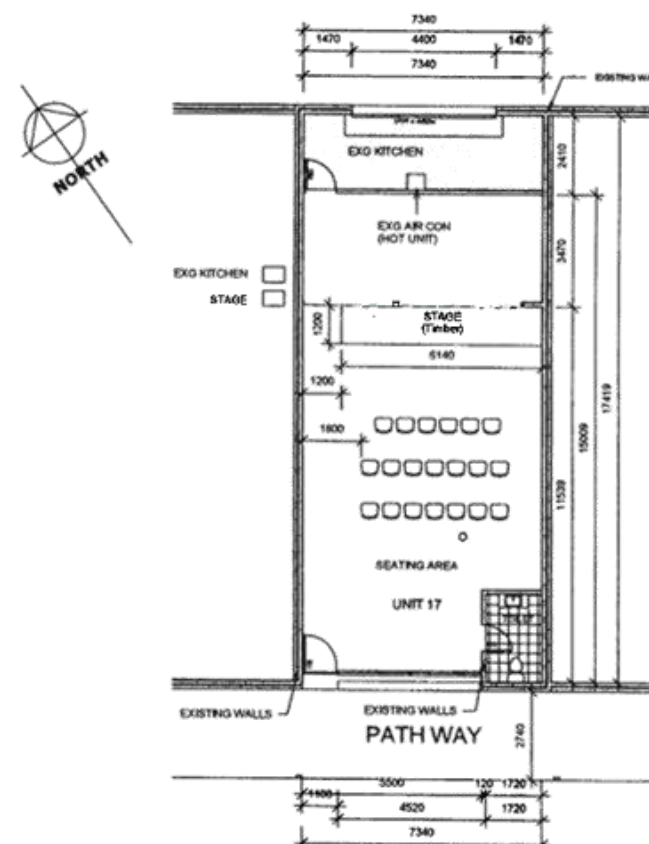
1. Proposal Plans
2. Supporting Information
3. Notice of Category 3 Application
4. Relevant Development Plan Extracts Consolidated 18 December 2014

Attachment 1:
Proposal Plans



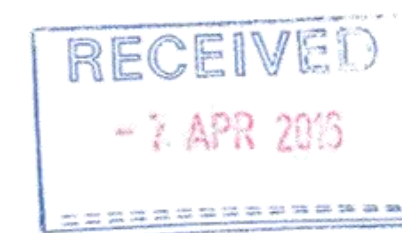


① EXISTING FLOOR PLAN
1:100

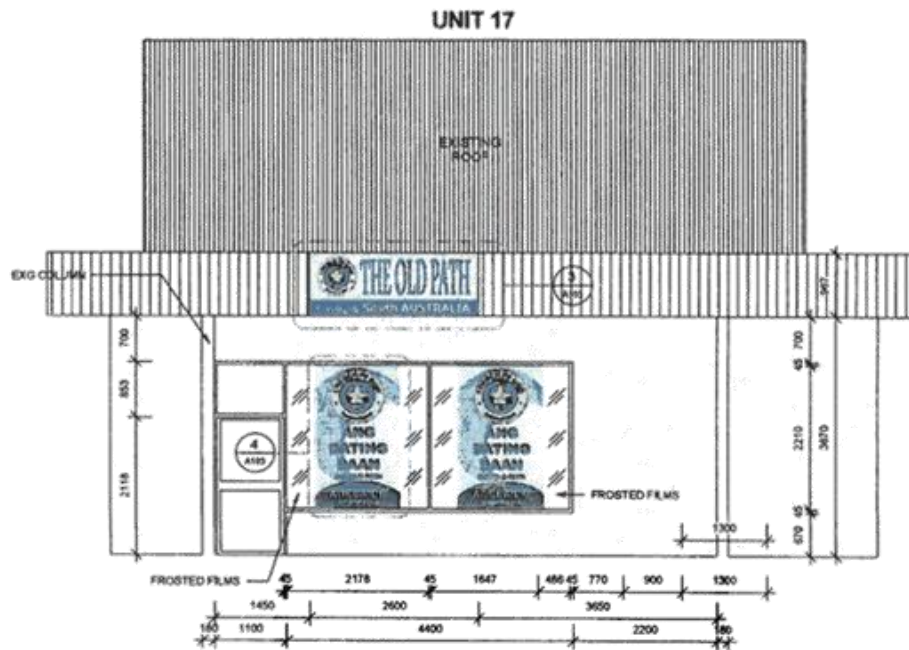


② PROPOSED FLOOR PLAN
1:100

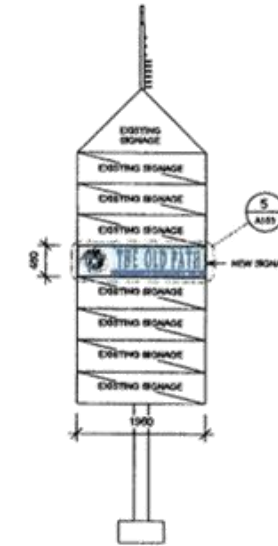
AMENDED



No.	Description	Date
<p>nct architects interior designers US19-21 METRO PARADE, MAWSON LAKES, SA 5095 M +614 2350 0096 E info@nctarch.com.au www.nctarch.com</p>		
Project: PROPOSED CHURCH OF GOD AND FRONT SIGNAGES		
Project Number: S16217		
Location: UNIT 17/26 RESEARCH ROAD, POORAKA, SA 5095		
Client: SALINA MORGAN		
Drawing: FLOOR PLAN		
Scale: 1:100	Drawn by: Author	Date: 03/02/16
Drawing No: A102		
© Copy right		



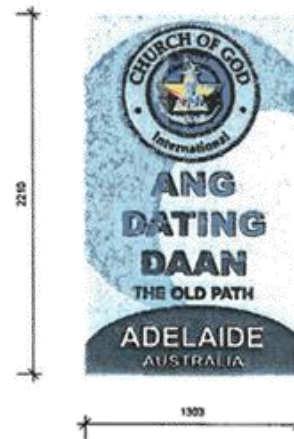
1 FRONT ELEVATION
1:50



2 STREET SIGNAGES
1:50



3 FRONT ELEVATION DETAIL 3
1:20



4 FRONT ELEVATION DETAIL 4
1:20



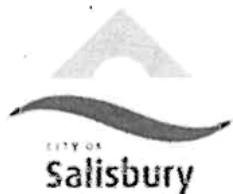
5 STREET SIGNAGES DETAIL 5
1:20

AMENDED



No.	Description	Date
nct architects interior designers U518/21 METRO PARADE, MAWSON LAKES, SA 5095 M +614 2350 0096 E info@nctarch.com.au www.nctarch.com		
Project: PROPOSED CHURCH OF GOD AND FRONT SIGNAGES		
Project Number: S16217		
Location: UNIT 17/26 RESEARCH ROAD, POORAKA, SA 5095		
Client: SALINA MORGAN		
Drawing: ELEVATION & DETAILS		
Scale: As Indicated	Drawn by: Author	Date: 03/02/16
Drawing No: A103		
© Copy right		

Attachment 2:
Supporting Information



CITY OF SALISBURY DEVELOPMENT APPLICATION FORM

361/ **633** /2015/ **1B**

Please use BLOCK LETTERS and Black or Blue Ink

APPLICANT NAME: **MEMBERS, CHURCH OF GOD INTERNATIONAL SA, INC.**

POSTAL ADDRESS: **53-A ARTHUR STREET PLYMPTON PARK SA, 5038**

OWNER NAME: (This must be completed) ☐ as above

OWNER POSTAL ADDRESS: ☐ as above

OWNER PHONE NO:

OWNER FAX NO:

OWNER EMAIL:

CONTACT PERSON FOR FURTHER INFORMATION ☐ as above

NAME:

MEL TAN

TELEPHONE (W):

(M): **0415 392 285**

EMAIL:

MELTAN15@YAHOO.COM

FAX:

BUILDER NAME:

BUILDERS EMAIL:

BUILDER POSTAL ADDRESS:

CONTACT NO.:

LICENCE NO.:

CURRENT USE OF PROPERTY:

DESCRIPTION OF PROPOSAL:

Change in use - Place of Worship

DEVELOPMENT COST

\$ **0**

LOCATION OF PROPOSAL

Street No: **16-28** Street: **RESEARCH ROAD** Suburb: **POORAKA**

Lot No: Section: **UNIT 17** Plan: **S8150** Volume: **5006** Folio: **87**

OFFICE USE ONLY

Registration Date: **13 / 4 / 2015** Zone: **IN** Ward: **HILLS**

BUILDING RULES CLASSIFICATION

Classification sought:

If Class 5, 6, 7, or 9 classification is sought, state the proposed number of employees

Male:
Female:

If Class 9a classification is sought, state the number of persons for whom accommodation is provided:

If Class 9b classification is sought, state the proposed number of occupants of the various spaces at the premises:

I acknowledge that copies of this application and supporting documentation may be provided to interested persons in accordance with the Development Regulations, 1993. Developments requiring public notification will be made available to the public for comment via Council's web site at www.salisbury.sa.gov.au

SIGNATURE: 

DATE: **13 / 4 / 2015**



4 April 2016

Ms Sonia Gallarello
Development Officer – Planning
City of Salisbury
PO Box 8
SALISBURY SA 5108

Dear Ms Gallarello,

**Re: Development Application 361/633/2015/NB
Change of Use from a Shop to a Place of Worship
Unit 17/16-28 Research Road, Pooraka
Statement of Effect**

On behalf of the Members of Church of God International SA Incorporated, please find enclosed a Statement of Effect for a change of use from a shop to a place of worship at Unit 17/16-28 Research Road, Pooraka. This Statement of Effect was requested as part of the Council's letter dated Friday, 17 July 2015.

