



## **AGENDA**

**FOR COUNCIL ASSESSMENT PANEL MEETING TO BE HELD ON**

**24 JUNE 2025 AT 6.30PM**

**IN LITTLE PARA CONFERENCE ROOMS, SALISBURY COMMUNITY HUB, 34  
CHURCH STREET, SALISBURY**

### **MEMBERS**

Mr T Mosel (Presiding Member)  
Mr R Bateup  
Ms C Gill  
Mr B Brug  
Mr J Botten

### **REQUIRED STAFF**

Assessment Manager, Mr C Zafiropoulos  
General Manager City Development, Ms M English  
Team Leader Planning, Mr C Carrey  
Senior Development Officer Planning, Mr S Ondeyo

### **APOLOGIES**

### **LEAVE OF ABSENCE**

### **ADOPTED MINUTES FROM PREVIOUS MEETING**

Presentation of the Minutes of the Council Assessment Panel Meeting held on 27 May 2025.

### **DECLARATIONS OF CONFLICTS OF INTEREST**

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## REPORTS

### *Development Applications*

<b>8.1.1</b>	<b>24029041 .....</b>	<b>11</b>
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15 Stanbel Road, Salisbury Plain SA 5109

Ten (10) Warehouse Tenancies with Associated Offices, Three (3) Metre High Acoustic Wall, Carpaking, Landscaping and Boundary Fencing Over 2.1m.

## OTHER BUSINESS

8.2.1	Status of Current Appeal Matters and Deferred Items .....	115
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8.2.1	Policy Issues Arising from Consideration of Development Applications	
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8.2.2	Future Meetings & Agenda Items	
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## CLOSE

### **Please note:**

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**MINUTES OF COUNCIL ASSESSMENT PANEL MEETING HELD IN LITTLE PARA  
CONFERENCE ROOMS, SALISBURY COMMUNITY HUB, 34 CHURCH STREET,  
SALISBURY ON**

**27 MAY 2025**

**MEMBERS PRESENT**

Mr T Mosel (Presiding Member)  
Mr R Bateup  
Ms C Gill  
Mr B Brug  
Mr J Botten

**STAFF**

Assessment, Mr C Zafiropoulos  
Team Leader Planning, Mr C Carrey  
Development Officer Planning, Mr K Brown  
Team Leader Business Services, Ms H Crossley

The meeting commenced at 6.30 pm.

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

**APOLOGIES**

Apologies were received from General Manager City Development, Ms M English.

**LEAVE OF ABSENCE**

Nil

**ADOPTED MINUTES FROM PREVIOUS MEETING**

The Minutes of the Council Assessment Panel Meeting held on 25 March 2025, be taken as read and confirmed.

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## DECLARATIONS OF CONFLICTS OF INTEREST

Mr B Brug declared a conflict of interest, being an Elected Member on Council in relation to Item 8.1.1 - Development Application 25007150 - Expansion of existing car parking area including the removal of three (3) Regulated Trees together with the installation of playground, exercise and recreation equipment (in the form of a road safety bicycle facility, multi-use courts and picnic shelter) with associated fencing and landscaping at Lot 396 Waterloo Corner Road, Salisbury North SA 5108 for City of Salisbury. He advised that he would leave the meeting when the Item 8.1.1 is being considered by the Panel.

## OTHER BUSINESS

### 8.2.1 Assessment Manager Quarterly Report - January to March 2025

Mr B Brug moved, and the Council Assessment Panel moved that the information is received.

### 8.2.2 State Government Strategies - For Information

Mr R Bateup moved, and the Council Assessment Panel that the information is received.

### 8.2.3 Status of Current Appeal Matters and Deferred Items

Nil

### 8.2.4 Policy Issues Arising from Consideration of Development Applications

Nil

### 8.2.5 Future Meetings & Agenda Items

Next meeting scheduled for Tuesday 24 June 2025.

Mr B Brug left the meeting at 6.52pm and advised he would not return to the meeting.

## REPORTS

### *Development Applications*

#### 8.1.1 25007150

Expansion of existing car parking area including the removal of three (3) Regulated Trees together with the installation of playground, exercise and recreation equipment (in the form of a road safety bicycle facility, multi-use courts and picnic shelter) with associated fencing and landscaping at Lot 396 Waterloo Corner Road, Salisbury North SA 5108 for City of Salisbury

#### REPRESENTORS

There were no representors wishing to be heard.

#### APPLICANT

Mr J Collins, City of Salisbury, was present at the meeting and was not required to answer any questions of the Panel.

Ms C Gill moved, and the Council Assessment Panel resolved that:

- A. The proposed development is not considered to be seriously at variance with the Planning and Design Code.
- B. Pursuant to Section 102 of the *Planning, Development and Infrastructure Act 2016*, Planning Consent is **GRANTED** to application number 25007150 for Expansion of existing car parking area including the removal of three (3) Regulated Trees together with the installation of playground, exercise and recreation equipment (in the form of a road safety bicycle facility, multi-use courts and picnic shelter) with associated fencing and landscaping in accordance with the plans and details submitted with the application and subject to the following conditions:

#### Planning Consent 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.
2. The external surfaces of the shelter building shall:
  - a. be of new non-reflective materials; and
  - b. be finished in natural tones; and
  - c. be maintained in good condition at all times.

3. Except where otherwise approved, no materials, goods or containers shall be stored in the designated car parking area or driveways at any time.
4. All waste and rubbish from the activity shall be contained and stored pending removal in covered containers which shall be kept in an area screened from public view.
5. Stormwater systems shall be designed and constructed to cater for minor storm flows (Industrial / Commercial ARI = 10 years). The design of the stormwater system shall ensure that no stormwater is discharged onto any adjoining land. Surface stormwater is to be managed in a manner that ensures no ponding of water against buildings and structures, no creation of any insanitary condition, and no runoff into neighbouring property for the major storm ARI = 100 years.
6. Except where otherwise approved, outside lighting shall be restricted to that necessary for security purposes only and shall be directed and shaded to prevent light overspill and/or nuisance to adjacent occupiers or distraction to drivers on adjacent public roads. All lighting shall be in accordance with Australian Standard 4282 – 1997 ‘Control of the obtrusive effects of outdoor lighting’.
7. Replacement trees must be planted within 12 months of completion of the development at the following rates:
  - a. if the development relates to a regulated tree—2 trees to replace a regulated tree; or
  - b. if the development relates to a significant tree—3 trees to replace a significant tree. Replacement trees cannot be within a species specified under regulation 3F(4)(b) of the *Planning, Development and Infrastructure (General) Regulations 2017*, and cannot be planted within 3 metres of an existing dwelling or in-ground swimming pool.
8. The following tree protection measures shall be implemented for the three (3) Regulated trees and six (6) Significant trees located in the area of the proposed development identified as ‘low impact’:
  - a) A Tree Protection Zone fence is to be erected to ensure access to the main trunk and branches is restricted as to prevent physical damage. The fence is to be installed prior to the commencement of all other site works including demolition.
  - b) If machinery access is required within the area of Tree Protection Zone, ground protection is to be installed in consultation with the Project Arborist to ensure tree roots are not damaged.

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Advice Notes

1. The applicant has a right of appeal against the conditions which have been imposed on this Planning Consent. Such an appeal must be lodged at the Environment, Resources and Development Court within two months from the day of receiving this notice or such longer time as the Court may allow. The applicant is asked to contact the Court if wishing to appeal. The Court is located in the Sir Samuel Way Building, Victoria Square, Adelaide, (telephone number 8204 0289).
2. Building Consent and Development Approval must be obtained within 24 months from the date of this Notification, unless this period has been extended by the Council. Work cannot commence until a Development Approval is obtained.
3. The development shall be lawfully commenced by substantial work on the site of the development within 2 years from the date of Development Approval. If substantial work on the site has occurred within 2 years, the development shall be substantially or fully completed within 3 years from the date of Development Approval.
4. Except where otherwise varied by this Consent, the conditions imposed herein shall be in addition to conditions that apply to the site from previous approvals that remain active.
5. Noise measured at the nearest residential property boundary shall comply with the *Environment Protection (Noise) Policy 2023* at all times.
6. This Development Approval does not constitute landowners' approval. The following applies to any works on Council land:
  - a. Any person making alteration to Council land including erecting or installing a structure (pipes, wires, cables, fixtures, fittings), storing building materials, erecting temporary fencing, altering the kerb, gutter, footpath or crossover etc. in, on, under or over Council land, is subject to a permit from Council pursuant to Section 221 of the *Local Government Act 1999*.
  - b. Service infrastructure should be located as far as practicable away from street trees, in order to protect the root zone and to prevent future damage to the infrastructure from root expansion.
  - c. Residents and businesses are encouraged to develop and maintain the verge area between their property boundary and the kerb. However, some types of development such as irrigation, tree planting and landscaping may be restricted in some areas and therefore permission should be first sought from Council before commencing any works;

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- d. It is the developers/owner's responsibility to ensure that damage does not occur to verge infrastructure during construction. Council regularly inspects the condition of verge infrastructure during construction and where damage is observed, Council may recover the costs from the owner for reinstatement of any damage to the footpath, kerb or gutter and may also impose a substantial penalty for any wilful damage.
7. You will need to obtain your permission from your neighbour should you wish to access their property to carry out construction work adjacent the boundary or if you wish to erect common boundary fencing or boundary retaining walls, pursuant to the *Fences Act 1975*. To find out more, please visit: <https://lsc.sa.gov.au/resources/fencesandthelawbooklet.pdf>
8. The applicant is reminded of its general environmental duty, as required by Section 25 of the *Environment Protection Act 1993*, to take all reasonable and practicable measures to ensure that the activities on the whole site, including during construction, do not pollute the environment in a way which causes or may cause environmental harm.

EPA information sheets, guidelines documents, codes of practice, technical bulletins etc. can be accessed on the following web site:

<http://www.epa.sa.gov.au>

9. The applicant is reminded that demolition and construction is required to be carried out so that it complies with the mandatory construction noise provisions of Part 6, Division 1 of the *Environment Protection (Noise) Policy 2007* and the provisions of the *Local Nuisance and Litter Control Act 2016*. Under the Local Nuisance and Litter Control Act 2016, construction noise is declared to constitute a local nuisance as follows: The noise has travelled from the location of the construction activity to neighbouring premises –
- On any Sunday or public holiday;
  - After 7pm or before 7am on any other day.

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**ADOPTION OF MINUTES**

Mr J Botten moved, and the Council Assessment Panel resolved that the Minutes of the Council Assessment Panel Meeting be taken and read as confirmed.

The meeting closed at 7.03 pm.

**PRESIDING MEMBER:** Mr T Mosel

**DATE:** 27 May 2025  
(refer to email approving minutes registered in the City of Salisbury's Record Management System - Document Number A2669931)





<b>ITEM</b>	8.1.1
	<b>COUNCIL ASSESSMENT PANEL</b>
<b>DATE</b>	24 June 2025
<b>APPLICATION NO.</b>	24029041
<b>APPLICANT</b>	Stanbel Development Pty Ltd
<b>PROPOSAL</b>	Ten (10) Warehouse Tenancies with Associated Offices, Three (3) Metre High Acoustic Wall, Carparking, Landscaping and Boundary Fencing Over 2.1m
<b>LOCATION</b>	15 Stanbel Rd Salisbury Plain SA 5109
<b>CERTIFICATE OF TITLE</b>	Lot 13 - CT 5814/611 Lot 14 – CT 5814/611
<b>TITLE</b>	
<b>AUTHOR</b>	Samuel Ondeyo, Senior Development Officer Planning, City Development

### 1. DEVELOPMENT APPLICATION DETAILS

<b>Zone/Policy Area</b>	Strategic Employment Zone
<b>Application Type</b>	Performance Assessed
<b>Public Notification</b>	Representations received: One Representations to be heard: One
<b>Referrals - Statutory</b>	NIL
<b>Referrals – Internal</b>	Development Engineering
<b>Development Plan Version</b>	P&D Code (in effect) Version 2025.9 15/05/2025
<b>Recommendation</b>	Grant Planning Consent subject to Conditions and Reserved Matters

### 2. REPORT CONTENTS

Assessment Report

Attachment 1:	Proposal Plans and Supporting Documentation
Attachment 2:	Copy of Sign Displayed on the Land and Representations
Attachment 3:	Applicant's Response to Representations
Attachment 4:	Extract of Planning and Design Code

### 3. EXECUTIVE SUMMARY

The proposed development seeks Planning Consent for the construction of ten (10) warehouse tenancies each with an ancillary office, communal car parking and landscaping with a 3m high acoustic wall across the rear of the two buildings (inside the site) and fencing over 2.1m in height along the rear boundary. The Applicant has proposed operating hours of 7.00am to 7.00pm Monday to Friday.

The development consolidates two allotments which are located within the Strategic Employment Zone.

The application was subject of public notification due to the land being adjacent a residential area – located immediately to the south-west of the land. One (1) representation was received in opposition to the proposal, wishing to be heard in support of their submission.

Key considerations relate to:

- Compatibility of the proposed development with the character of existing development in the locality.
- Interface with existing sensitive uses in the adjoining General Neighbourhood Zone to the south-west.
- Design outcomes, both external to the site and internal functional/amenity considerations; and
- Adequacy of onsite car parking provided.

This report provides a detailed assessment of the application against the relevant provisions of the Planning and Design Code. The assessment found that:

- a. The proposed development is to be Performance Assessed against the relevant provisions of the Planning and Design Code as a ‘warehouse’ is not listed as an Accepted, Deemed to Satisfy or Restricted form of development in the Zone.
- b. The nature of the proposed development is appropriate at the periphery of the Strategic Employment Zone.
- c. The design is considered appropriate and consistent with the emerging character of the area and will present appropriately to the street and neighbouring properties, allowing for casual surveillance opportunities.
- d. A 3m high acoustic wall is proposed across the rear of the two buildings with a 2m high hebel sound barrier (on top of a 740mm high retaining wall) across the rear boundary which will offer a reasonable solution to mitigate noise as required by the *Environment Protection (Commercial and Industrial Noise) Policy 2023*. Additionally, the proposed operating hours are seen to be reasonable which will further mitigate interface impacts.
- e. Vehicular access is designed to permit simultaneous forward entry and exit for vehicles.
- f. Sufficient on-site car parking is provided for the proposed use.
- g. Stormwater management arrangements are acceptable subject to confirmation on the invert level in councils SEP on Stanbel Road.