Enclosed with the Statement of Effect is:

- a locality plan;
- three set of amended plans and elevations;
- the current Strata Plan; and
- the current Certificate of Title.



Please do not hesitate to contact Bryn Adams on (08) 8193 5600 or by email (BrynA@masterplan.com.au) should you require any further information.

Yours sincerely,

A handwritten signature in blue ink, appearing to read 'Bryn Adams'.

Bryn Adams
MasterPlan SA Pty Ltd

enc: Documents as listed.
cc: Members of Church of God International SA Incorporated.

SOUTH AUSTRALIA
33 Carrington Street
Adelaide, 5000
P (08) 8193 5600
masterplan.com.au

NORTHERN TERRITORY
Unit 33, 16 Charlton Court
Woolner, 0820
P (08) 8942 2600
ISO 9001:2008 Certified

ABN 30 007 755 277



STATEMENT OF EFFECT

Change of Use from a Shop to a Place of Worship

AT: Unit 17/16-28 Research Road, Pooraka

FOR: Members of Church of God International SA Incorporated



1.0 INTRODUCTION

This Statement of Effect has been prepared in relation to an application by the Members of Church of God International SA Incorporated (herein referred to as 'Church of God') for a change of use from a shop to a place of worship (Development Application 361/633/2015/NB) within the Industry Zone of the relevant version of the Salisbury Council Development Plan, which was gazetted and consolidated on Thursday, 18 December 2014.

The Council has determined that the application involves a non-complying form of development, as the total floor area of the place of worship will not exceed 500 square metres once the use of the existing tenancy on the subject land is converted, and the subject tenancy is not less than 60 metres from the boundary of the Industry Zone.

In a letter dated Friday, 17 July 2015, the Council resolved to proceed with a detailed assessment of the proposed development and requested the preparation of this Statement of Effect.

This Statement of Effect conforms with the requirements of Regulation 17, Sub-Regulation (5) of the *Development Regulations 2008* insofar as it includes:

- a description of the nature of the proposed development and the nature of its locality;
- a statement as to the provisions of the Salisbury Council Development Plan, which are relevant to an assessment of the proposed development;
- an assessment of the extent to which the proposed development complies with the relevant provisions of the Salisbury Council Development Plan; and
- an assessment of the expected social, economic and environmental effects of the proposed development on its locality.

2.0 THE SUBJECT LAND

The subject land is located at 16-28 Research Road, Pooraka.



The Strata Plan at **Appendix A** illustrates the extent of the subject land and the units held within the existing buildings on the land. The subject land is rectangular in shape with a frontage to Research Road of 186.12 metres, a depth of 114.68 metres and a total area of 2.134 hectares.

The subject land currently accommodates a single storey shopping centre. This shopping centre contains a total of 30 individual tenancies, all of which face the shared open-air car park located between the shopping centre and Research Road.

The tenancies on the subject land currently support a range of uses, including bulky goods outlets for the sale of furniture and bathroom supplies, shops, a gymnasium and a café. Whilst inspecting the subject land and locality on Wednesday, 16 March 2016, I observed that at least four of the tenancies were advertised for lease or sale.

The shopping centre includes 121 line-marked parking spaces to the south-western side of the centre, between the centre and Research Road. The Strata Plan indicates that twelve (12) of these spaces are subsidiary to tenancies within the shopping centre. In practice, only one of these car parking spaces that is subsidiary to Unit 25 (Foxy's Gym) is line-marked as being 'reserved'.

The Strata Plan indicates that car parking spaces subsidiary to the majority of the tenancies within the shopping centre are located on the north-western and north-eastern sides of the shopping centre. These subsidiary car parking spaces are not line-marked.

To the east of the shopping centre, within the subject land, is a sealed car parking area that is not line-marked. The Strata Plan indicates that twelve (12) subsidiary car parking spaces are located within this portion of the car park, with significant capacity for informal overflow parking if required.

The subject land is afforded vehicle access from four crossovers to Research Road, each of which is of double vehicle width and marked with directional arrows for vehicle ingress and egress in a forwards direction.

Three separate pylon signs have been erected at regular intervals (approximately 45 metres apart from one another) along the Research Road frontage of the subject land, exhibiting shared signage between the shopping centre's tenants.

The subject tenancy is located at Unit 17 within the existing shopping centre. The subject tenancy is formally described as Unit 17 in Strata Plan 8150 in the area named Pooraka, Hundred of Yatala and is contained within Certificate of Title Register Search Volume 5006 Folio 87.

The Certificate of Title, which can be found at **Appendix B**, does not allude to the existence of any easements or encumbrances that would inhibit a change in the use of the subject tenancy.



As displayed on the amended plans at **Appendix C**, the subject tenancy has internal dimensions of 7.34 metres by 17.419 metres and a gross leasable floor area of 127.86 square metres.

Signage associated with the previous tenant, 'Kitchens Australian Design', is affixed to the verandah above the subject tenancy and on both sides of the eastern-most pylon sign on the subject land.

Internally, the subject tenancy includes a small bathroom containing a single toilet and vanity and an existing store room at the rear, which is afforded external access from a roller door opening to the service lane to the north-east. The primary point of access to the subject tenancy is from a door adjacent to the shop window, which is accessible from the shared car park to the south.

As indicated on the Strata Plan, the subject tenancy is afforded two subsidiary car parking spaces. These spaces are situated at the rear of the subject tenancy and along the north-eastern boundary of the subject land. From my review of the lease agreement pertaining to the subject tenancy, as entered into by the Applicant, there is no further mention of car parking spaces at the front of the shopping centre that may or may not be used by the tenants or users of the subject tenancy. It would therefore appear as though the subject tenancy is afforded two car parking spaces at the rear of the shopping centre for staff use, and that all remaining car parking spaces on the subject land that are not subsidiaries of other tenancies are shared between the tenancies without restriction for the use of customers.

It is my understanding that the subject tenancy has been used as a place of worship without development approval since approximately the beginning of July 2015. It is also my understanding that the subject tenancy is approved for use as a shop. This Statement of Effect is therefore retrospective to the change of the use of the land.

3.0 THE LOCALITY

From my inspection of the subject land and locality on Wednesday, 16 March 2016, I note the following:

- The adjoining allotment to the east is developed with a recreational hire go-kart track and ancillary sheds.
- The adjoining allotment to the west is developed with a shopping centre principally containing bulky goods outlets.
- To the south of the subject land, on the opposite side of Research Road, is a range of bulky goods outlets for the sale of furniture, floor coverings and hardware, as well as a dance studio, motor repair stations and service industry manufacturing facilities.
- To the north of the subject land is a large area of vacant land containing a watercourse which is identified on a 1:50,000 topographic map.



- Land uses in the wider locality principally include bulky goods outlets, service trade premises, service industries and motor repair stations.
- The zone boundary between the Industry Zone and the Neighbourhood Centre Zone is located to the western corner of the subject land along the centre line of Research Road.
- The nearest bus stops (Stop 36) are located on Main North Road on the southern side of the intersection with Research Road, approximately 370 metres from the subject tenancy. These bus stops, which are located on both sides of Main North Road, support bus services between Smithfield and the CBD, and between Salisbury and Mawson Lakes/Blair Athol.

A locality plan displaying the location of the subject land and tenancy in relation to their surroundings can be found at **Appendix D**.

4.0 THE PROPOSED DEVELOPMENT

Church of God seek to retrospectively obtain Development Plan Consent from the City of Salisbury to convert the subject tenancy from a shop to a place of worship.

The proposed change of use is illustrated on the amended plans at **Appendix C**.

It is my understanding that Church of God currently has 25 members throughout the whole of South Australia. Some of these members attend other congregations, such as that in Whyalla.

The amended Proposed Floor Plan confirms that twenty (20) seats are to be provided for worshippers. Whilst these chairs are to be moveable, this number reflects the maximum number of church members and visitors who are anticipated to attend the place of worship at any one time.

The Applicant intends to operate 24 hours per day, 7 days per week. These unrestricted operating hours are required due to the practical operations of the organisation, which holds masses at times that coincide with the live broadcast of congregations in the Philippines and Brazil.

Mass is typically to occur on Wednesday evenings at 7:00pm (8:00pm during daylight savings). These events will be approximately 3 hours in length and are typically attended by 10 to 12 members. During my inspection of the subject land, tenancy and locality, which coincided with a Wednesday evening mass event, I observed a total of 14 people in attendance, including church members, visitors and staff.

Mass is also typically held on Saturdays at 3:00pm and attended by 10 to 15 members. Further mass sessions for those who may have missed the Saturday session are also held on Sundays at 11:00 am and 6:30pm.



Once quarterly the Church's Brethren from Whyalla are anticipated to attend mass, which will result in a marginal increase in attendance numbers to approximately 16 to 20 members at any one time.

It should be noted that these times may be subject to change dependent upon the broadcast times of overseas services, thus necessitating the approval of unrestricted operating hours.

Other special gatherings, such as bible study groups and worship gatherings, are also anticipated to be held at the place of worship during the early evenings from time to time based on demand. No more than 20 people are anticipated to attend any of these other events at any one time.

In addition to these special events, the place of worship is anticipated to be open from 8:30am to 5:00pm on weekdays (Mondays to Fridays), with one staff member in attendance during this time.

The amended Section, Elevations & Detail Plan at **Appendix C** shows the extent of advertising displays that are to be visible from the external façade of the subject tenancy and one of the existing pylon signs. The signage to be added to the verandah and both sides of the eastern-most existing pylon sign will replace the existing signage associated with the former tenant.

These advertising displays are described in Table 1 below.



Table 1 – Advertising Displays

LOCATION	TYPE	TEXT & IMAGES	DIMENSIONS	ILLUMINATION
Verandah above tenancy frontage	Mounted on verandah	Church of God Crest and 'The Old Path Locale of South Australia'	2.6 metres wide by 0.967 metres high	None
Window of tenancy	Frosted film	Church of God Crest and 'ANG DATING DAAN The Old Path Adelaide Australia'	1.303 metres wide by 2.21 metres high	None
Window of tenancy	Frosted film	Church of God Crest and 'ANG DATING DAAN The Old Path Adelaide Australia'	1.303 metres wide by 2.21 metres high	None
Existing pylon sign	Mounted on both sides of the eastern-most existing pylon sign	Church of God Crest and 'The Old Path Locale of South Australia'	1.962 metres wide by 0.48 metres high	None



5.0 ASSESSMENT

5.1 The Relevant Development Plan

On the basis that the Application was lodged with the Council on Monday, 13 April 2015, the relevant version of the Salisbury Council Development Plan for procedural and assessment purposes was gazetted and consolidated on Thursday, 18 December 2014.

Under this version of the Salisbury Council Development Plan, the subject land and tenancy were held within the Industry Zone.

5.2 Form of Development

A 'place of worship' is listed as a non-complying form of development within the Industry Zone where it has a floor area of less than 500 square metres and it is located more than 60 metres from the zone boundary. On the basis that the subject tenancy has a gross leasable floor area of 127.86 square metres, it has been determined by the Council that the Application involves a non-complying form of development. The subject tenancy is more than 60 metres from the zone boundary, however, a significant portion of the subject land is within 60 metres of the zone boundary with the Neighbourhood Centre Zone, which is located to the west of the land along the centre line of Research Road. Whilst this is of no consequence procedurally, it is worth noting that the proposed change of use is to occur on the fringe of the Industry Zone.

5.3 The Relevant Provisions

I consider the following provisions to be relevant to an assessment of the proposed development.

Industry Zone

Objectives: 1 and 2.

Principles: 1, 2, 3, 15, 17 and 18.

Council-wide – Advertisements

Objectives: 1, 2 and 3.

Principles: 1, 2, 3, 4, 5, 7, 8, 9 and 10.

Council-wide – Centres and Retail Development

Objectives: 1 and 2.



Council-wide – Community Facilities

Objectives: 1 and 2.

Principles: 1, 2, 3, 4 and 8.

Council-wide – Crime Prevention

Objective: 1.

Council-wide – Industrial Development

Objective: 3.

Council-wide – Interface between Land Uses

Objectives: 1 and 2.

Principles: 1 and 2.

Council-wide – Orderly and Sustainable Development

Objectives: 1, 2, 3 and 4.

Principles: 1 and 8.

Council-wide – Transportation and Access

Objective: 2.

Principles: 1, 8, 23, 30, 32 and 34.

From my review of the Development Plan, I consider the suitability of the proposed land use, the provision of on-site car parking and the appropriateness of the associated advertising displays to be the issues that are most relevant to the assessment of the Application. I have therefore focussed on these issues in my detailed assessment at Section 5.4 below.

5.4 THE EXTENT TO WHICH THE PROPOSED DEVELOPMENT COMPLIES

5.4.1 Land Use

The following Objectives and Principles of Development Control are considered most relevant to the assessment of the proposed land use:

**Industry Zone**

Objective 1: A zone primarily accommodating a wide range of industrial, warehouse, storage and transport land uses.

1 The following forms of development are envisaged in the zone:

- industry
- office in association with and ancillary to industry
- transport distribution
- warehouse.

2 Centre facilities such as shops, offices and consulting rooms should not occur unless it can be demonstrated that they primarily serve businesses in the zone and do not detract from the function of any centre zone or centres generally.

3 Development listed as non-complying is generally inappropriate.

Council-wide – Community Facilities

Objective 1 Community facilities should be sited and developed to be accessible by pedestrians, cyclists and public and community transport.

4 Places of worship should be developed according to the following hierarchy:

Scale	Development form	Congregation size
Small (local)	Associated with an area of worship ancillary to a residence. These activities are particularly common for religious organisations that do not have a large following and / or lack funds to purchase a standalone building.	Typically accommodate approximately 5 to 30 worshippers in any one session.
Medium (neighbourhood)	Purpose built or re-use of existing buildings with medium footprints that are found in most suburbs and country towns	Typically have congregations of up to 100-300 persons in any one session
Large (regional)	Purpose built or re-use of existing buildings with large footprints and catering for a variety of ancillary activities	In excess of 300 persons in any one session



The proposed change of use from a shop to a place of worship will result in a 'small' place of worship as defined in Council-wide – Community Facilities Principle 4, which will occupy an existing tenancy of 127.86 square metres in gross leasable area and will not accommodate any more than 20 worshippers at any one time (taking into account the organisation's total number of 25 members throughout the whole of South Australia).

The Procedural Matters Section of the Industry Zone deems a place of worship to be a non-complying form of development *"except where it has a floor area greater than 500 square metres and is less than 60 metres from the boundary of the Industry Zone"*. The floor area of the subject tenancy is 127.86 square metres and the tenancy itself is over 60 metres from the zone boundary, although portions of the subject land are within 60 metres of the zone boundary that separated the Industry Zone from the Neighbourhood Centre Zone.

From my review of the Places of Worship PAR (July 2006), which informed the implementation of this policy, it is evident that the intent behind this provision was to limit the encroachment of large places of worship on productive industrial land within the Industry Zone, whilst also locating large places of worship in an area where their potential for significant traffic generation and varying hours of operation would have limited impacts upon amenity. Indeed the Statement of Investigations associated with the Places of Worship PAR went on to state that:

"Many places of worship would be compatible with a range of industries, particularly in relation to afterhours activity and the promotion of casual surveillance" (see page 21).

As mentioned in my description of the subject land and locality in Sections 2.0 and 3.0 above, the subject land and locality principally accommodates bulky goods outlets, service trade premises, service industry, shops and undefined uses, such as the adjacent hire go-kart track. None of these existing uses on the subject land or in the locality are sensitive to the proposed use of the existing tenancy as a place of worship or the extended hours of operation proposed (24 hours per day, 7 days per week). There are no sensitive land uses, such as dwellings, located within this locality.

The proposed change of use to a place of worship does not present a risk to the encroachment of non-industrial activities within the Industry Zone, as it is to occupy an existing tenancy within a long-standing shopping centre and will not involve any building work that will result in the expansion of this centre. The proposed place of worship will therefore not prejudice the ongoing operation or future development of the land uses envisaged under Objective 1 and Principle 1 of the Industry Zone.

Furthermore, I do not consider the proposed change of use to present a risk to the ongoing use of the centre for business purposes, such as shops and bulky goods outlets, as during my inspection of the subject land and locality it was evident that at least four of the 30 tenancies within the centre were advertised for sale or lease, indicating that there is no shortage of commercial premises available within the centre. The centre currently contains a number of tenancies, such as a gymnasium and various small-



scale shops that have no direct relationship serving businesses within the Zone, contrary to Industry Zone Principle 2.

As explained further during my assessment of the potential economic impacts of the proposed change of use at Section 6.1, I am of the opinion that the change of use of the otherwise vacant shop tenancy to a place of worship could have a number of positive flow on effects for existing businesses in the centre and locality, such as cross-trade from attendees of the place of worship and the employment of trades persons and sign writers in undertaking internal upgrades to the tenancy and the construction of the replacement signage proposed.

As outlined in my description of the locality at Section 3.0, Bus Stop 36 is located approximately 370 metres from the subject tenancy, contributing to the accessibility of the proposed place of worship via public transport in accordance with Council-wide – Community Facilities Objective 1.

Therefore, although a non-complying form of development within the Industry Zone, I am of the opinion that the proposed change of use from a shop to a place of worship exhibits considerable merit when assessed against the relevant provisions of the Development Plan.

5.4.2 Car Parking

According to Principle 8 of the Council-wide – Community Facilities provisions and Table Sal/2, places of worship generate a theoretical demand for one space for every three seats or one space for every three attendees, whichever happens to be the greater.

Council-wide – Community Facilities

- 8** Places of worship should be established with one car parking space for every three seats or every three attendees to the place of worship.

Council-wide – Transportation and Access

- 32** Development should provide off-street vehicle parking and specifically marked disabled car parking places to meet anticipated demand in accordance with Table Sal/2 - Off Street Vehicle Parking Requirements unless an agreement is reached between the Council and the applicant for a reduced number of parking spaces where one of the following applies:
- (a) a financial contribution is paid into the Council Car Parking Funds specified by the Council, in accordance with the gazetted rate per car park associated with the 'Car Park Fund Areas' identified on Concept Plan Map Sal/27 - Salisbury District Centre Car Park Fund Area and Concept Plan Map Sal/29 - Ingle Farm District Centre Car Park Fund Area.
 - (b) it can be demonstrated that fewer car parks would be required to meet the car parking needs associated with the development.



As displayed on the amended Proposed Floor Plan at **Appendix C**, twenty seats are displayed for the use of Church Members and Visitors, which indicates that not more than 20 people are anticipated to attend the place of worship at any one time.

Applying the applicable car parking guidelines, the maximum anticipated number of twenty attendees would necessitate the provision of seven (7) car parking spaces on-site.