For the above reasons, it is recommended the Council Assessment Panel grants Planning Consent for the proposed development subject to a number of Conditions and Reserved Matters.

#### 4. SUBJECT SITE

The subject land comprises two abutting allotments located at 15 Stanbel Road, Salisbury Plain. The allotments are formally described as Lot 13 and Lot 14, in Certificate of Title Volume 5814 Folio 611. Combined, the subject land has a frontage of 41.4 metres to Stanbel Road and a total site area of 4,036 m<sup>2</sup>.

There are no Encumbrances or Land Management Agreements registered on the title.

Presently, the subject site is largely vacant with two derelict structures and non-regulated vegetation along the northern side boundary. The existing buildings do not have any heritage status and are proposed to be removed to facilitate the proposed development.

The subject land falls approximately 500mm from the street to the rear of the allotments, and in particular towards the southeastern corner. Front, side and rear boundaries are presently fenced, including walls along the northern side boundary with existing buildings at 5-9 Stanbel Road being built on boundary.

The subject land does not contain any Significant or Regulated Trees.

Photographs of the subject site and immediate locality are provided below.

**Photo  
1.**  
*Looking  
towards  
the  
subject  
site  
from  
Stanbel  
Road*





**Photo 2.**  
*Looking North-  
West along  
Stanbel Rd with  
the subject site  
positioned Left  
of centre*



**Photo 3.**  
*General  
Neighbourhood  
Zone  
immediately to  
the southwest of  
subject site*





**Photo 4.**  
*Looking  
South-East  
along Stanbel  
Road with the  
subject site  
positioned  
Right of centre*



**Photo 5.**  
*Motor  
Repair  
station  
immediately  
to the west*





**Photo 6.**  
*Warehouses with associated office space immediately to the north of subject site across Stanbel Road*



**Photo 8.**  
*Warehouses with associated office space immediately to the north of subject site across Stanbel Road*



## 5. LOCALITY

The locality is principally defined by visual reference.

To the south of the subject site (located within the General Neighbourhood Zone), the locality predominantly comprises low-density housing in the form of single storey detached dwellings on relatively generous sized allotments. Immediately to the west of the subject site is an existing motor repair station. To the east, there are commercial developments including warehouse and light industrial activities with a mix of long-standing residential uses previously associated with market gardens. These residences now coexist with commercial/industrial activities. Further southeast, similar types of developments (also within the Strategic Employment Zone) have either been granted planning consent, under construction or built and operational (including a similar development to the current proposal at 48 Stanbel Road).

To the north of the subject site, on the opposite side of Stanbel Road, there are a range of commercial/industrial activities (located within the Strategic Employment Zone). The General Neighbourhood Zone is located further to the north and west of the site, with residential development oriented along Fenden Road.

Stanbel Road is a local road under the care and control of the City of Salisbury. It provides vehicular and pedestrian access between Fenden Road and Main North Road (which is a state-maintained road).

Stanbel Road is serviced with one footpath located along the south-western verge.

A locality plan and contextual plan are provided in the following pages.



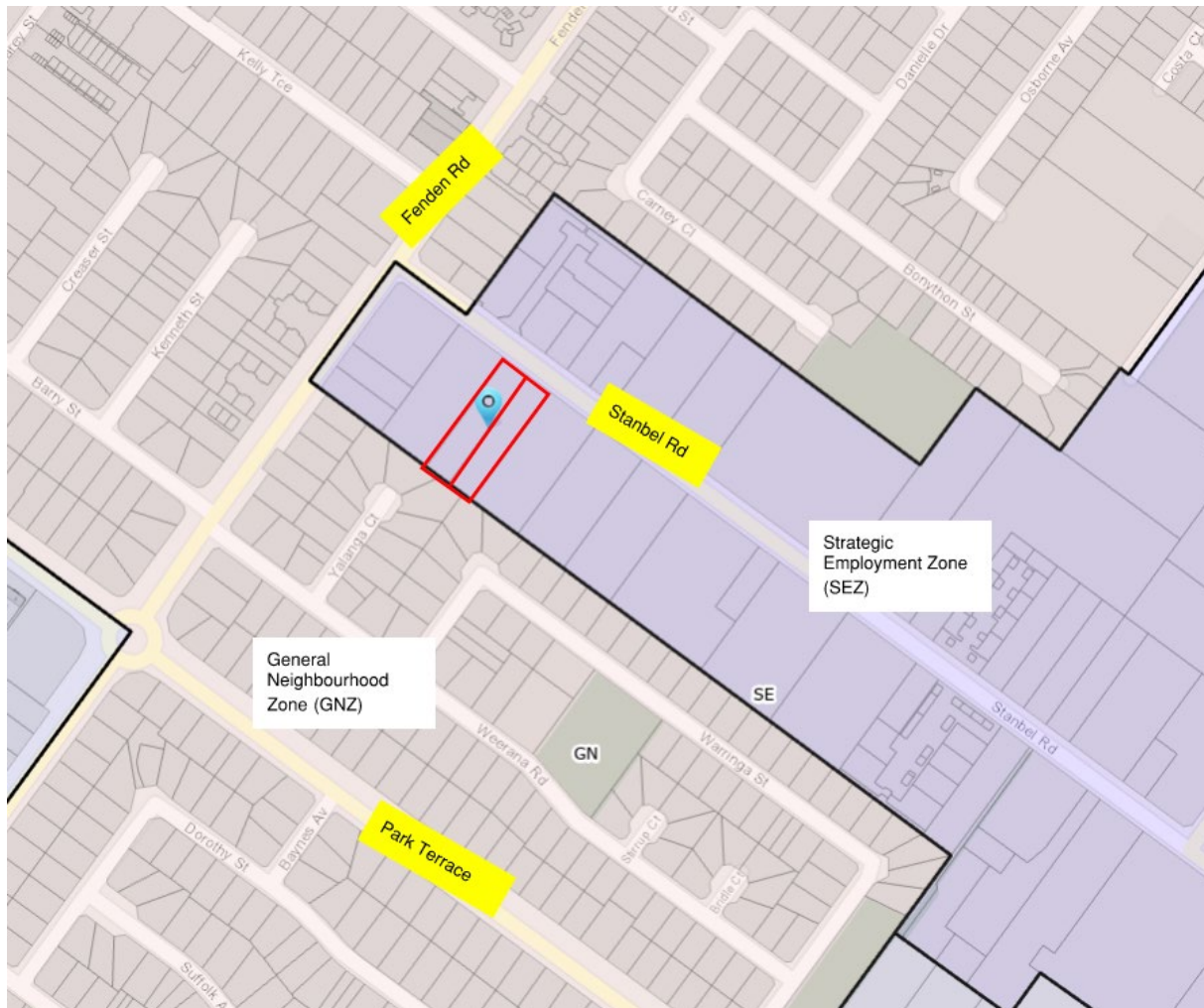
Locality Plan – Aerial




Legend (Source: Nearmap)	
	Site boundary
	Locality boundary
	Representors (within locality)

Item 8.1.1




Contextual Map**Legend (Source: SAPPA)**

	Site boundary
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Panorama View – Looking North

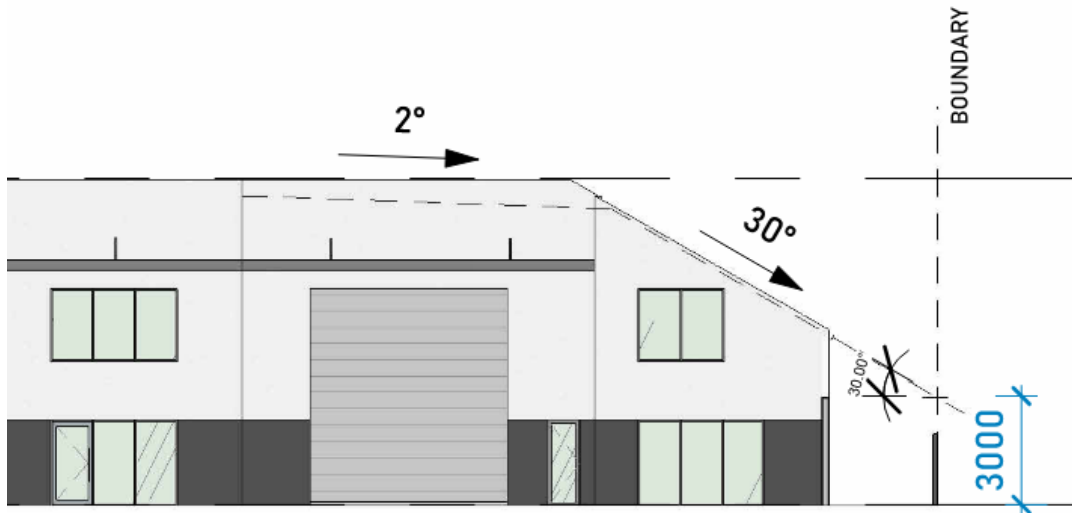


Legend (Source: Nearmap)	
	Subject Land

6. DESCRIPTION OF THE PROPOSED DEVELOPMENT

The proposed development seeks construction of ten (10) warehouse tenancies, in two buildings that are separated by an internal driveway, with ancillary offices, communal car parking and landscaping. A 3m high acoustic wall spans across the rear of the two buildings (inside the site). Perimeter fencing (2m in height, on top of retaining walls) is proposed along a portion of the side boundaries and the rear boundary.

The buildings will have a total height of 9m that reduces to 4.8m at the rear. As indicated below, this ensures it is within a building envelope provided by a 30-degree plane grading north, measured from a height of 3m above natural ground level at the rear boundary.



While oriented internally to the common driveway, unit 1 and unit 6 are to address the primary street through articulation, different materials, colour and break in massing by incorporating large windows.

The buildings are to be setback 9m from the front boundary with vehicular movement restricted to a singular 8.4m wide crossover to Stanbel Road. Each building is to have a wall on a side boundary for a length of 85.48m and be setback 3m from the rear boundary.

Seven car parking spaces are provided near the entrance inclusive of a disabled car park with an additional five spaces along the common driveway and four spaces to the rear of the site. Accordingly, sixteen onsite car parks are provided.

While not constituting development, the subject site will feature tubular fencing to a maximum height of 2.1m along the Stanbel Road frontage and a 9m length on both side boundaries (in front of the buildings).

From an operational perspective, the proposed warehouses are to operate between 7am and 7pm Monday to Friday with no activities on Saturdays and Sundays.

A Waste Management Plan has been provided which indicates that waste will be collected by a private contractor on site with each unit being allocated a 240L bin for general waste, two 240L bins for recycling and one 240L bin for green waste. Waste collection is to occur between 9am and 7pm on Sunday or 7am and 7pm any other day – in accordance with controls under the *Local Nuisance and Litter Control Act 2016*.

The Stormwater Management Plan provided with the application indicates that stormwater will be directed to a number of above ground tanks forward of Unit 1 and then discharged at a controlled rate to the side entry pit on Stanbel Road.

The subject site is serviced by water, sewer, and stormwater infrastructure.

A copy of the proposal plans and supporting documentation are contained in Attachment 1.

## 7. CLASSIFICATION

The site is located within the Strategic Employment Zone of the Planning and Design Code. The proposed development is to be Performance Assessed against the relevant provisions of the Planning and Design Code as a 'warehouse' is not listed as an Accepted, Deemed to Satisfy or Restricted form of development.

## 8. PUBLIC NOTIFICATION

Table 5 – Procedural Matters (Notification) of the Strategic Employment Zone excludes a warehouse from notification, unless the subject site is located adjacent to residential uses within a neighbourhood type zone. As the site is adjacent the General Neighbourhood Zone (to the southwest), the application required public notification.

Public notification occurred during the period of 14 May 2025 to 3 June 2025. One representation in opposition to the proposal was received during the notification period, wishing to be heard by the Panel. The representor is listed below.

Representations received		
Representations received		Wish to be Heard
1	Rocco Fontanelli 22 Stanbel Road SALISBURY PLAN SA 5109	Yes

A copy of the sign displayed on the land and the representation received are contained in Attachment 2. The Applicant's response is provided in Attachment 3.

A summary of the representation and the applicant's response are provided in the table below.

Summary of Representations	
Representation	Applicant's Response
Rocco Fontanelli	
<ul style="list-style-type: none"> <li>Motor vehicle congestion along Stanbel Road between Main North Road and Fenden Road.</li> <li>Road safety and need for additional car parking spaces on development site.</li> </ul>	<ul style="list-style-type: none"> <li>On street parking is not prohibited along Stanbel Road. This is an existing situation and should not influence the proposal.</li> <li>The proposed car parking spaces as part of this proposal are in accordance with that required for such a development.</li> </ul>



- |  |  |
|--|--|
|  | <ul style="list-style-type: none"> <li>The concerns regarding road safety, and consideration for on-street parking controls fall outside the scope of this development application.</li> </ul> |
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## 9. REFERRALS – STATUTORY

No statutory referrals are required.

## 10. REFERRALS – INTERNAL

### Development Engineer

- Councils Development Engineer has reviewed the proposed Civil and Stormwater Management Plan and has no fundamental concerns with the proposal. However, confirmation of the invert level in councils SEP is required. A Reserved Matter is recommended to this effect.

## 11. ASSESSMENT

Pursuant to Section 107(2)(c) of the *Planning, Development and Infrastructure Act 2016*, it is recommended the Panel determine the proposed development is not seriously at variance with the Planning & Design Code. The following reasons are given in support of this recommendation:

- The proposed development is consistent with the land uses sought in the Strategic Employment Zone; and
- While located at the periphery of the Zone, adjacent a residential area, the proposed development is not expected to have an unreasonable impact on the amenity of the locality noting a ‘warehouse’ is seen to be a ‘lower’ impact activity, with acoustic mitigation treatments and daytime operational hours proposed.

### Assessment

A detailed assessment of the application has been undertaken against the relevant provisions of the Planning and Design Code and is described below under a series of headings. A Policy Enquiry extract containing the relevant provisions of the Planning and Design Code is contained in Attachment 4. Having considered the proposal, the policies provided in the extract are considered to be relevant to the assessment of the proposal.