The Strata Plan assigns two subsidiary car parking spaces at the rear of the tenancy, most likely for the use of staff. There is no further mention in the lease agreement of any further car parking spaces designated for the use of patrons or arrangements for the sharing of those car parking spaces at the front of the centre. It therefore appears to me that each tenancy is granted two subsidiary car parking spaces in accordance with the Strata Plan, with the remaining 109 line-marked car parking spaces at the front of the shopping centre (between the centre and Research Road) to be shared amongst the centre's users.

During my inspection of the subject land at 7:30 pm on Wednesday, 16 March 2016, I counted that a total of 19 vehicles were parked on the subject land, leaving 90 of the total number of 109 line-marked car parking spaces that are available to visitors vacant, not including the significant spaces available for informal overflow parking within the portion of the sealed car park to the east of the centre that is not line-marked.

I note that almost all of the tenancies within the centre are open during normal daytime business hours, with only Foxy's Gym offering evening classes between 6:30pm and 7:30pm. There is therefore limited potential for the peak times of demand for worshippers accessing the subject land for late afternoon and evening events to coincide with peak daytime traffic demand associated with customers of the existing businesses within the centre.

The two subsidiary car parking spaces at the rear of the tenancy will be sufficient for the one staff member anticipated to occupy the subject tenancy during business hours (8:30am to 5:00pm on Mondays to Fridays).

No changes to the layout of the existing car park are proposed, which is afforded access by four crossovers to Research Road, each of which is of double vehicle width and marked with directional arrows for ingress and egress in a forwards direction in accordance with Council-wide – Transportation and Access Principle 34.

Table Sal/3 does not prescribe any guideline for off street bicycle parking for places of worship.

I am therefore of the opinion that the proposed change of use from a shop to a place of worship will be provided with access to a significant number of on-site car parking spaces, capable of accommodating the recommended off-street car parking rate of seven spaces prescribed by Council-wide – Community Facilities Principle 8 and Table Sal/2 of the Salisbury Council Development Plan.



5.4.3 Advertising Displays

The following Objectives and Principles of Development Control are considered most relevant to the assessment of the advertising displays associated with the proposed change of use:

Industry Zone

15 Advertisements and advertising hoardings should not include any of the following:

- (a) flashing or animated signs
- (b) bunting, streamers, flags, or wind vanes
- (c) roof-mounted advertisements projected above the roofline
- (d) parapet-mounted advertisements projecting above the top of the parapet.

17 Advertisements should not cover more than 10 per cent of a total surface area of a wall which can be seen from a public road or reserve.

18 For sites accommodating a number of tenancies, advertisements should be graphically and colour co-ordinated and allow for display by each tenant.

Council-wide – Advertisements

3 Buildings occupied by a number of tenants should exhibit co-ordinated and complementary advertisements and/or advertising hoardings to identify the tenants and their type of business.

4 The content of advertisements should be limited to information relating to the legitimate use of the associated land.

I am of the opinion that the sign to be added to the existing pylon sign does not constitute 'development' in accordance with Schedule 2, Clause 8 of the *Development Regulations 2008*, as the signage that is to be added to the existing pylon sign involves a change made to the contents of an existing advertisement in which the advertisement area is not increased.

The advertising displays that are to be erected on the verandah and windows of the tenancy are therefore the only advertisements that require assessment. In assessing the merits of these advertisements, I note that the signage proposed:

- will not be internally illuminated or incorporate flashing or animation (see Industry Zone Principle 15(a));
- will not include bunting, streamers, flags or wind vanes (see Industry Zone Principle 15(b));
- will not be roof-mounted or project above the roofline (see Industry Zone Principle 15(c));
- will not project above the top of the parapet (see Industry Zone Principle 15(d));
- will not cover more than 10 per cent of a total surface area of a wall which can be seen from a public road or reserve (see Industry Zone Principle 17); and



- will be graphically and colour co-ordinated, and displayed in direct association with the proposed use of the subject tenancy (see Industry Zone Principle 18).

Whilst these advertising displays form part of the Application, it is worth noting that if the subject tenancy were to continue to be used as a shop then none of these advertising displays would amount to 'development' as defined in the *Development Act 1993* and *Development Regulations 2008* on the grounds that:

- the advertising displays would not be within the City of Adelaide and would be displayed on a building used primarily for business purposes (see Schedule 3, Clause 1(e));
- no advertisement would be displayed or erected above the fascia of the verandah (see Schedule 3, Clause 1(e)(i)); and
- no advertisement would move, flash, reflect light so as to be an undue distraction to motorists or be internally illuminated (see Schedule 3, Clause 1(e)(ii)).

Therefore, whilst these signs form part of the Application and require Development Plan Consent by virtue of the proposed use of the building as a place of worship, if they were to be associated with a commercial use they would not, in their own right, amount to 'development' or require Development Plan Consent. In any case, for the reasons outlined above, I am of the opinion that the advertising displays, as proposed, are deserving of Development Plan Consent.

6.0 THE EXPECTED ECONOMIC, ENVIRONMENTAL AND SOCIAL EFFECTS

6.1 The Expected Economic Effects

I anticipate the proposed change of use to result in beneficial economic impacts to the operation of the existing shopping centre. Beneficial cross-trade with other existing commercial tenancies within the existing shopping centre may result as staff and/or members of the proposed place of worship purchase food and/or other items they may need from existing shops in the centre. From my inspection of the subject land on Wednesday, 16 March 2016, I note that at least four of the tenancies were advertised for lease or sale. I therefore do not consider the proposed change of use to be a risk of substantially diminishing the capacity of the shopping centre for commercial purposes.

Other flow-on economic benefits from the proposed change of use are anticipated to include the creation of business for local sign-writers in the manufacture of the new signage associated with the change of use and business for local trades people associated with internal upgrades to the tenancy, such as the construction of the new timber stage.



6.2 The Expected Environmental Effects

The proposed change of use will not involve any building work to the existing shopping centre on the subject land. The proposed change of use will not necessitate the removal of vegetation and will not result in any changes to the management of stormwater from the subject land. The proposed change of use will result in only minor increases to the number of vehicle traffic anticipated to access the site. I therefore do not anticipate any negative environmental impacts to result from the proposed change of use.

6.3 The Expected Social Effects

Church of God is a Christian-based religious organisation originating from the Philippines. Consequently, services are primarily conducted and broadcast in the Filipino language however, Church of God is open to all people who wish to learn about, and join, the Church. The proposed change of use is anticipated to result in positive social impacts by providing Church of God's existing members in Adelaide a common place in which to practise their religion, increasing social capital by providing a common meeting place for existing and prospective Church Members, some of whom may be recent migrants to Australia seeking new social connections.

There are no sensitive land uses within the locality that may be adversely affected by the proposed hours of operation (24 hours per day, seven days per week), and the use of the subject tenancy during the evening for mass and bible study events may increase passive surveillance in the locality outside of normal business hours.

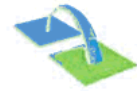
I am therefore of the opinion that the proposed change of use is likely to result in positive economic and social impacts in the local area, with no material environmental impacts.

7.0 CONCLUSION

I am of the opinion that the change of use proposed to the existing tenancy at Unit 17/16-28 Research Road, Pooraka from a shop to a place of worship exhibits sufficient merit to warrant the grant of Development Plan Consent, despite classification as a non-complying form of development due to its modest floor area and distance from the zone boundary.

I conclude that the proposed development:

- will not decrease the amount of land available for industrial purposes within the Industry Zone;
- will not detrimentally impact upon the availability of commercial tenancies for business purposes within the shopping centre in the context of the number of tenancies that are currently advertised for lease or for sale;



- is appropriately sited in a zone and locality that does not contain any sensitive land uses that could potentially be adversely impacted by the unrestricted hours of operation sought to accommodate the practical operations of the organisation;
- will be afforded access to a significant number of shared car parking spaces to accommodate the relatively minor theoretical car parking demand associated with the maximum number of 20 worshippers anticipated to access the subject tenancy at any one time;
- will be afforded access to two subsidiary car parking spaces at the rear of the subject tenancy for the parking of the organisation's one staff member;
- will exhibit replacement advertising displays that complement the size and location of existing advertising displays exhibited by other tenancies; and
- will not result in any significantly detrimental economic, environmental or social impacts, with numerous potential benefits.

The proposed change of use is an appropriate form of development for the subject land and locality, and accords with the relevant provisions of the Salisbury Council Development Plan to warrant the grant of Development Plan Consent and the Development Assessment Commission's concurrence of that Consent.