Overlays

A summary of the proposed development's compliance with the relevant Overlays affecting the subject land is provided in the table below:

Overlay	Assessment
<b>Airport Building Heights (Regulated) - All structures over 15 metres</b>	Satisfied – the proposed development does not propose any building work or structures over 15 metres in height
<b>Building Near Airfields</b>	Satisfied – the proposed development will not pose a hazard to the operational and safety requirements of commercial and military airfields.
<b>Defence Aviation Area (All structures over 90 metres)</b>	Satisfied – the proposed development does not propose any building work or structures over 90 metres in height
<b>Hazards (Flooding – General)</b>	Satisfied – the proposed finished floor levels meet the height required to mitigate flooding
<b>Prescribed Wells Area</b>	Not applicable – the proposed development will not rely on a water supply from a prescribed well
<b>Regulated and Significant Tree</b>	Not applicable – the proposed development does not include Tree Damaging Activity.
<b>Traffic Generating Development</b>	Satisfied – Council's engineers have reviewed the traffic and parking assessment report and concur with its findings.

Local Variation

It is noted that the land is subject to a Technical and Numerical Variation (Local Variation) which requires consideration of 'Concept Plan 81 – Edinburgh Defence Airfield Lighting Constraints'. Lighting is not proposed as part of the proposed development. Notwithstanding, and were security lighting to be installed - given the substantial distance to the Edinburgh Defence Airfield, it is unlikely that the lighting will create any concerns for the safety and operation of the Airfield. In any event, a Condition of Consent is recommended to ensure that external lighting is designed and sited to avoid any interface concerns in relation to light spillage.

Land Use

The proposal is for warehouses. Accordingly, the proposed use aligns with the definition of a ‘warehouse’ as defined by *Part 7 – Land Use Definitions* of the Planning and Design Code (‘the Code’).

The subject land is situated within the Strategic Employment Zone of the Code. The proposed use accords with the desired outcome of development in the zone:

***Desired Outcome (DO) 1:*** *a range of industrial, warehousing, storage, research and training land uses together with compatible business activities generating wealth and employment for the state.*

Performance Outcome (PO) 1.1 and 1.2 provide further guidance on the importance of development compatibility with existing and future uses while considering sensitive receivers within adjoining neighbourhood type zones. Deemed-to-Satisfy / Designated Performance Feature (DTS/DPF) 1.1 explicitly identifies a ‘warehouse’ as a contemplated use within the Zone. Accordingly, DTS/DPF 1.1 (and therefore PO 1.1) is met.

<p><b><i>PO 1.1</i></b></p> <p><i>Development primarily for a range of higher-impacting land uses including general industry, warehouse, transport distribution and the like is supplemented by other compatible development so as not to unduly impede the use of land in other ownership in the zone for employment-generating land uses, particularly those parts of the zone unaffected by an interface with another zone that would be sensitive to impact-generating uses.</i></p>	<p><b><i>DTS/DPF 1.1</i></b></p> <p><i>Development comprises one or more of the following:</i></p> <ul style="list-style-type: none"> <li><i>a) Advertisement</i></li> <li><i>b) Automotive collision repair</i></li> <li><i>c) Electricity substation</i></li> <li><i>d) Energy generation facility</i></li> <li><i>e) Energy storage facility</i></li> <li><i>f) Fuel depot</i></li> <li><i>g) General industry</i></li> <li><i>h) Intermodal facility</i></li> <li><i>i) Light Industry</i></li> <li><i>j) Motor repair station</i></li> <li><i>k) Public service depot</i></li> <li><i>l) Rail marshalling yard</i></li> <li><i>m) Renewable energy facility (other than a wind farm)</i></li> <li><i>n) Retail fuel outlet</i></li> <li><i>o) Service trade premises</i></li> <li><i>p) Shop</i></li> </ul>
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	<p>q) <i>Store</i></p> <p>r) <i>Telecommunications facility</i></p> <p>s) <i>Training facility</i></p> <p>t) <i>Warehouse</i></p>
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However, given its adjacency to a residential area, PO 1.2 must also be considered.

<p><b>PO 1.2</b></p> <p><i>Development on land adjacent to another zone which is used for residential purposes incorporates a range of low-impact, non-residential uses to mitigate adverse amenity and safety impacts on the adjoining zone.</i></p>	<p><b>DTS/DPF 1.1</b></p> <p><i>Development involving any of the following uses on a site adjacent land in another zone used for or expected to be primarily used for residential purposes:</i></p> <p>a) <i>Bulky goods outlet</i></p> <p>b) <i>Consulting room</i></p> <p>c) <i>Indoor recreation facility</i></p> <p>d) <i>Light industry</i></p> <p>e) <i>Motor repair station</i></p> <p>f) <i>Office</i></p> <p>g) <i>Place of worship</i></p> <p>h) <i>Research facility</i></p> <p>i) <i>Service trade premises</i></p> <p>j) <i>Store</i></p> <p>k) <i>Training facility</i></p> <p>l) <i>Warehouse.</i></p>
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DTS/DPF 1.2 expressly lists ‘warehouse’ as an expected land use at the periphery of the Zone. The land uses listed in DTS/DPF 1.2 therefore may be considered as ‘lower impact’ activities as contemplated by PO 1.2.

Given the mitigation measures proposed and the proposed hours of operation (both discussed below) – these are also considered to be reasonable and will mitigate unreasonable impacts on the residential area.

Accordingly, the warehouses are considered an appropriate form of land use, providing for a lower impact activity close to the Zone periphery.

*Built Form, Scale and Siting*



The proposed warehouses are to have a front setback of 9m. This is considered acceptable and generally in keeping with the existing building on the adjoining allotment being setback 9.8m. The development also incorporates open style tubular fencing and landscaping facing Stanbel Road which will provide an appropriate level of visual amenity to the street, as well as offering passive surveillance opportunities to and from the site.

The built form further incorporates distinctive design elements such as different materials, protruding features of different colors on the front façade, canopies over the entrances and roller doors and large low and high level windows that achieve high visual interest.

Through the proposed rear setback (3m) and angled building height, the rear of the warehouses have been designed to reduce the total height of the built form, thus limiting the impact of the development to the residential dwellings from a scale and bulk perspective.

Additionally, high level windows have been incorporated on the rear façade to add visual interest and break up the extent of wall that will be visible.

Given this, on balance, the proposed development is seen to be consistent with PO 3.1, 3.2 and 3.3.

*PO 3.1 Development includes distinctive building, landscape and streetscape design to achieve high visual and environmental amenity particularly along arterial roads, zone boundaries and public open spaces.*

*PO 3.2 Building facades facing a boundary of a zone primarily intended to accommodate sensitive receivers, a public road, or public open space incorporate design elements to add visual interest by considering the following:*

- a) using a variety of building finishes*
- b) avoiding elevations that consist solely of metal cladding*
- c) using materials with a low reflectivity*
- d) using techniques to add visual interest and reduce large expanses of blank walls including modulation and incorporation of offices and showrooms along elevations visible to a public road.*

*PO 3.3 Buildings are set back from the primary street boundary to contribute to a consistent streetscape.*

A landscaped buffer is proposed to the rear of the site, between the residential area and warehouse buildings creating further separation. A 3m high acoustic wall is proposed internal to the site, to mitigate acoustic impacts. A pedestrian access gate is included to ensure maintenance access is available to the landscape buffer area. Emergency vehicles can access the rear of the site via the central communal driveway. Accordingly, Zone PO 3.5 is considered to have been met.

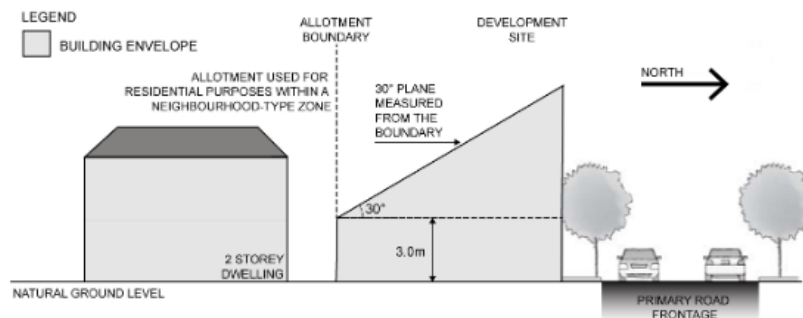
*PO 3.5 Buildings are sited to accommodate vehicle access to the rear of a site for deliveries, maintenance and emergency purposes.*

The inclusion of the 3m rear setback and graded rear wall, ensures the development aligns with the 30-degree building envelope guideline outlined within DTS/DPF 4.2. Accordingly, the development has addressed potential overshadowing impacts to the residential area. Therefore, PO's 4.1 and 4.2 are seen to be met.

*PO 4.1 Buildings mitigate visual impacts of building massing on residential development within a neighbourhood-type zone.*

*PO 4.2 Buildings mitigate overshadowing of residential development within a neighbourhood-type zone.*

*DTS/DPF 4.2 Buildings on sites with a southern boundary adjoining an allotment used for residential purposes within a neighbourhood-type zone are constructed within a building envelope provided by a 30-degree plane grading north measured from a height of 3m above natural ground level at the southern boundary, as shown in the following diagram (except where this boundary is a street boundary):*



### Interface and Operational Considerations

The following Interface Between Land Use, General Development policies are considered relevant to the assessment of interface impacts.

*PO 1.2: Development adjacent to a site containing a sensitive receiver (or lawfully approved sensitive receiver) or zone primarily intended to accommodate sensitive receivers is designed to minimise adverse impacts.*

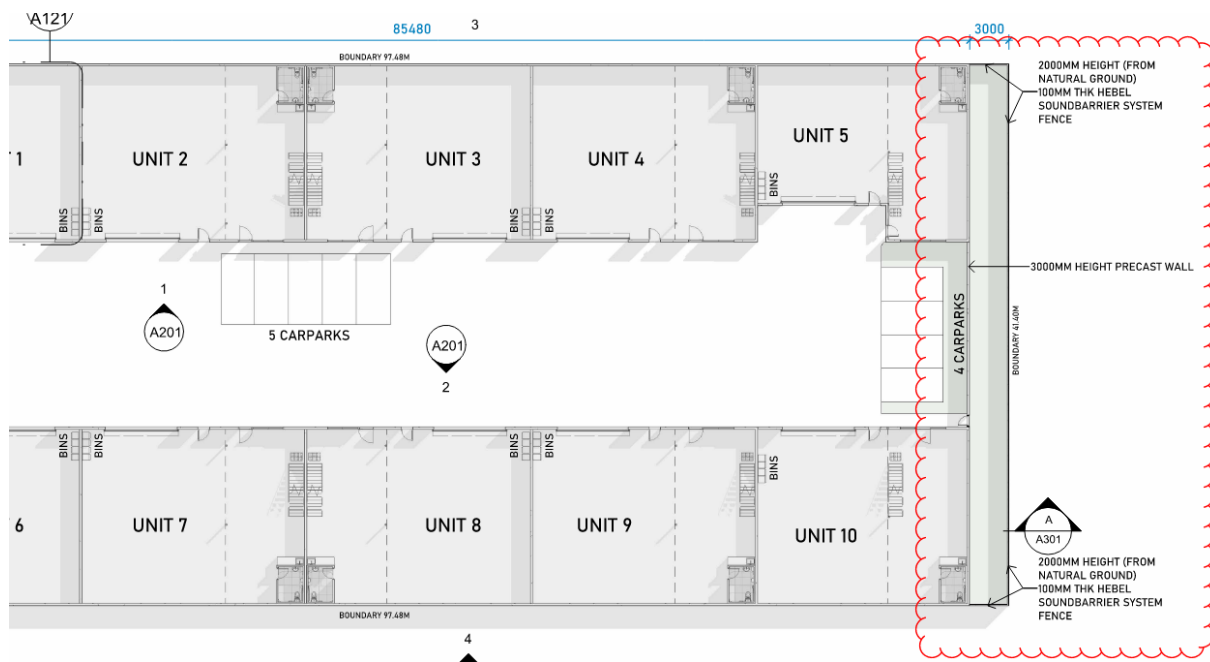
*PO 2.1: Non-residential development does not unreasonably impact the amenity of sensitive receivers (or lawfully approved sensitive receivers) or an adjacent zone primarily for sensitive receivers through its hours of operation having regard to:*

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

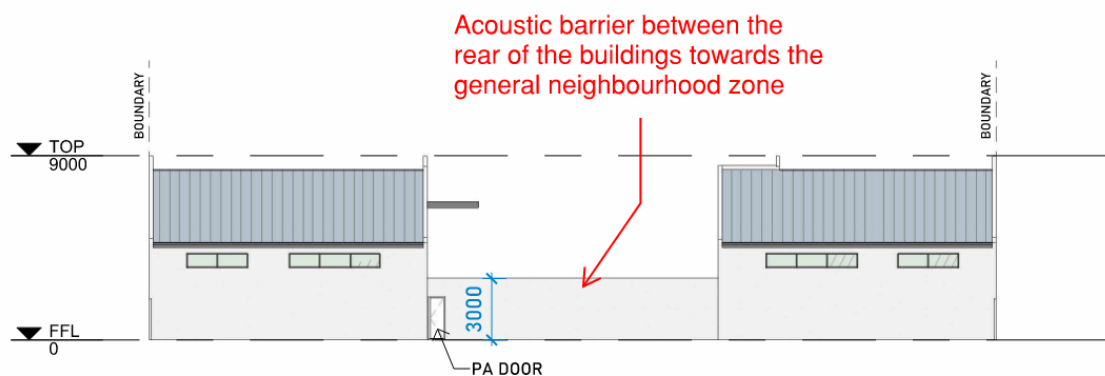
The development site is located adjoining the General Neighbourhood Zone. In addition, and while located in the Strategic Employment Zone, there are nearby residential dwellings along Stanbel Road located at 18, 19 & 23 Stanbel Road within approximately 60 metres of the development site (albeit these are not defined as a 'sensitive receiver' by the Code).

Given the nature of the proposed land use, it is considered that noise, hours of operation, lighting and dust are the most relevant impacts which warrant consideration.

With regards to noise, the applicant has provided an Environmental Noise Assessment prepared by Bestec. The Bestec assessment concludes that, subject to the inclusion of various acoustic treatments (detailed below), the proposed development will satisfy the requirements of the *Environment Protection (Commercial and Industrial Noise) Policy 2023*:



***Proposed acoustic treatment***



***Precast wall elevation plan***

The acoustic fence heights proposed are generally of a residential scale, and not inappropriate within the context of this locality. In particular, the 3m high acoustic wall located inside the development site, 3m from the rear boundary. The landscape buffer between the rear fence and internal acoustic wall will soften its appearance, mitigating its visual impact to the residential area.