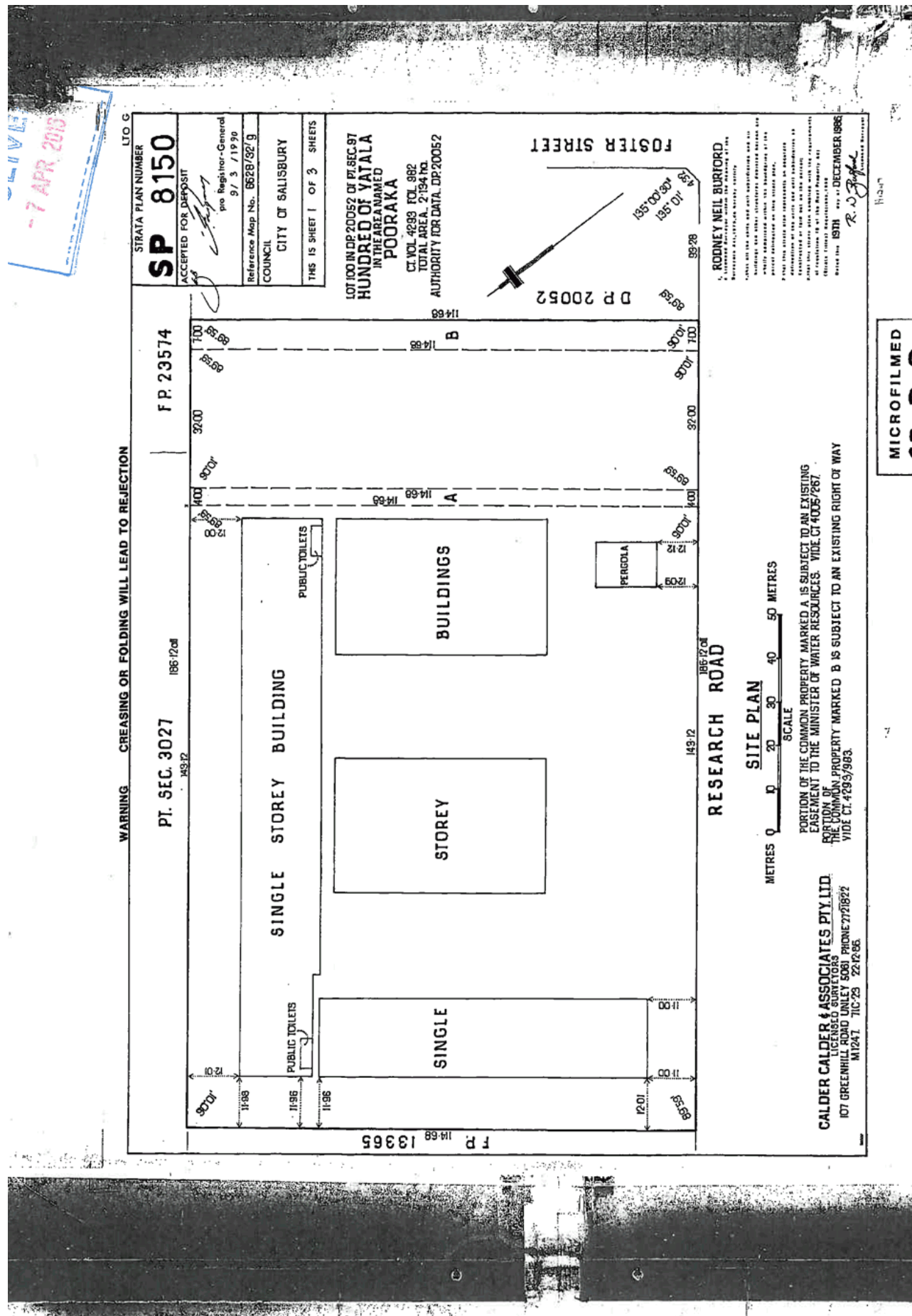
Bryn Adams MPA
B/A in Planning

4 April 2016



APPENDIX A

Strata Plan





MICROFILMED
23-3-90

SCHEDULE OF UNIT ENTITLEMENT					
UNIT NO	UNIT ENTITLEMENT	UNIT NO	UNIT ENTITLEMENT	UNIT NO.	UNIT ENTITLEMENT
1 2 3 4 5 6 7 8 9 10 11 12 13 14 15 16 17 18 19 20 21 22 23 24 25 26 27 28 29 30	140 140 130 130 130 130 130 130 150 130 130 110 110 110 115 130 120 210 190 190 190 140 140 140 190 190 140 140 140				
AGGREGATE	4 355	AGGREGATE		AGGREGATE	
			ROAD or RESERVE ALLOTMENTS		



APPENDIX B
Certificate of Title

14972SOE01

17



Product	Register Search
Date/Time	11/03/2016 04:34PM
Customer Reference	14972
Order ID	20160311010265
Cost	\$37.25

The Registrar-General certifies that this Title Register Search displays the records maintained in the Register Book and other notations at the time of searching.



Registrar-General

Certificate of Title - Volume 5006 Folio 87

Parent Title(s) CT 4355/829
Dealing(s) CONVERTED TITLE
Creating Title
Title Issued 06/12/1990
Edition 1
Edition Issued 06/12/1990



REAL PROPERTY ACT, 1886



Estate Type

FEE SIMPLE (UNIT)

Registered Proprietor

WINDSOR GARDENS CARAVAN PARK PTY. LTD. (ACN: 007 996 643)
OF 17-19 CEAFIELD ROAD PARA HILLS WEST SA 5096

Description of Land

UNIT 17 STRATA PLAN 8150
IN THE AREA NAMED POORAKA
HUNDRED OF YATALA

Easements

NIL

Schedule of Dealings

NIL

Notations

Dealings Affecting Title

NIL

Priority Notices

NIL

Notations on Plan



Product	Register Search
Date/Time	11/03/2016 04:34PM
Customer Reference	14972
Order ID	20160311010265
Cost	\$37.25





APPENDIX D

Locality Plan



14972S0E01

19



Attachment 3:
Notice of Category 3 Application

**DEVELOPMENT ACT 1993
CITY OF SALISBURY**

NOTICE OF APPLICATION FOR CATEGORY 3 DEVELOPMENT
Pursuant to Section 38(5) of the Development Act, 1993

An application for development has been lodged with the Council for assessment. The details are as follows:

DEVELOPMENT NO:	361/633/2015/NB
APPLICANT:	Church of God International SA Inc 53a Arthur St PLYMPTON PARK SA 5038
NATURE OF THE DEVELOPMENT:	CHANGE IN USE FROM A SHOP TO A PLACE OF WORSHIP (UNIT 17) (NON-COMPLYING)
LOCATED AT:	Unit 17 / 16-28 Research Road , Pooraka SA 5095
CERTIFICATE OF TITLE:	CT-5006/87
ZONE:	Industry

The application may be examined at the Office of the Council located at 12 James Street, Salisbury during business hours (8.30am – 5pm Monday to Friday) and on Council's web site at www.salisbury.sa.gov.au. Any person or body may make representations in writing, or by email to development@salisbury.sa.gov.au, concerning this application and should address their representation to the Chief Executive Officer at PO Box 8, Salisbury or representations@salisbury.sa.gov.au. Representations must be received **no later than Thursday 28th April 2016**.

Each person making a submission should indicate whether they wish to appear personally, or be represented by another party, in support of their submission. Please note that should you nominate to be heard in support of your representation, you will be required to attend a Development Assessment Panel meeting held at the Council offices, scheduled on the fourth Tuesday of each month at 6.00pm (unless otherwise advised).

Please note that, pursuant to Section 38(8) of the Development Act, a copy of each representation received will be forwarded to the applicant to allow them to respond to all representations received.

Signed: Sonia Gallarello, Development Officer

Date: 11 April 2016

THIS IS THE FIRST AND ONLY PUBLICATION OF THIS NOTICE

Attachment 4:

Relevant Development Plan Extracts Consolidated 18 December 2014

Development Plan

Salisbury Council

Consolidated – 18 December 2014

Please refer to the Salisbury Council page at
www.sa.gov.au/developmentplans to see any
amendments not consolidated.



Government of South Australia
Department of Planning,
Transport and Infrastructure

Consolidated - 18 December 2014



Department of Planning, Transport and Infrastructure

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Consolidated - 18 December 2014

Table of Contents**Introduction Section 1**

Amendment Record Table	3
Introduction to the Development Plan	5
Council Preface Map	10

General Section 11

Advertisements.....	13
Safety	14
Freestanding Advertisements	14
Flags, Bunting and Streamers	16
Advertising along Arterial Roads	16
Animal Keeping	17
Horse Keeping	17
Dairies	18
Intensive Animal Keeping	18
Building near Airfields	21
RAAF Base Edinburgh	21
Bulk Handling and Storage Facilities.....	23
Centres and Retail Development.....	24
Arterial Roads	25
Retail Development.....	25
Coastal Areas	27
Environmental Protection.....	27
Maintenance of Public Access.....	28
Hazard Risk Minimisation	29
Erosion Buffers	29
Land Division	30
Protection of Economic Resources.....	30
Development in Appropriate Locations.....	30
Community Facilities.....	31
Crime Prevention.....	33
Design and Appearance	35
Building Setbacks from Road Boundaries	36
Energy Efficiency	38
On-site Energy Generation	38

Consolidated - 18 December 2014

**Salisbury Council
Table of Contents**

Hazards	39
Flooding	39
Bushfire	40
Salinity.....	41
Acid Sulfate Soils	41
Site Contamination.....	41
Containment of Chemical and Hazardous Materials	42
Landslip	42
Heritage Places.....	43
Industrial Development	45
Infrastructure	47
Interface between Land Uses	49
Noise	49
Rural Interface.....	49
Land Division.....	51
Design and Layout	52
Roads and Access	54
Land Division in Rural Areas.....	55
Landscaping, Fences and Walls.....	56
Marinas and Maritime Structures	58
Metropolitan Open Space System	59
Mineral Extraction	61
Separation Treatments, Buffers and Landscaping	62
Natural Resources.....	63
Water Sensitive Design.....	64
Biodiversity and Native Vegetation	66
Soil Conservation	68
Open Space and Recreation	69
Orderly and Sustainable Development	72
Regulated Trees.....	73
Renewable Energy Facilities.....	74
Residential Development	75
Design and Appearance.....	75
Overshadowing	76
Garages, Carports and Outbuildings	76
Street and Boundary Setbacks	76
Site Coverage	77
Private Open Space	77
Site Facilities and Storage	78

Consolidated - 18 December 2014

Visual Privacy	78
Noise	79
Car Parking and Access	79
Undercroft Garaging of Vehicles	80
Dependent Accommodation	80
Swimming Pools and Outdoor Spas	80
Short-Term Workers Accommodation	81
Significant Trees	82
Siting and Visibility	84
Sloping Land	85
Supported Accommodation, Housing for Aged Persons and People with Disabilities	86
Telecommunications Facilities	88
Tourism Development	89
Tourism Development in Association with Dwelling(s)	89
Tourism Development Outside Townships	90
Residential Parks and Caravan and Tourist Parks	91
Transportation and Access	92
Land Use	92
Movement Systems	92
Cycling and Walking	93
Access	94
Access for People with Disabilities	94
Vehicle Parking	95
Waste	97
Wastewater	98
Waste Treatment Systems	98
Waste Management Facilities	100
Overlay Section	103
Strategic Transport Routes Overlay	105
Zone Section	107
Airfield (Parafield) Zone	109
Caravan and Tourist Park Zone	111
Coastal Conservation Zone	115
Coastal Marina Zone	119
Coastal Open Space Zone	121

Consolidated - 18 December 2014

Salisbury Council
Table of Contents

Coastal Settlement Zone	124
Commercial Zone	127
Precinct 1 Salisbury Plains Commercial.....	128
Community Zone	130
Globe Derby Park Policy Area 1	131
Deferred Urban Zone	134
Precinct 2 Deferred Urban.....	135
Precinct 3 Deferred Industry.....	135
District Centre Zone	138
Ingle Farm Policy Area 2.....	140
Precinct 4 Community and Business.....	140
Precinct 5 Education.....	140
Precinct 6 Medium Density Residential	140
Precinct 7 Recreation	140
Precinct 8 Retail Core.....	140
Salisbury Town Centre Policy Area 3	141
Precinct 9 Civic.....	142
Precinct 10 Commercial	142
Precinct 11 Community and Tertiary	143
Precinct 12 Interchange.....	143
Precinct 13 Retail Core.....	143
Salisbury Downs Policy Area 4	145
Precinct 14 Bulky Goods	146
Precinct 15 Community	146
Precinct 16 Mixed Use.....	147
Precinct 17 Retail Core.....	147
Hills Face Zone	149
Industry Zone.....	157
Burton Poultry Processing Policy Area 5	160
Greater Levels Policy Area 8	161
Infrastructure Policy Area 9.....	162
Parafield Gardens Policy Area 10.....	164
Pooraka Policy Area 11.....	166
Light Industry Zone	171
Pooraka Market Eastern Policy Area 12.....	173
Pooraka Market Warehousing Policy Area 13	175
Local Centre Zone	178
Multi Function Polis (The Levels) Zone.....	180
Mineral Extraction Zone	183
Mixed Use (Bulky Goods, Entertainment and Leisure) Zone.....	186
Neighbourhood Centre Zone	192
Precinct 18 Saints Road Neighbourhood Centre	194

Consolidated - 18 December 2014

Open Space Zone	196
Landscape Buffer Policy Area 14	199
Recreation Policy Area 15	200
Primary Production Zone.....	204
Precinct 19 Limited Residential Precinct.....	206
Aircraft Noise Policy Area 16	207
Horticulture Policy Area 17	208
Residential Zone.....	214
Salisbury Residential Policy Area 18	218
Residential Hills Zone	221
Rural Living Zone	226
Bolivar Policy Area 19.....	228
Direk Policy Area 20	229
Salisbury Heights Policy Area 21.....	230
Urban Employment Zone	233

Table Section	243
----------------------------	------------

Table Sal/1 - Building Setbacks from Road Boundaries	245
Table Sal/2 - Off Street Vehicle Parking Requirements.....	247
Table Sal/3 - Off Street Bicycle Parking Requirements.....	249
Table Sal/4 - State Heritage Places.....	250

Mapping Section	253
------------------------------	------------

Map Reference Tables.....	255
Spatial Extent Maps.....	261
Bushfire Risk BPA Maps.....	565
Concept Plan Maps	571

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Community Facilities

OBJECTIVES

- 1 Location of community facilities including social, health, welfare, education and recreation facilities where they are conveniently accessible to the population they serve.
- 2 The proper provision of public and community facilities including the reservation of suitable land in advance of need.

PRINCIPLES OF DEVELOPMENT CONTROL

- 1 Community facilities should be sited and developed to be accessible by pedestrians, cyclists and public and community transport.
- 2 Community facilities should be integrated in their design to promote efficient land use.
- 3 Design of community facilities should encourage flexible and adaptable use of open space and facilities for a range of uses over time.

Places of Worship

- 4 Places of worship should be developed according to the following hierarchy:

Scale	Development form	Congregation size
Small (local)	Associated with an area of worship ancillary to a residence. These activities are particularly common for religious organisations that do not have a large following and / or lack funds to purchase a standalone building.	Typically accommodate approximately 5 to 30 worshippers in any one session.
Medium(neighbourhood)	Purpose built or re-use of existing buildings with medium footprints that are found in most suburbs and country towns	Typically have congregations of up to 100-300 persons in any one session
Large (regional)	Purpose built or re-use of existing buildings with large footprints and catering for a variety of ancillary activities	In excess of 300 persons in any one session

- 5 Small (local) to medium (neighbourhood) scale places of worship within residential areas should be appropriately located on major collector roads to minimise congestion or traffic conflict within local streets.
- 6 Large places of worship should:
 - (a) be located within centre, commercial or the periphery of industrial zones
 - (b) demonstrate the following design features:
 - (i) reuse of existing buildings
 - (ii) the bulk, mass and height of development compatible with the character of the locality
 - (iii) sharing of car parking facilities

Salisbury Council
General Section
Community Facilities

- (iv) siting on arterial or collector roads rather than narrower local residential streets
 - (v) promote crime prevention through environmental design principles
 - (vi) reduced land use conflicts in relation to the scale of building form and hours of operation
 - (vii) provide value added functions and facilities that can be used by neighbouring activities.
- 7 Large scale places of worship located in commercial or industry zones should not detrimentally impact on the operations of existing commercial or industrial land uses.
- 8 Places of worship should be established with one car parking space for every three seats or every three attendees to the place of worship.

Interface between Land Uses

OBJECTIVES

- 1 Development located and designed to prevent adverse impact and conflict between land uses.
- 2 Protect community health and amenity and support the operation of all desired land uses.

PRINCIPLES OF DEVELOPMENT CONTROL

- 1 Development should not detrimentally affect the amenity of the locality or cause unreasonable interference through any of the following:
 - (a) the emission of effluent, odour, smoke, fumes, dust or other airborne pollutants
 - (b) noise
 - (c) vibration
 - (d) electrical interference
 - (e) light spill
 - (f) glare
 - (g) hours of operation
 - (h) traffic impacts.
- 2 Development should be sited and designed to minimise negative impact on existing and potential future land uses considered appropriate in the locality.
- 3 Development adjacent to a **Residential Zone** should be designed to minimise overlooking and overshadowing of nearby residential properties.
- 4 Residential development adjacent to non-residential zones and land uses should be located, designed and/or sited to protect residents from potential adverse impacts from non-residential activities.
- 5 Sensitive uses likely to conflict with the continuation of lawfully existing developments and land uses considered appropriate for the zone should not be developed or should be designed to minimise negative impacts.

Noise

- 6 Development should be sited, designed and constructed to minimise negative impacts of noise and to avoid unreasonable interference.
- 7 Development should be consistent with the relevant provisions in the current *Environment Protection (Noise) Policy*.

Rural Interface

- 8 The potential for adverse impacts resulting from rural development should be minimised by:
 - (a) not locating horticulture or intensive animal keeping on land adjacent to townships

Salisbury Council
General Section
Interface between Land Uses

- (b) maintaining an adequate separation between horticulture or intensive animal keeping and townships, other sensitive uses and, where desirable, other forms of primary production.
- 9 Traffic movement, spray drift, dust, noise, odour, and the use of frost fans and gas guns associated with primary production activities should not lead to unreasonable impact on adjacent land users.
- 10 Existing primary production uses and mineral extraction should not be prejudiced by the inappropriate encroachment of sensitive uses such as urban development.
- 11 Development within 300 metres of facilities for the handling, transportation and storage of bulk commodities should:
 - (a) not prejudice the continued operation of those facilities
 - (b) be located, designed, and developed having regard to the potential environmental impact arising from the operation of such facilities and the potential extended operation of activities.

Salisbury Council
General Section
Transportation and Access

Transportation and Access

OBJECTIVES

- 1 A comprehensive, integrated, affordable and efficient air, rail, sea, road, cycle and pedestrian transport system that will:
 - (a) provide equitable access to a range of public, community and private transport services for all people
 - (b) ensure a high level of safety
 - (c) effectively support the economic development of the State
 - (d) have minimal negative environmental and social impacts
 - (e) maintain options for the introduction of suitable new transport technologies.
- 2 Development that:
 - (a) provides safe and efficient movement for all motorised and non-motorised transport modes
 - (b) ensures access for vehicles including emergency services, public infrastructure maintenance and commercial vehicles
 - (c) provides off street parking
 - (d) is appropriately located so that it supports and makes best use of existing transport facilities and networks.
- 3 A road hierarchy that promotes safe and efficient transportation in an integrated manner throughout the State.
- 4 Provision of safe, pleasant, accessible, integrated and permeable pedestrian and cycling networks.
- 5 Safe and convenient freight movement throughout the State.

PRINCIPLES OF DEVELOPMENT CONTROL

Land Use

- 1 Land uses arranged to support the efficient provision of sustainable transport networks and encourage their use.