Additionally, a 2m high hebel fence is proposed on the side and rear boundaries (to be on top of a retaining wall of 740mm maximum height). The fence (to be rendered towards the residential side) will be abutting existing private open spaces some with landscaping and/or outbuildings with the respective dwellings' setback considerably from the rear boundaries. As a 2.74m high structure on boundary is not uncommon in a residential setting, the proposed fence is not considered obstructive. Accordingly, these mitigation measures are seen to be appropriate and are not anticipated to result in unreasonable amenity impacts

Notwithstanding, a condition is recommended reflecting the conclusions of the acoustic report to ensure noise associated with the activity aligns with the EPA (Noise) Policy.

Similarly, in relation to hours of operation, it is considered that 7am – 7pm Monday to Friday is not unreasonable and these reflect commonly understood 'daytime' business hours. The proposed buildings are to be closed on Saturdays, Sundays and Public Holidays. These proposed hours of operation reflect operational activities of existing businesses within the locality.

While external lighting detail has not been proposed, it is anticipated that security lighting will be incorporated. Accordingly, a condition is recommended to ensure that all external lighting is managed and complies with relevant Australian Standards.

In relation to dust, it is noted that all parking and maneuvering areas are to be sealed with heavy duty concrete pavement. Accordingly, there are no anticipated dust impacts associated with the proposal.

On balance, the proposal is located and designed to minimise adverse impacts and therefore is seen to align with DO1 Interface between Land Uses:

***DO 1 (Interface between Land Uses):*** Development is located and designed to mitigate adverse effects on or from neighbouring and proximate land uses.

#### Car Parking, Vehicle Access and Waste Collection

The General Development Policies, Transport Access and Parking – Table 1: Off-Street Car Parking Requirements module of the Code provides that a 'warehouse' requires 0.5 spaces per 100 sqm of total floor area. With the proposed built form having a total floor area of 3,018 sqm, sixteen (16) car parking spaces are required at minimum.

Sixteen parking spaces are proposed and therefore the theoretical requirement is met.

The proposed use is to be limited to one (1) new access point from Stanbel Road, which is located centrally across the frontage. As Stanbel Road largely services vehicles associated with non-residential type of uses and the adjoining road network does not direct residential traffic through this precinct, the proposed warehouse is not expected to have an adverse impact to residential amenity.

The proposed access is 8.4m wide and will allow for two-way simultaneous vehicle movements for the largest expected vehicles (8.8m Medium Rigid Vehicles), thus minimizing impact or interruption to the public road. Further, all vehicles will be able to enter and exit the site in a forward direction. Swept paths plans prepared by MFY have been provided to demonstrate manoeuvring from each unit.

With each tenancy having a 240L general waste bin, two 240L recycling bins and a 240L green bin (to be stored internally), the development has been designed to cater for a private waste collection truck entering, manoeuvring and exiting the site in a forward movement. A supporting swept path plan prepared by MFY has been provided demonstrating a 10.3m refuse vehicle can enter and exit the site in a forward direction. Specifically, and through the course of assessment, the floor area of Unit 5 was reduced to allow for a safe three-point turn at the end of the common driveway.

Bin pick-up is proposed to occur during the day between 7:00am and 7:00pm or between the hours of 9:00am and 7:00pm (Sundays and public holidays). This is considered to be an appropriate outcome, which aligns with waste collection hours outlined within the *Local Nuisance and Litter Control Act 2016*, and is not expected to result in unreasonable amenity impacts.

Accordingly, the proposal is consistent with the following provisions of the General Development Policies, Transport Access and Parking;

- PO 1.1 Development is integrated with the existing transport system and designed to minimise its potential impact on the functional performance of the transport system.*
- PO 3.1 Safe and convenient access minimises impact or interruption on the operation of public roads.*
- PO 3.3 Access points are sited and designed to accommodate the type and volume of traffic likely to be generated by the development or land use.*
- PO 3.4 Access points are sited and designed to minimise any adverse impacts on neighbouring properties.*
- PO 3.5 Access points are located so as not to interfere with street trees, existing street furniture (including directional signs, lighting, seating and weather shelters) or infrastructure services to maintain the appearance of the streetscape, preserve local amenity and minimise disruption to utility infrastructure assets.*
- PO 3.8 Driveways, access points, access tracks and parking areas are designed and constructed to allow adequate movement and manoeuvrability having regard to the types of vehicles that are reasonably anticipated.*

*PO 5.1 Sufficient on-site vehicle parking and specifically marked accessible car parking places are provided to meet the needs of the development or land use having regard to factors that may support a reduced on-site rate such as:*

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

### Landscaping

Landscaping is proposed along the front and rear boundaries of the development site. While a detailed landscape plan has yet to be provided, the landscape areas will enhance the visual appearance of the development from the street and the residential area and will complement the open style tubular fencing that is proposed to the front. Landscaping at the rear will assist to screen the buildings from the dwellings in the General Neighbourhood Zone.

A Reserved Matter is recommended to ensure the final landscape plan is provided for review.

Accordingly, the proposed landscape areas will support an outcome which aligns with PO 5.1 and 5.2 of the Strategic Employment Zone.

*PO 5.1 Landscaping is provided along public roads and thoroughfares and zone boundaries to enhance the visual appearance of development and soften the impact of large buildings when viewed from public spaces and adjacent land outside the zone*

*PO 5.2 Development incorporates areas for landscaping to enhance the overall amenity of the site and locality.*

### Stormwater Management

A civil and stormwater plan has been provided (prepared by Nexus Consulting Engineers) for the collection and disposal of surface water from the proposed development.

This has been reviewed by Council's Development Engineer and is determined to be acceptable from a stormwater management perspective, subject to confirmation of SEP invert level on Stanbel Road by way of Reserved Matters.

## **12. CONCLUSION**

This report has provided a detailed assessment of the application against the relevant provisions of the Planning and Design Code. The assessment found that the proposed construction of ten (10) warehouse tenancies each with an ancillary office, communal car parking and landscaping with a 3m high acoustic wall across the rear of the two buildings (inside the site) and fencing over 2.1m in height along the rear boundary:



- a. The nature of the proposed development is appropriate at the periphery of the Strategic Employment Zone.
- b. The design is considered appropriate and consistent with the emerging character of the area and will present appropriately to the street and neighbouring properties, allowing for casual surveillance opportunities.
- c. A 3m high acoustic wall is proposed across the rear of the two buildings with a 2m high hebel sound barrier (on top of a 740mm high retaining wall) across the rear boundary which will offer a reasonable solution to mitigate noise as required by the *Environment Protection (Commercial and Industrial Noise) Policy 2023*. Additionally, the proposed operating hours are seen to be reasonable which will further mitigate interface impacts.
- d. Vehicular access is designed to permit simultaneous forward entry and exit for vehicles.
- e. Sufficient on-site car parking is provided for the proposed use.
- f. Stormwater management arrangements are acceptable subject to water quality targets being evidenced at the detail design phase.

Accordingly, it is recommended that Planning Consent be granted, subject to Reserved Matters and conditions.

### 13. STAFF RECOMMENDATION

That the Council Assessment Panel resolve that:

- A. The proposed development is not considered to be seriously at variance with the Planning and Design Code.
- B. Section 107 of the *Planning, Development and Infrastructure Act 2016*, Development Plan Consent is **GRANTED** to application number 24029041 for Ten (10) Warehouse Tenancies with Associated Offices, Three (3) Metre High Acoustic Wall, Carparking, Landscaping and Boundary Fencing Over 2.1m in accordance with the plans and details submitted with the application and subject to the following Reserved Matters and Conditions:

#### Reserved Matters:

The following matter/s shall be submitted for further assessment and approval by the Assessment Manager, as delegate of the Council Assessment Panel, as Reserved Matters under Section 102(5) of the *Planning, Development and Infrastructure Act 2016*:

1. Civil and Siteworks Plan, prepared by a qualified and experienced stormwater engineer, for all civil and stormwater works, which shall address all of the following:
  - a. Invert level of the existing SEP on Stanbel Road.

2. Final landscaping plan, prepared by a qualified and experienced landscape architect or horticulturalist, which shall include all of the following:
  - a. Final locations for all landscaped areas, including designated areas for trees, shrubs and groundcovers; and
  - b. Designated species to be used, noting should comprise species contained in the City of Salisbury Landscape Plan; and
  - c. Shade trees within the car parking areas; and
  - d. Pot sizes, confirming the tree planting shall comprise advanced growth species at time of planting; and
  - e. Maintenance methods including irrigation, barriers and protection from vehicles and pedestrians.

*Development Plan Consent Conditions*

1. The development shall be carried out in accordance with the details submitted with the application and the following stamped approved plans and documents, except where otherwise varied by the conditions herein:

Drawing No.	Plan Type	Date	Prepared By
A101	Site Plan	26/4/2025	FESHIN
A111	Floor Plan	26/4/2025	FESHIN
A114	Concept Landscaping Plan	26/4/2025	FESHIN
A201	Elevation Plan	26/4/2025	FESHIN
A301	Elevation Plan	26/4/2025	FESHIN
MFY_250073_01_SH01	Swept paths (8.8m Rigid Vehicle Entering)	17/4/2025	MFY
MFY_250073_01_SH02	Swept paths (8.8m Rigid Vehicle Exiting)	17/4/2025	MFY
MFY_250073_01_SH03	Swept Paths (10.3m Refuse Vehicle)	17/4/2025	MFY
RPR:OZH 58173/6/1	Environmental Noise Assessment	24 April 2025	BESTEC
25001	Siteworks and Drainage Plan	5/5/2025	NEXUS CONSULTING ENGINEERS
P25001-SMR-A	Stormwater Management Report	7/3/2025	NEXUS CONSULTING ENGINEERS



2. The external surfaces of the building shall:
  - a. be of new non-reflective materials; and
  - b. be finished in natural tones; and
  - c. be maintained in good condition at all times.
3. The invert, crossover and driveway shall be constructed, prior to commencement of use, in accordance with Council's Heavy-Duty Commercial Entrance, Drawing SD-16.
4. The car parking layout including car park spaces, aisle widths and manoeuvring area shall be designed and constructed to comply with AS 2890.1-2009 – Off-Street Car Parking, Part 1, Austroads "Guide to Traffic Engineering Practice Part 11 – Parking", AS 2890.2 – Facilities for Commercial Vehicles and AS 2890.6 – 2009 – Parking Facilities – Part 6: Off-street parking for people with disabilities.
5. All driveways, car parking and manoeuvring areas as designated on the Civil Plan, requested under Reserved Matter 1 shall be constructed with brick paving, concrete or bitumen to a standard appropriate for the intended traffic volumes and vehicle types. Individual car parking bays shall be clearly line marked. Driveways and car parking areas shall be established prior to commencement of use and shall be maintained at all times thereafter to the reasonable satisfaction of Council.
6. All existing crossovers made redundant by this development shall be reinstated to kerb, prior to commencement of use, in accordance with Council's kerb design standard, to the satisfaction of Council.
7. The designated landscaping areas shall be planted with shade trees, shrubs and ground covers in accordance with the Approved Landscaping Plan requested under Reserved Matter 2. All landscaping shall be completed, prior to commencement of use and shall be maintained at all times thereafter to the reasonable satisfaction of Council (including the replacement of diseased or dying plants and the removal of weeds and pest plants).
8. The approved use operating times shall be limited Monday to Friday 7:00am to 7:00pm with no activity on Saturdays, Sundays and Public Holidays.
9. Noise attenuation measures shall be in accordance with the environmental noise assessment report prepared by BESTEC dated 24 April 2025. All attenuation measures shall be installed prior to commencement of use and be maintained at all times to the reasonable satisfaction of Council.
10. Except where otherwise approved, no materials, goods or containers shall be stored in the designated car parking area or driveways at any time.
11. All waste and rubbish from the activity shall be contained and stored pending removal in covered containers which shall be kept in an area screened from public view.

12. Except where otherwise approved, outside lighting shall be restricted to that necessary for security purposes only and shall be directed and shaded to prevent light overspill and/or nuisance to adjacent occupiers or distraction to drivers on adjacent public roads. All lighting shall be in accordance with Australian Standard 4282 – 1997 ‘Control of the obtrusive effects of outdoor lighting’.
13. Waste collection shall only occur as follows:
  - a. On Sundays and public holidays, between the hours of 9am and 7pm;
  - b. On any other day, between the hours of 7am and 7pm.

#### Advice Notes

#### **Rights of Appeal**

The applicant has a right of appeal against the conditions which have been imposed on this Planning Consent. Such an appeal must be lodged at the Environment, Resources and Development Court within two months from the day of receiving this notice or such longer time as the Court may allow. The applicant is asked to contact the Court if wishing to appeal. The Court is located in the Sir Samuel Way Building, Victoria Square, Adelaide, (telephone number 8204 0289).

#### **Building Rules Consent and Approval Still Required**

Building Consent and Development Approval must be obtained within 24 months from the date of this Notification, unless this period has been extended by the Council. Work cannot commence until a Development Approval is obtained.

#### **Commencement**

The development shall be lawfully commenced by substantial work on the site of the development within 2 years from the date of Development Approval. If substantial work on the site has occurred within 2 years, the development shall be substantially or fully completed within 3 years from the date of Development Approval.

#### **Advice regarding Council land**

This Development Approval does not constitute land owner’s approval. The following applies to any works on Council land:

1. Any person making alteration to Council land including erecting or installing a structure (pipes, wires, cables, fixtures, fittings), storing building materials, erecting temporary fencing, altering the kerb, gutter, footpath or crossover etc. in, on, under or over Council land, is subject to a permit from Council pursuant to Section 221 of the *Local Government Act 1999*.
2. Service infrastructure should be located as far as practicable away from street trees, in order to protect the root zone and to prevent future damage to the infrastructure from root expansion.
3. Residents and businesses are encouraged to develop and maintain the verge area between their property boundary and the kerb. However, some types of development such as irrigation, tree planting and landscaping may be restricted in some areas and therefore permission should be first sought from Council before commencing any works;

4. It is the developer's/owner's responsibility to ensure that damage does not occur to verge infrastructure during construction. Council regularly inspects the condition of verge infrastructure during construction and where damage is observed, Council may recover the costs from the owner for reinstatement of any damage to the footpath, kerb or gutter and may also impose a substantial penalty for any wilful damage.

**Siting of Building Work**

It is your responsibility to ensure that any building work is correctly sited with respect to the property boundaries of the site and it is strongly recommended that a boundary survey be undertaken before any work commences to ensure the building work is accommodated within the designated footprint and achieves the designated boundary setbacks.

**Plans Available Onsite**

The Council approved plans should be available on site at all times while performing the building work.

**Fences Act**

You will need to obtain your permission from your neighbour should you wish to access their property to carry out construction work adjacent the boundary or if you wish to erect common boundary fencing or boundary retaining walls, pursuant to the *Fences Act 1975*. To find out more, please visit: <https://lsc.sa.gov.au/resources/fencesandthelawbooklet.pdf>

**Construction Noise**

The applicant is reminded that demolition and construction is required to be carried out so that it complies with the mandatory construction noise provisions of Part 6, Division 1 of the *Environment Protection (Noise) Policy 2007* and the provisions of the *Local Nuisance and Litter Control Act 2016*. Under the *Local Nuisance and Litter Control Act 2016*, construction noise is declared to constitute a local nuisance as follows:

*The noise has travelled from the location of the construction activity to neighbouring premises –*

- *On any Sunday or public holiday;*
- *After 7pm or before 7am on any other day.*

**EPA and Local Nuisance Matters**

The applicant is reminded of its general environmental duty, as required by Section 25 of the *Environment Protection Act 1993*, to take all reasonable and practicable measures to ensure that the activities on the whole site, including during construction, do not pollute the environment in a way which causes or may cause environmental harm.

In addition, the applicant is responsible for ensuring the development (including demolition, civil works and construction activities) do not cause a 'local nuisance' under the *Local Nuisance and Litter Control Act 2016*

Accordingly, your site planning activities should consider:

- providing a stabilised entry/exit point to the site for all construction and trade vehicles, including contained wash down area for vehicles and equipment
- appropriately located stockpiles and storage materials
- a suitable and designated area for brick cutting and concrete works
- a contained area for paint and plastering waste and wash waters

- appropriate location of noisy equipment so as to avoid unreasonable impacts to neighbours
- dust control measures such as use of a water cart and/or covering stockpiles

Note: EPA information sheets, guidelines documents, codes of practice, technical bulletins etc. can be accessed on the following web site: <http://www.epa.sa.gov.au>.

Noise measured at the nearest residential property boundary shall comply with the *Environment Protection (Commercial and Industrial Noise) Policy 2023* at all times.

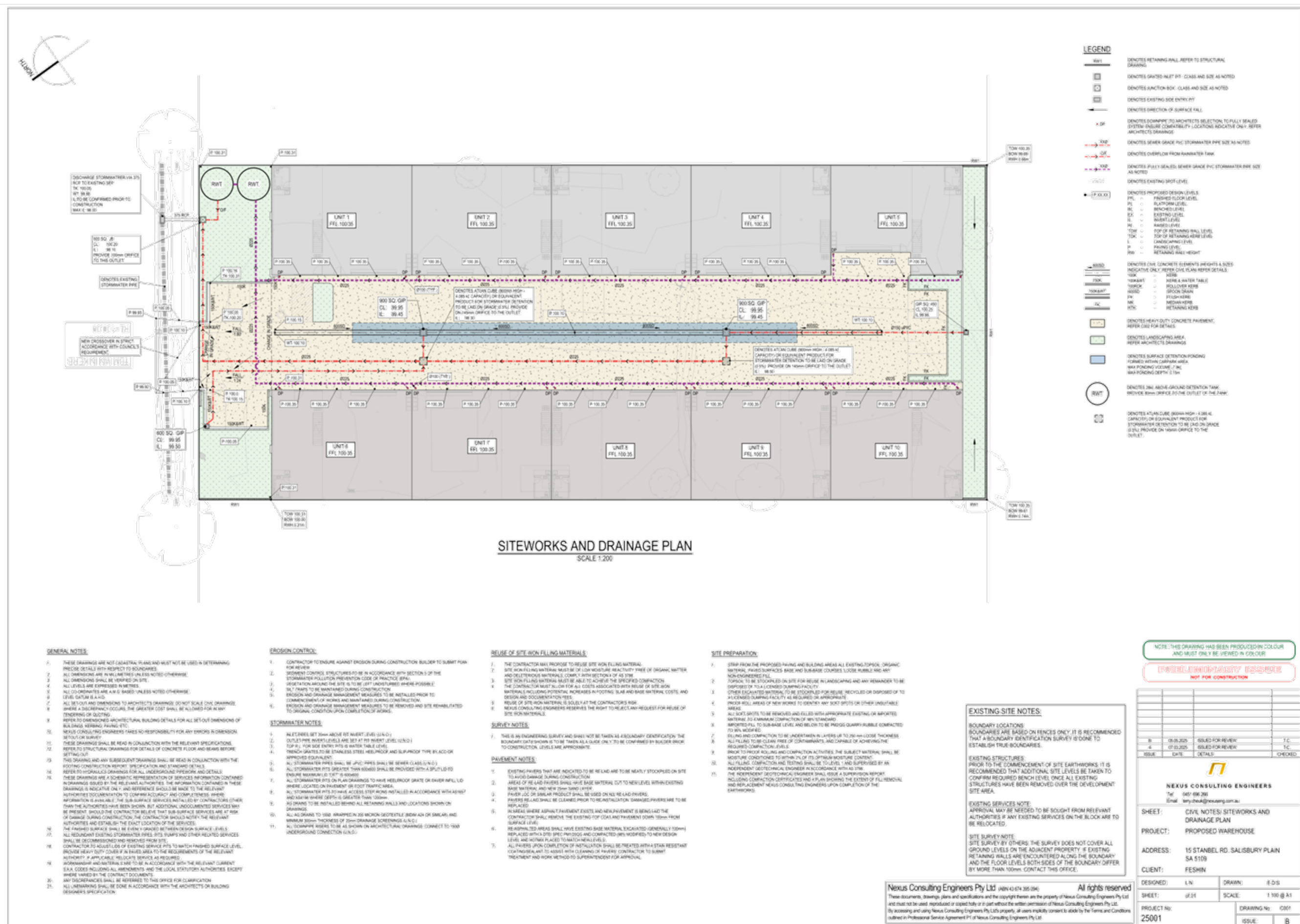
## ATTACHMENTS

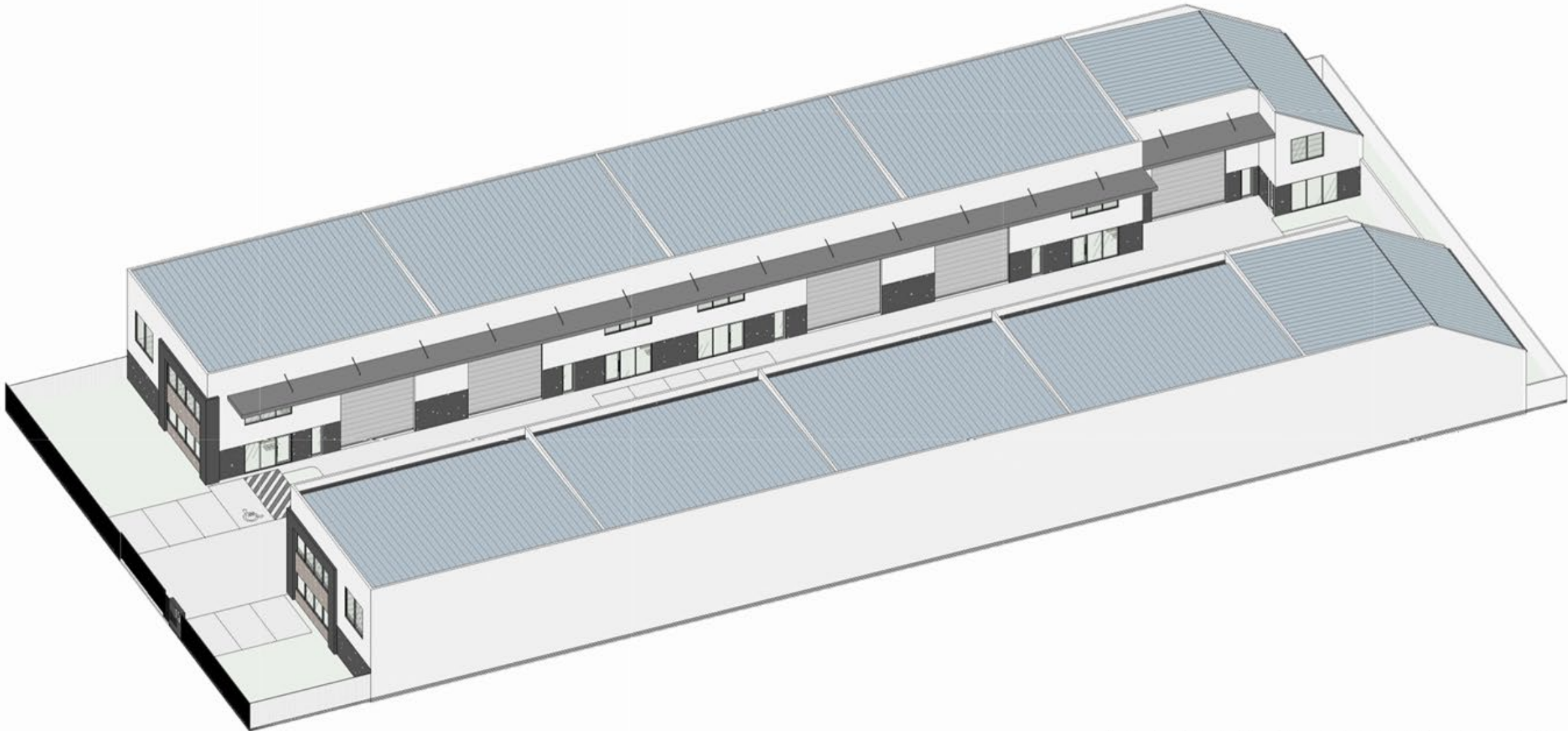
This document should be read in conjunction with the following attachments:

1. Proposal Plans and Supporting Documentation
2. Copy of Sign Displayed on the Land and Representations
3. Applicant's Response to Representations
4. Extract of Planning and Design Code


**Attachment 1**  
*Proposal Plans and Supporting  
Documentation*







**PROPOSED WAREHOUSE**  
15 STANBEL RD, SALISBURY PLAIN SA 5109

	STATUS: <span>FOR PLANNING</span>		SHEET SIZE		REVISION NO.		NO.		DATE		DESCRIPTION	
	PROPOSED WAREHOUSE		A3									
	ADDRESS: 15 Stanbel Rd, Salisbury Plain SA 5109		DATE : 2025.04.26									
	PAGE TITLE: TITLE											
	PAGE NO.: A000		SCALE :									
CONTRACTOR TO VERIFY ALL DIMENSIONS ON SITE. DO NOT SCALE DRAWING.												






**1 SITE PLAN**  
1 : 400

AREA LEGEND	
AREAS	Sq.m
TOTAL LAND	4035.0
WAREHOUSE 1-4;6-9 (GROUND FLOOR)	235.0
WAREHOUSE 1-4;6-9 (MEZZANINE)	75.0
WAREHOUSE 1-9 (TOTAL)	310.0
WAREHOUSE 5 (GROUND FLOOR)	193.0
WAREHOUSE 5 (MEZZANINE)	75.0
WAREHOUSE 5 (TOTAL)	295.0
WAREHOUSE 5;10 (GROUND FLOOR)	220.0
WAREHOUSE 5;10 (MEZZANINE)	75.0
WAREHOUSE 5;10 (TOTAL)	295.0
TOTAL FLOOR AREA =	3018.0
SITE COVERAGE	56.8%
SOFT LANDSCAPING	400.1
SOFT LANDSCAPING RATE	10.0%
CARPARKS	16