Movement Systems

- 2 Development should be integrated with existing transport networks, particularly major rail and road corridors as shown on *Location Maps* and *Overlay Maps - Transport*, and designed to minimise its potential impact on the functional performance of the transport networks.
- 3 Transport corridors should be sited and designed so as to not unreasonably interfere with the health and amenity of adjacent sensitive land uses.
- 4 Roads should be sited and designed to blend with the landscape and be in sympathy with the terrain.

- 5 Land uses that generate large numbers of visitors such as shopping centres and areas, places of employment, schools, hospitals and medium to high density residential uses should be located so that they can be serviced by existing transport networks and encourage walking and cycling.
- 6 Development generating high levels of traffic, such as schools, shopping centres and other retail areas, entertainment and sporting facilities, should incorporate passenger pick-up and set down areas. The design of such areas should ensure interference to existing traffic is minimised and give priority to pedestrians, cyclists and public and community transport users.
- 7 The location and design of public and community transport set-down and pick-up points should maximise safety and minimise the isolation and vulnerability of users.
- 8 Development should provide safe and convenient access for all anticipated modes of transport including cycling, walking, public and community transport, and motor vehicles.
- 9 Development at intersections, pedestrian and cycle crossings, and crossovers to allotments should maintain or enhance sightlines for motorists, cyclists and pedestrians to ensure safety for all road users and pedestrians.
- 10 Driveway crossovers affecting pedestrian footpaths should maintain the level of the footpath.
- 11 Development should discourage commercial and industrial vehicle movements through residential streets and adjacent other sensitive land uses such as schools.
- 12 Industrial/commercial vehicle movements should be separated from passenger vehicle car-parking areas.
- 13 Development should make sufficient provision on site for the loading, unloading and turning of all traffic likely to be generated.

Cycling and Walking

- 14 Development should ensure that a permeable street and path network is established that encourages walking and cycling through the provision of safe, convenient and attractive routes with connections to adjoining streets, paths, open spaces, schools, public and community transport stops and activity centres.
- 15 Development should provide access, and accommodate multiple route options, for cyclists by enhancing and integrating with:
 - (a) open space networks, recreational trails, parks, reserves and recreation areas
 - (b) Adelaide's Metropolitan Open Space System.
- 16 Cycling and pedestrian networks should be designed to be permeable and facilitate direct and efficient passage to neighbouring networks and facilities.
- 17 New developments should give priority to and not compromise existing designated bicycle routes.
- 18 Where development coincides with, intersects or divides a proposed bicycle route or corridor, development should incorporate through-access for cyclists.
- 19 Developments should encourage and facilitate cycling as a mode of transport by incorporating end-of-journey facilities including:
 - (a) showers, changing facilities, and secure lockers
 - (b) signage indicating the location of bicycle facilities

Salisbury Council
General Section
Transportation and Access

- (c) secure bicycle parking facilities provided at the rate set out in Table Sal/3 - Off Street Bicycle Parking Requirements.
- 20 Pedestrian facilities and networks should be designed and provided in accordance with relevant provisions of the *Australian Standards and Austroads Guide to Traffic Engineering Practice Part 13*.
- 21 Cycling facilities and networks should be designed and provided in accordance with the relevant provisions of the *Australian Standards and Austroads Guide to Traffic Engineering Practice Part 14*.

Access

- 22 Development should have direct access from an all weather public road.
- 23 Development should be provided with safe and convenient access which:
 - (a) avoids unreasonable interference with the flow of traffic on adjoining roads
 - (b) provides appropriate separation distances from existing roads or level crossings
 - (c) accommodates the type and volume of traffic likely to be generated by the development or land use and minimises induced traffic through over-provision
 - (d) is sited and designed to minimise any adverse impacts on the occupants of and visitors to neighbouring properties.
- 24 Development should not restrict access to publicly owned land such as recreation areas.
- 25 The number of vehicle access points onto arterial roads shown on *Overlay Maps - Transport* should be minimised, and where possible access points should be:
 - (a) limited to local roads
 - (b) shared between developments.
- 26 The number of access points for cyclists and pedestrians onto all adjoining roads should be maximised.
- 27 Development with access from roads with existing or projected traffic volumes exceeding 6000 vehicles per day should be sited to avoid the need for vehicles to reverse on to or from the road.
- 28 Development with access from arterial roads or roads as shown on *Overlay Maps - Transport* should be sited to avoid the need for vehicles to reverse on to or from the road.
- 29 Driveways, access tracks and parking areas should be designed and constructed to:
 - (a) follow the natural contours of the land
 - (b) minimise excavation and/or fill
 - (c) minimise the potential for erosion from run-off
 - (d) avoid the removal of existing vegetation
 - (e) be consistent with *Australian Standard AS 2890 Parking facilities*.

Access for People with Disabilities

- 30 Development should be sited and designed to provide convenient access for people with a disability.
- 31 Where appropriate and practical, development should provide for safe and convenient access to the coast and beaches for disabled persons.

Vehicle Parking

- 32 Development should provide off-street vehicle parking and specifically marked disabled car parking places to meet anticipated demand in accordance with Table Sal/2 - Off Street Vehicle Parking Requirements unless an agreement is reached between the Council and the applicant for a reduced number of parking spaces where one of the following applies:
- (a) a financial contribution is paid into the Council Car Parking Funds specified by the Council, in accordance with the gazetted rate per car park associated with the 'Car Park Fund Areas' identified on Concept Plan Map Sal/27 - Salisbury District Centre Car Park Fund Area and Concept Plan Map Sal/29 - Ingle Farm District Centre Car Park Fund Area.
 - (b) it can be demonstrated that fewer car parks would be required to meet the car parking needs associated with the development.
- 33 Development should be consistent with Australian Standard AS 2890 Parking facilities.
- 34 Vehicle parking areas should be sited and designed in a manner that will:
- (a) facilitate safe and convenient pedestrian linkages to the development and areas of significant activity or interest in the vicinity of the development
 - (b) include safe pedestrian and bicycle linkages that complement the overall pedestrian and cycling network
 - (c) not inhibit safe and convenient traffic circulation
 - (d) result in minimal conflict between customer and service vehicles
 - (e) avoid the necessity to use public roads when moving from one part of a parking area to another
 - (f) minimise the number of vehicle access points to public roads
 - (g) avoid the necessity for backing onto public roads
 - (h) where reasonably possible, provide the opportunity for shared use of car parking and integration of car parking areas with adjoining development to reduce the total extent of vehicle parking areas and the requirement for access points
 - (i) not dominate the character and appearance of a site when viewed from public roads and spaces
 - (j) provide landscaping that will shade and enhance the appearance of the vehicle parking areas.
- 35 Vehicle parking areas should be designed to reduce opportunities for crime by:
- (a) maximising the potential for passive surveillance by ensuring they can be overlooked from nearby buildings and roads
 - (b) incorporating walls and landscaping that do not obscure vehicles or provide potential hiding places
 - (c) being appropriately lit
 - (d) having clearly visible walkways.
- 36 Where parking areas are not obviously visible or navigated, signs indicating the location and availability of vehicle parking spaces associated with businesses should be displayed at locations readily visible to customers.

Salisbury Council
General Section
Transportation and Access

- 37 Parking areas that are likely to be used during non daylight hours should provide floodlit entrance and exit points and site lighting directed and shaded in a manner that will not cause nuisance to adjacent properties or users of the car park.
- 38 Parking areas should be sealed or paved in order to minimise dust and mud nuisance.
- 39 To assist with stormwater detention and reduce heat loads in summer, vehicle parking areas should include soft (living) landscaping.
- 40 Parking areas should be line-marked to indicate parking bays, movement aisles and direction of traffic flow.

Industry Zone

Refer to the Map Reference Tables for a list of the maps that relate to this zone.

OBJECTIVES

- 1 A zone primarily accommodating a wide range of industrial, warehouse, storage and transport land uses.
- 2 Development that is compatible with existing and forecast noise nuisance from aircraft operations based at RAAF Edinburgh or Parafield Airport.
- 3 Provision of landscaped buffers adjacent to main roads and residential areas.
- 4 Water sensitive urban design and landscaping incorporated as an integral elements of development within the zone.

PRINCIPLES OF DEVELOPMENT CONTROL

Land Use

- 1 The following forms of development are envisaged in the zone:
 - industry
 - office in association with and ancillary to industry
 - transport distribution
 - warehouse.
- 2 Centre facilities such as shops, offices and consulting rooms should not occur unless it can be demonstrated that they primarily serve businesses in the zone and do not detract from the function of any centre zone or centres generally.
- 3 Development listed as non-complying is generally inappropriate.

Form and Character

- 4 Development should be set back from any road frontage in accordance with Table Sal/1- Building Setbacks from Road Boundaries.
- 5 Industrial buildings should not occupy more than 50 per cent of the total area of the site upon which they are located.
- 6 In areas where a uniform street setback pattern has not been established, buildings should be set back in accordance with the following criteria (subject to adequate provision of car parking spaces and landscaping between buildings and the road):
 - (a) buildings up to a height of 6 metres should be sited at least 8 metres from the primary street alignment
 - (b) buildings exceeding a height of 6 metres should be sited at least 10 metres from the primary street alignment
 - (c) where an allotment has two street frontages, no building should be erected within 4 metres of the secondary street alignment.