OPERATE TIME: 7:00AM TO 7:00 PM



STATUS: FOR PLANNING

PROPOSED WAREHOUSE

ADDRESS: 15 Stanbel Rd, Salisbury Plain SA 5109

PAGE TITLE: SITE PLAN

PAGE NO.: A101

SCALE : As indicated

SHEET SIZE

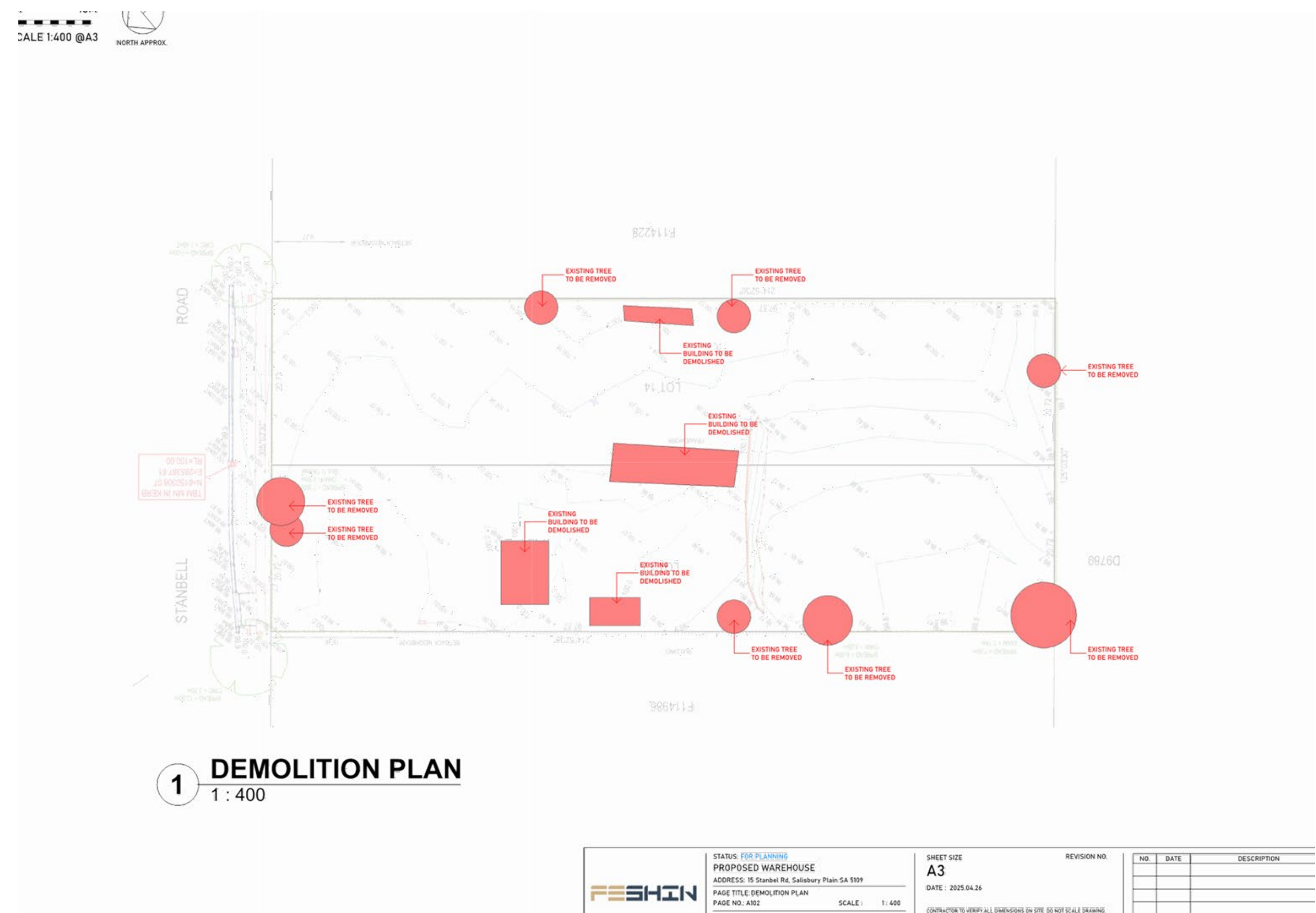
A3

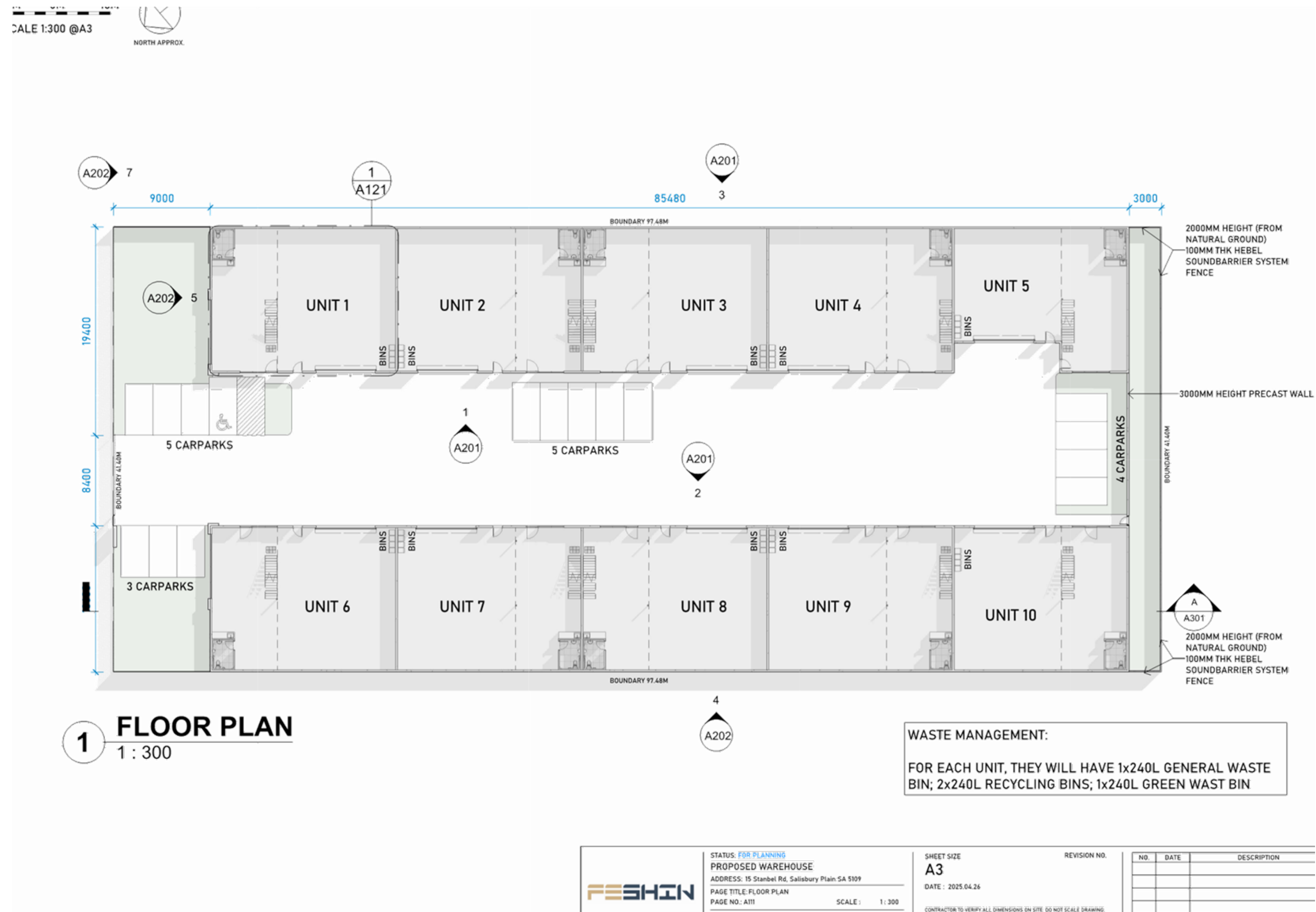
DATE : 2025.04.26

CONTRACTOR TO VERIFY ALL DIMENSIONS ON SITE. DO NOT SCALE DRAWING.

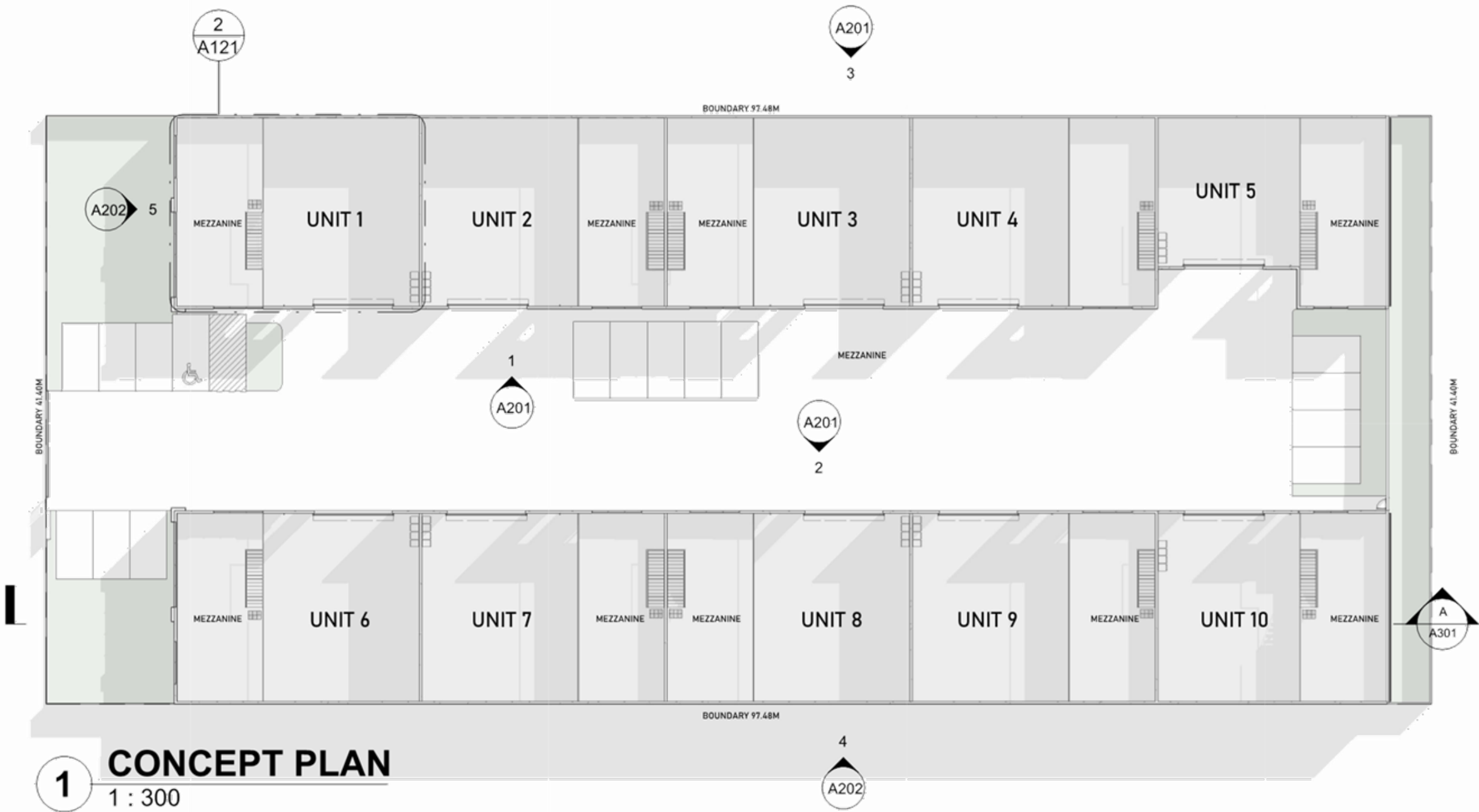
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NO.	DATE	DESCRIPTION



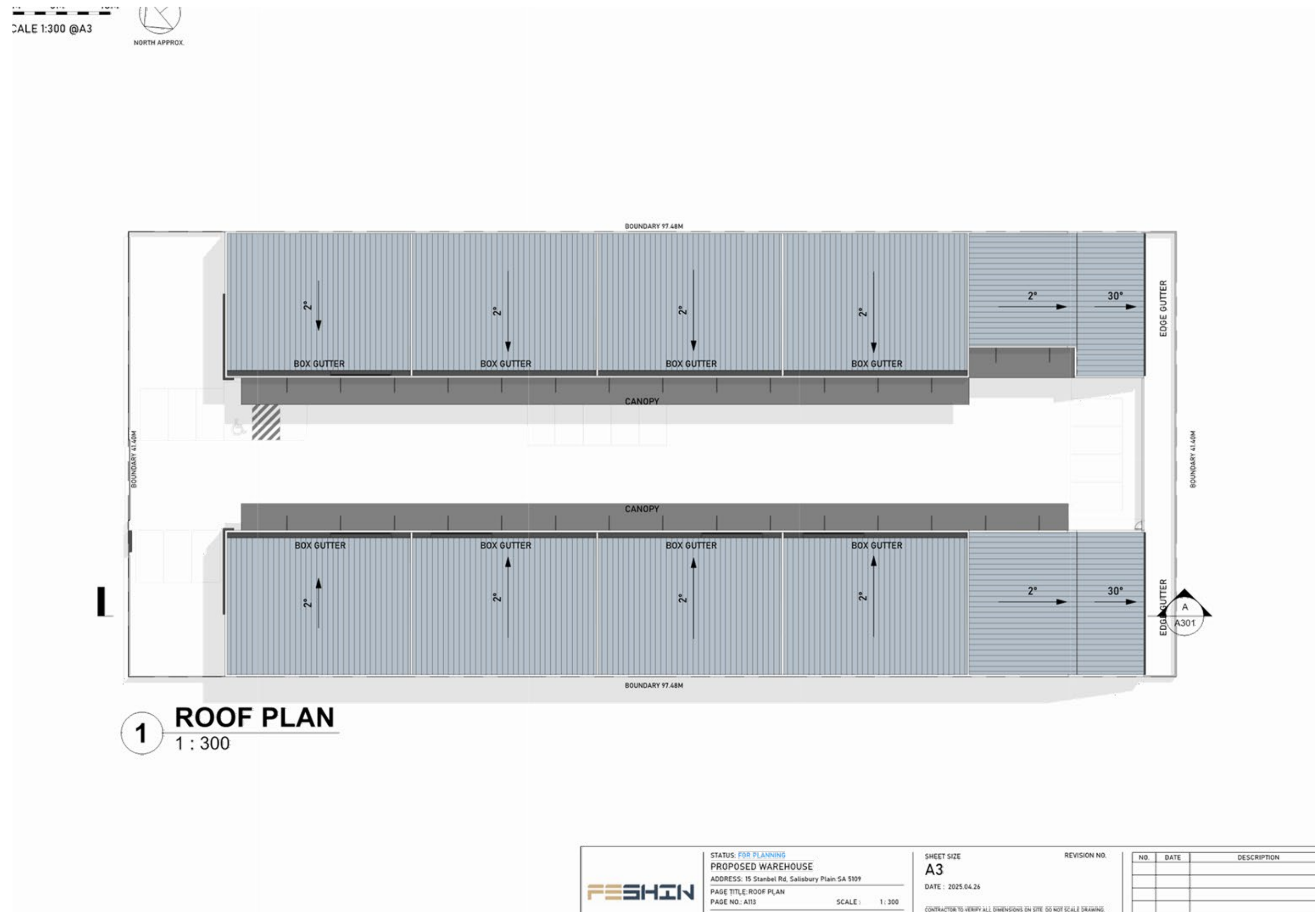


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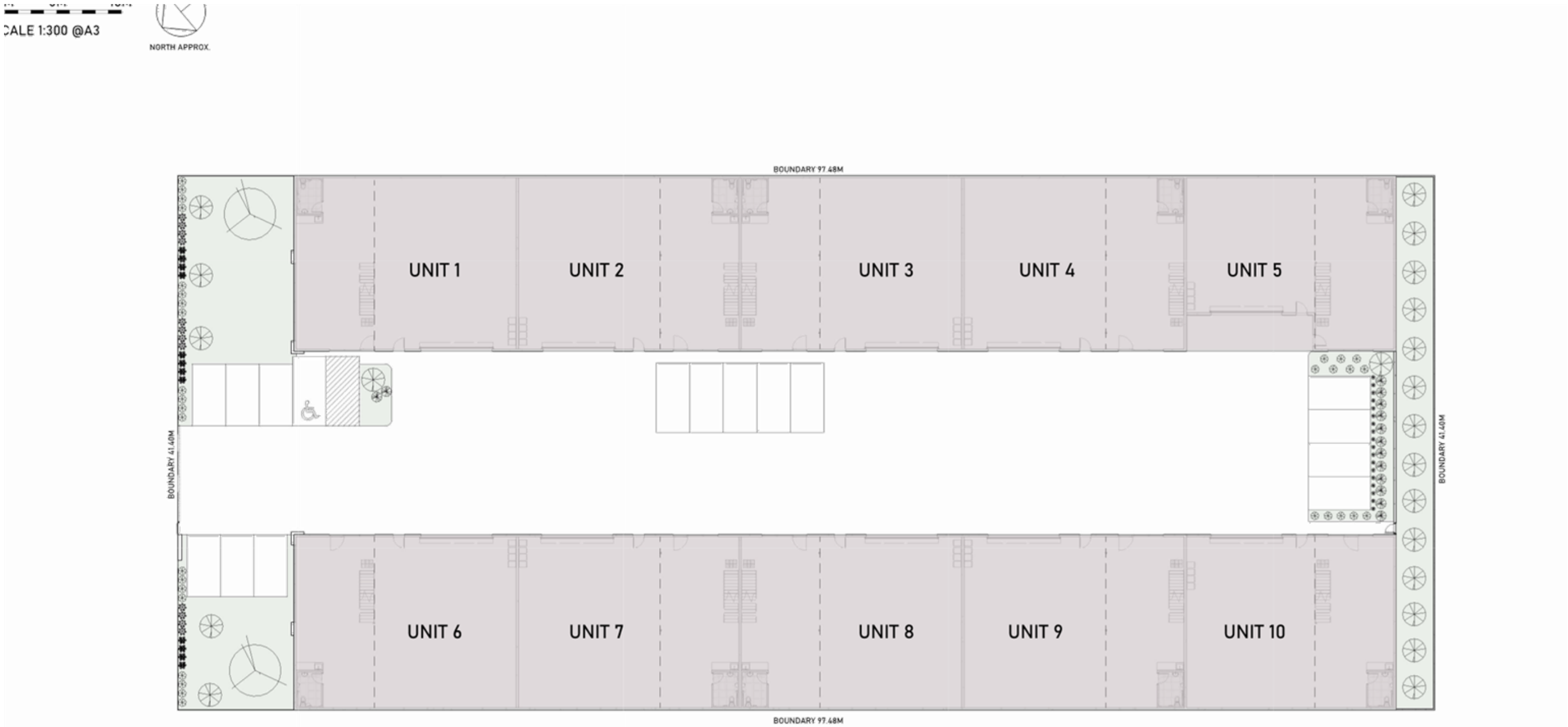


	STATUS: <span>FOR PLANNING</span>	SHEET SIZE	REVISION NO.			
	PROPOSED WAREHOUSE	A3		NO.	DATE	DESCRIPTION
	ADDRESS: 15 Stanbel Rd, Salisbury Plain SA 5109	DATE : 2025.04.26				
	PAGE TITLE: FLOOR PLAN - MEZZANINE					
	PAGE NO.: A112	SCALE : 1 : 300				
CONTRACTOR TO VERIFY ALL DIMENSIONS ON SITE. DO NOT SCALE DRAWING.						









1 **CONCEPT PLAN**  
1 : 300

LANDSCAPING									
	TRIDENT MAPLE "ACER BUERGERIANUM" 8M HEIGHT - 4M WIDTH		ACACIA ACINACEA 250cm POT SIZE		DAMPIERA ROSMARINIFOLIA 250cm POT SIZE		LEUCOPHYTA BROWNII 20cm POT SIZE		GARDEN TAP
	EUCALYPTUS LEUCOXYLON 'EUKY DWARF' 4M HEIGHT - 3M WIDTH		LILLY PILLY HEDGE 250MM POT SIZE		VIBURNUM HEDGE 250MM POT SIZE		BUFFALO GRASS		



STATUS: **FOR PLANNING**

PROPOSED WAREHOUSE

ADDRESS: 15 Stanbel Rd, Salisbury Plain SA 5109

PAGE TITLE: LANDSCAPE PLAN

PAGE NO.: A114

SCALE : As indicated

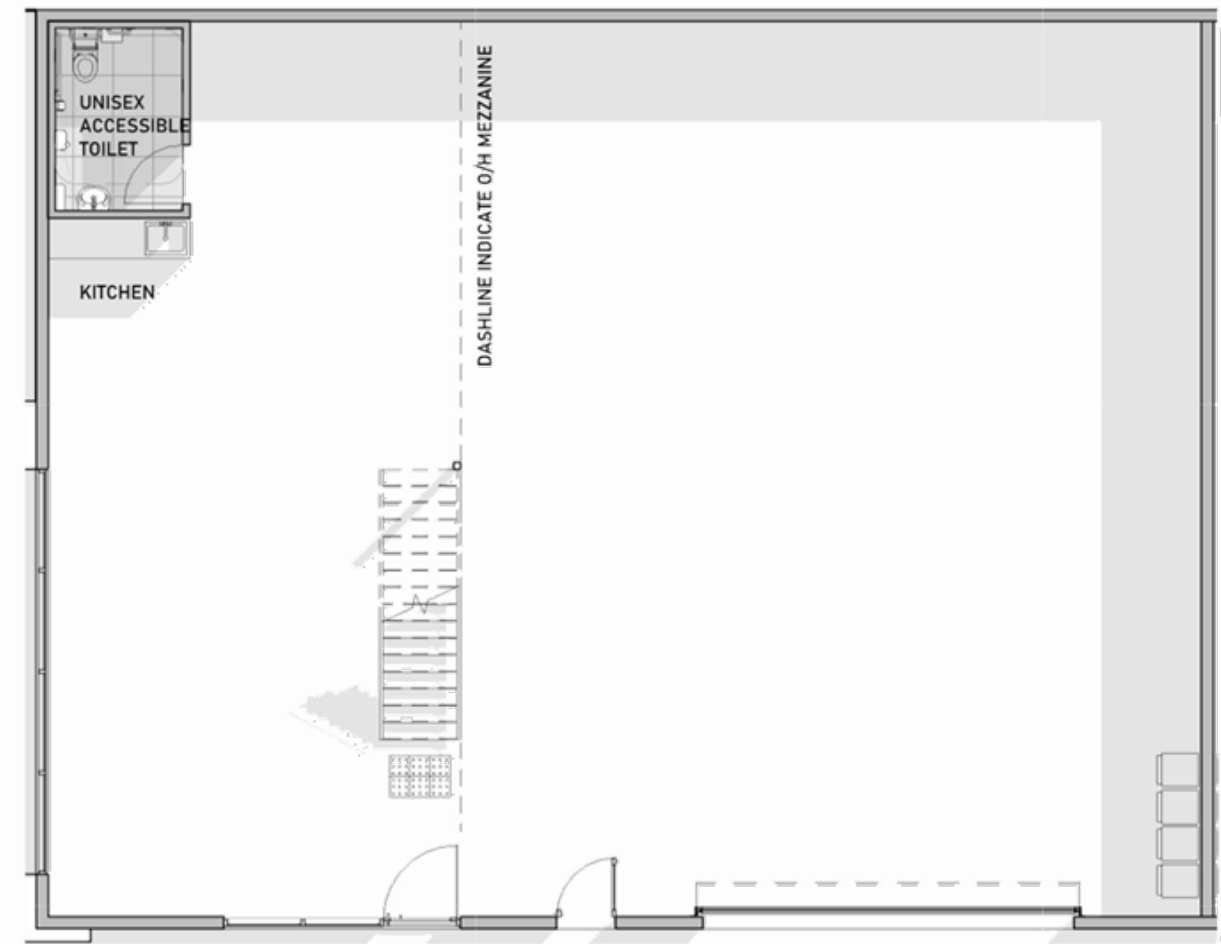
SHEET SIZE  
**A3**

DATE : 2025.04.26

CONTRACTOR TO VERIFY ALL DIMENSIONS ON SITE. DO NOT SCALE DRAWING.

REVISION NO.

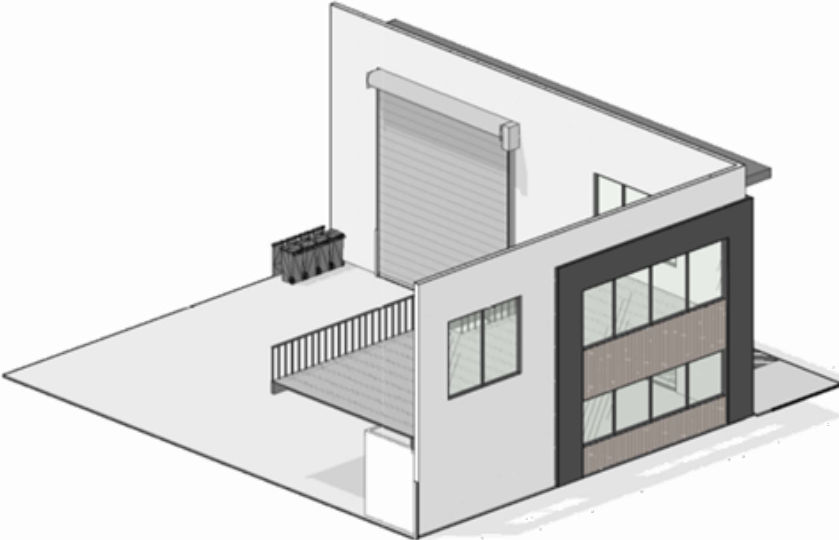
NO.	DATE	DESCRIPTION




1 UNIT 1 PLAN  
1 : 100



2 U1 MEZZANINE PLAN  
1 : 100





STATUS: **FOR PLANNING**

**PROPOSED WAREHOUSE**

ADDRESS: 15 Stanbel Rd, Salisbury Plain SA 5109

PAGE TITLE: FLOOR PLAN - UNIT

PAGE NO.: A121

SHEET SIZE  
**A3**

DATE : 2025.04.26

CONTRACTOR TO VERIFY ALL DIMENSIONS ON SITE. DO NOT SCALE DRAWING.

REVISION NO.

NO.	DATE	DESCRIPTION




**1** **ELEVAITON 1**  
1 : 300



**2** **ELEVAITON 2**  
1 : 300



**3** **ELEVAITON 3**  
1 : 300



STATUS: **FOR PLANNING**

**PROPOSED WAREHOUSE**

ADDRESS: 15 Stanbel Rd, Salisbury Plain SA 5109

PAGE TITLE: ELEVATION

PAGE NO.: A201

SCALE: 1 : 300

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DATE : 2025.04.26

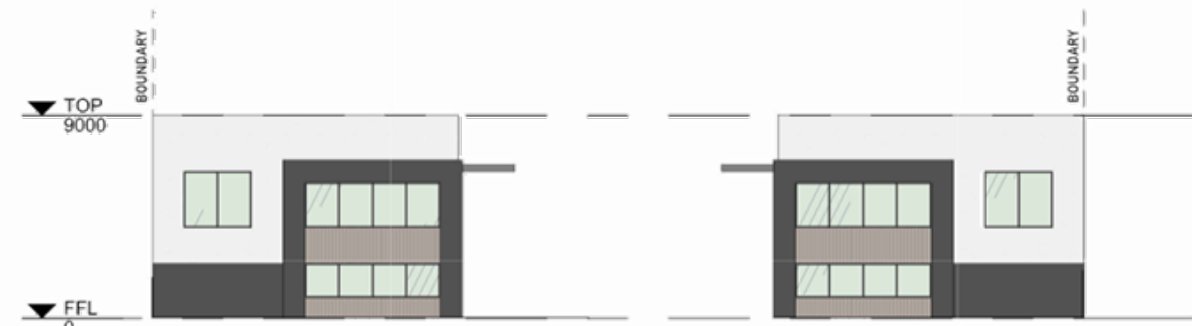
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REVISION NO.

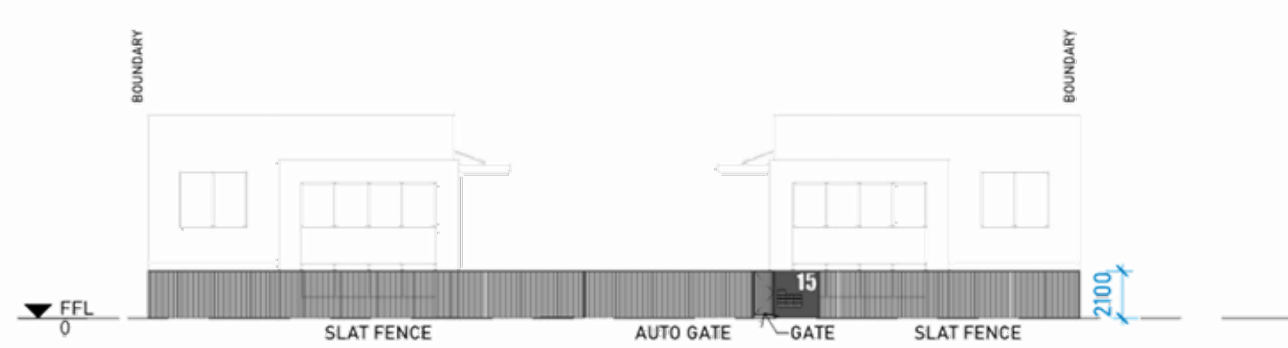
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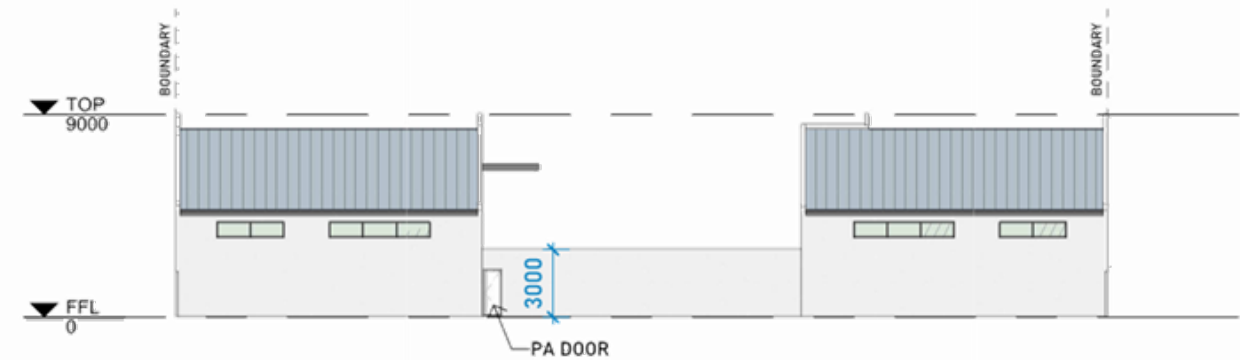
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**5 ELEVATION 5**  
1 : 300




**7 ELEVATION 7**  
1 : 300



**6 ELEVATION 6**  
1 : 300



**8 ELEVATION 8**  
1 : 300



STATUS: FOR PLANNING  
PROPOSED WAREHOUSE  
ADDRESS: 15 Stanbel Rd, Salisbury Plain SA 5109  
PAGE TITLE: ELEVATION  
PAGE NO.: A202

SCALE: 1 : 300

SHEET SIZE  
**A3**  
DATE : 2025.04.26

REVISION NO.