Salisbury Council
Zone Section
Industry Zone

- 7 Development involving the outdoor storage of goods or materials should:
 - (a) not be located adjacent to arterial roads and major roads, or facing residential properties unless it can be demonstrated that the amenity of the locality will be enhanced
 - (b) ensure that storage and service areas are effectively screened from public view.
- 8 Industrial buildings should present an attractive façade by incorporating offices of masonry or similar construction at the front of the building, and through the use of architectural elements that will enhance the appearance of the locality, such as surface treatments, form or decoration
- 9 Building facades facing land zoned for residential purposes should not contain openings or entrance ways that would result in the transmission of noise that would adversely affect the residential amenity.
- 10 Access points which are required to cross an open swale stormwater drain should:
 - (a) be minimised by limiting the number of allotments with frontage to swales
 - (b) serve 2 or more allotments where possible
 - (c) be designed to facilitate efficient stormwater management and drainage.
- 11 Open swale stormwater drainage should:
 - (a) be used in conjunction with roadways to cater for major stormwater flows and where practicable, for minor (2 to 10 year) stormwater flows
 - (b) be designed in an attractive form with grass-lined sides of no more than 1-in-5 gradient and a concrete base
 - (c) allow for the planting of trees and shrubs at either side of the channel.
- 12 Any plant or equipment with potential to cause an environmental nuisance (including a chimney stack or air-conditioning plant) should be sited as far as possible from adjoining non-industrially zoned allotments, and should be designed to minimise its effect on the amenity of the locality.
- 13 Development should ensure that the following is achieved:
 - (a) at least 10 per cent of the site is landscaped
 - (b) landscaping along allotment boundaries that adjoin roads or public reserve and at least one side boundary, for a width of at least 3 metres
 - (c) landscaping within parking areas to break-up extensive areas of paving.
- 14 Freestanding structures should not exceed 6 metres in height and should be restricted to one such structure per 6 tenancies.
- 15 Advertisements and advertising hoardings should not include any of the following:
 - (a) flashing or animated signs
 - (b) bunting, streamers, flags, or wind vanes
 - (c) roof-mounted advertisements projected above the roofline
 - (d) parapet-mounted advertisements projecting above the top of the parapet.
- 16 Advertisements and advertising hoardings that are internally illuminated should be unobtrusive and not conspicuous when viewed from adjacent residential properties.

- 17 Advertisements should not cover more than 10 per cent of a total surface area of a wall which can be seen from a public road or reserve.
- 18 For sites accommodating a number of tenancies, advertisements should be graphically and colour co-ordinated and allow for display by each tenant.
- 19 Within the portion of Salisbury North bounded by Commercial Road to the north and railway lines to the east and west:
 - (a) development should incorporate a landscaped reserve:
 - (i) with a 5-metre width along the boundaries of the site abutting the railways
 - (ii) that consists of thick planting, designed for effective visual screening and noise attenuation, consistent along the length of the reserve
 - (b) land division should ensure that new allotments do not have direct access to Bagster Road or Commercial Road.

Land Division

- 20 Land division should create allotments that:
 - (a) are of a size and shape suitable for the intended use
 - (b) except where specified in a particular policy area, have an area of not less than 2500 square metres, unless intended for a specific purpose consistent with the zone provisions and for which a lesser site area requirement can be demonstrated
 - (c) reserve sufficient land for the satisfactory disposal or detention of stormwater
 - (d) ensure roadways are designed to accommodate major stormwater flows in excess of the capacity of the underground drainage system.

PROCEDURAL MATTERS**Complying Development**

Complying developments are prescribed in Schedule 4 of the *Development Regulations 2008*.

Non-complying Development

Development (including building work, a change in the use of land, or division of an allotment) for the following is non-complying:

Form of development	Exceptions
Advertisement and/or Advertising hoarding	Except where it complies with all of the following: (a) it does not move, rotate or incorporate flashing lights (b) it does not wholly or partly consists of bunting, streamers, flags, wind vanes and the like (c) if attached to a building, it does not wholly or partly extend above the top of the wall or the fascia.
Amusement machine centre	
Animal keeping	
Builder's yard	Except where it achieves all of the following: (a) it is located on an allotment which does not adjoin an arterial, controlled-access arterial or proposed controlled-access arterial road (b) it is located at least 20 metres from an arterial, controlled-access arterial or proposed controlled-access arterial road.
Bus depot where it is located within the Infrastructure Policy Area 9	
Caravan park	
Community centre	
Consulting room	
Dairy	
Dwelling	Except where: (a) ancillary to and in association with industrial development (b) located on the same allotment.
Educational establishment	Except where: (a) ancillary to and in association with industrial development (b) located on the same allotment.
General industry where it is located within the Pooraka Policy Area 11	
Horse keeping	
Horticulture	
Hospital	
Hotel	
Intensive animal keeping where it is located in the Pooraka Policy Area 11	

Salisbury Council
Zone Section
Industry Zone

Form of development	Exceptions
Motel	
Nursing home	
Office	Except where it achieves all of the following: (a) ancillary to and in association with industrial development (b) located on the same allotment (c) it achieves one of the following: (i) it is located outside of the Pooraka Policy Area 11 (ii) it is located within the Pooraka Policy Area 11 and it has a maximum floor area of no more than 250 square metres.
Place of worship	Except where it has a floor area greater than 500 square metres and is less than 60 metres from the boundary of the Industry Zone .
Pre-school	
Prescribed mining operations	
Primary school	
Residential flat building	
Road transport terminal where it is located in the Infrastructure Policy Area 9 at Walkley Heights	
Shop or group of shops	Except where the gross leasable area is less than 250 square metres and it is located in one of the following policy areas or suburb: (a) Greater Levels Policy Area 8 (b) Pooraka Policy Area 11 (c) the suburb of Greenfields.
Special industry	
Stock sales yard	Except where it is located outside of the Pooraka Policy Area 11 .
Stock slaughter works	Except where it is a poultry slaughter works and it is located within the Burton Poultry Processing Policy Area 5 .
Telecommunication facility where it is located within 100 metres of a State Heritage Place	
Tourist accommodation	
Waste reception, storage, treatment or disposal in Infrastructure Policy Area 9	Except where it is located outside of the Pooraka Policy Area 11 and/or the Infrastructure Policy Area 9 .
Wrecking yard	Except where it achieves all of the following: (a) it is located on an allotment which does not adjoin an arterial, controlled-access arterial or proposed controlled-access arterial road (b) it is located at least 20 metres from an arterial, controlled-access arterial or proposed controlled-access arterial road.

Public Notification

Categories of public notification are prescribed in Schedule 9 of the *Development Regulations 2008*.

Salisbury Council
Zone Section
Industry Zone

Form of development	Exceptions
Motel	
Nursing home	
Office	Except where it achieves all of the following: (a) ancillary to and in association with industrial development (b) located on the same allotment (c) it achieves one of the following: (i) it is located outside of the Pooraka Policy Area 11 (ii) it is located within the Pooraka Policy Area 11 and it has a maximum floor area of no more than 250 square metres.
Place of worship	Except where it has a floor area greater than 500 square metres and is less than 60 metres from the boundary of the Industry Zone .
Pre-school	
Prescribed mining operations	
Primary school	
Residential flat building	
Road transport terminal where it is located in the Infrastructure Policy Area 9 at Walkley Heights	
Shop or group of shops	Except where the gross leasable area is less than 250 square metres and it is located in one of the following policy areas or suburb: (a) Greater Levels Policy Area 8 (b) Pooraka Policy Area 11 (c) the suburb of Greenfields.
Special industry	
Stock sales yard	Except where it is located outside of the Pooraka Policy Area 11 .
Stock slaughter works	Except where it is a poultry slaughter works and it is located within the Burton Poultry Processing Policy Area 5 .
Telecommunication facility where it is located within 100 metres of a State Heritage Place	
Tourist accommodation	
Waste reception, storage, treatment or disposal in Infrastructure Policy Area 9	Except where it is located outside of the Pooraka Policy Area 11 and/or the Infrastructure Policy Area 9 .
Wrecking yard	Except where it achieves all of the following: (a) it is located on an allotment which does not adjoin an arterial, controlled-access arterial or proposed controlled-access arterial road (b) it is located at least 20 metres from an arterial, controlled-access arterial or proposed controlled-access arterial road.

Public Notification

Categories of public notification are prescribed in Schedule 9 of the *Development Regulations 2008*.

Table Sal/2 - Off Street Vehicle Parking Requirements

The following vehicle parking requirements do not apply to the Mixed Use (Bulky Goods, Entertainment, Leisure) Zone except where the form of development is Light Industry whereby the rates for *Industry, warehouse, stores* are applicable.

Form of Development	Number of Required Car Parking Spaces
Accommodation	
Aged Care / retirement home	1 space per unit
Serviced apartment	1 space per unit plus 1 space per employee
Motel	1 space per unit
Commercial	
Bulky goods outlet	3 spaces per 100 square metres of gross leasable floor area
Cinema	1 space per 4 cinema seats
Hotel	1 space per 2 square meters of floor area available to the public
Public bar	1 space per 6 square metres of floor area available to the public
Lounge or beer garden	1 space per 2 machines
Gaming room	1 space per 25 square metres, with a minimum of 4 spaces per office
Office	Greater of 1 space for every 3 seats or 1 space for every 15 square metres of dining area
Restaurant	3 spaces per 100 square metres
Service trade premises	7 spaces per 100 square metres of gross leasable area for shops outside of centre zones 5 spaces per 100 square metres of gross leasable area for shops within centre zones
Shop	
Community/civic	
Child care centre	1 space per 4 children
Community centre	10 spaces per 100 square metres of total floor area
Library	4 spaces per 100 square metres
Place of worship	Greater of 1 space for every 3 seats or every 3 attendees
Dwellings	
Detached dwelling	2 spaces per dwelling, one of which is to be covered
Semi Detached Dwelling	
Row Dwelling	