NO.	DATE	DESCRIPTION


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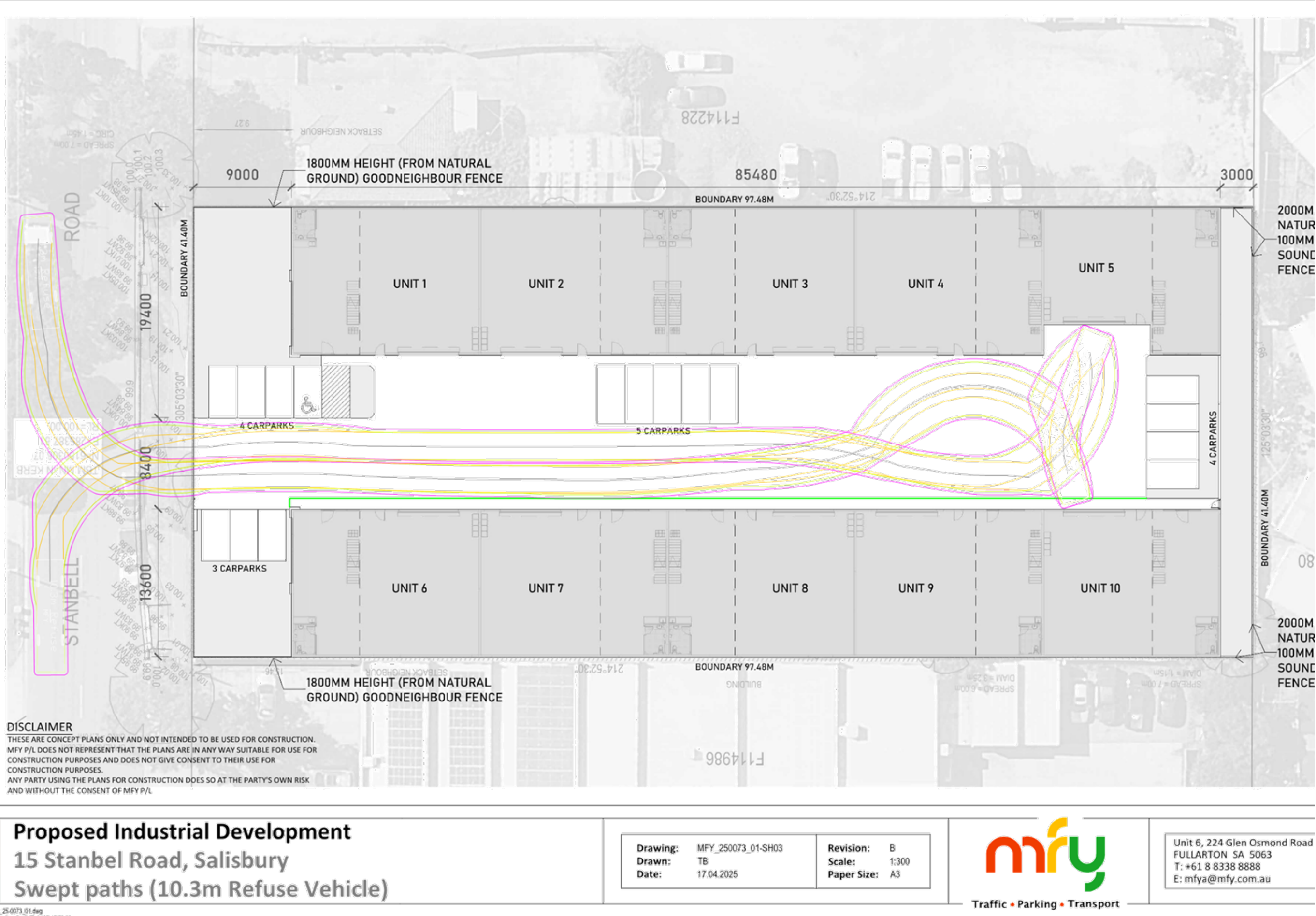
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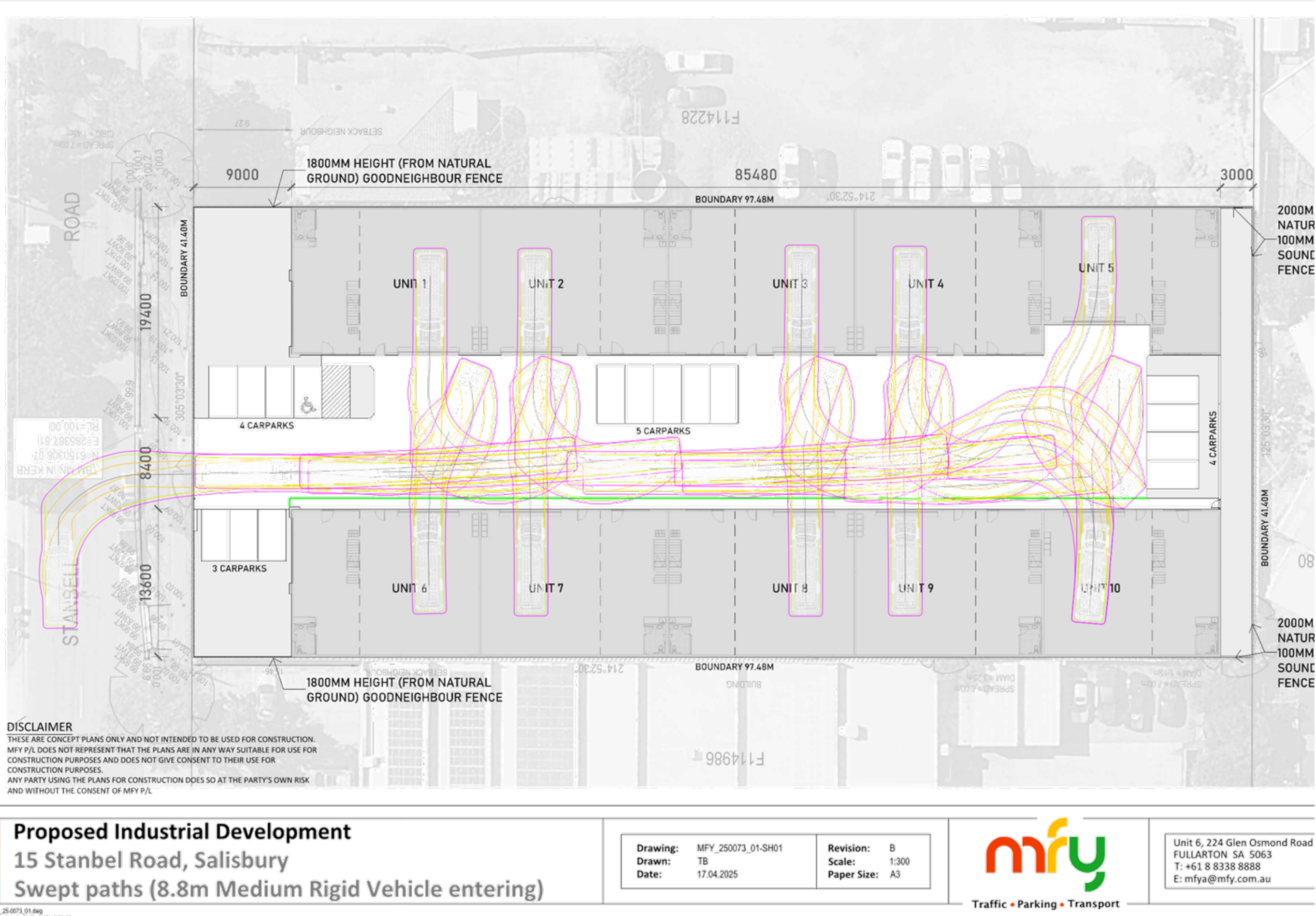
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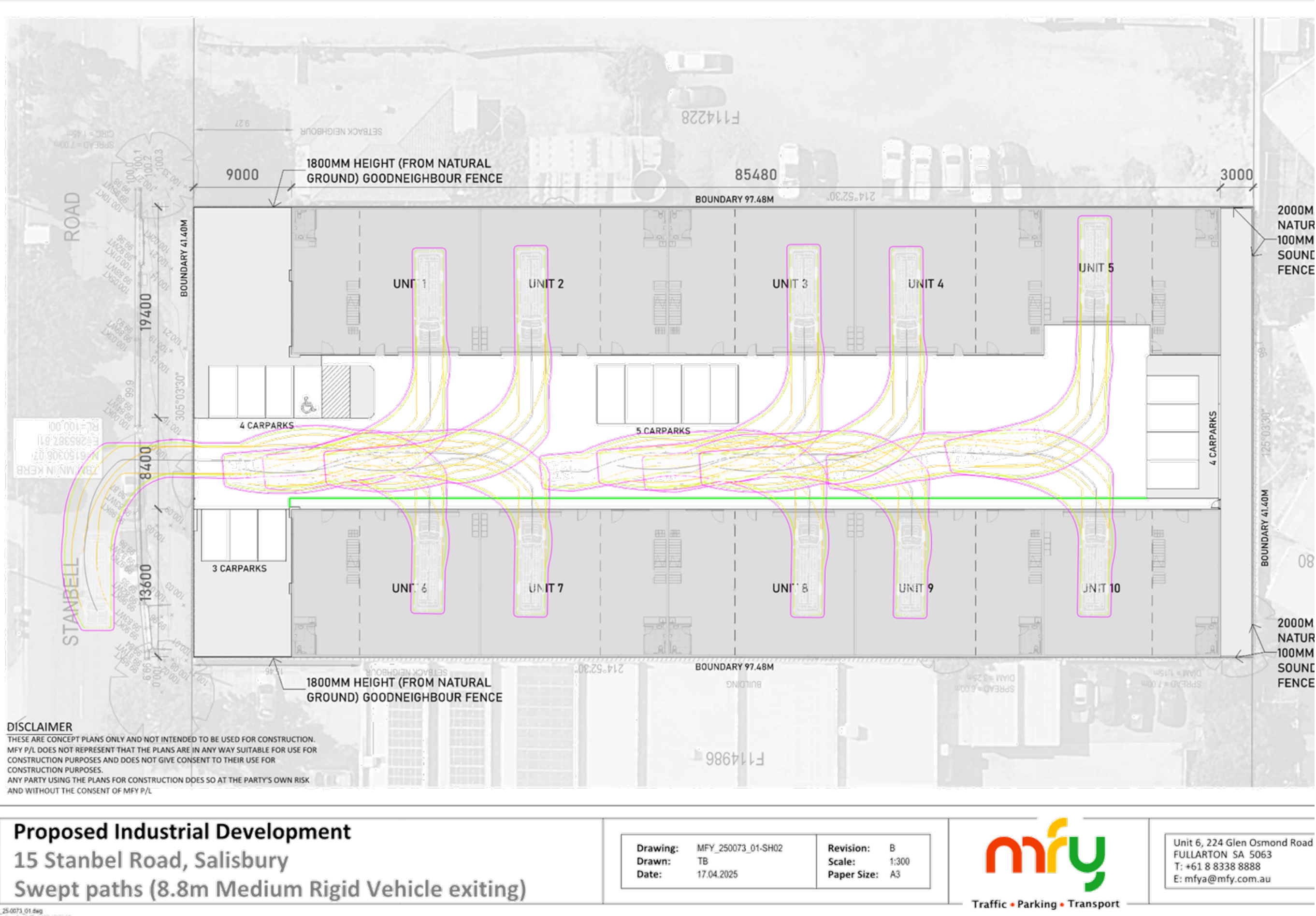




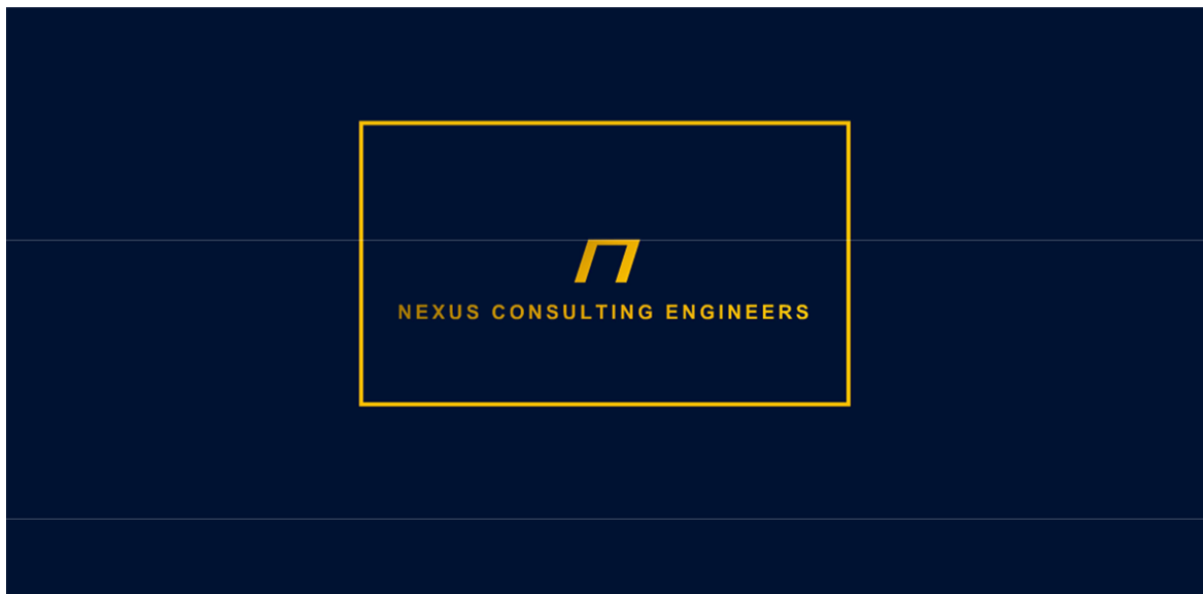


Item 8.1.1 - Attachment 1 - Proposal Plans and Supporting Documentation





Item 8.1.1 - Attachment 1 - Proposal Plans and Supporting Documentation



## Stormwater Management Report

SITE LOCATION  
15 Stanbel Road Sailisbury Plain

Subject: Planning Approval

OUR REFERENCE:  
P25001-SMR-A

Prepared By:  
TC

DATE OF ISSUE  
7/03/2025

Nexus Consulting Engineers Pty Ltd

P25001-SMR-A

Issue Date: 7/03/2025

## Contents

Introduction .....	2
Site Investigation.....	2
Proposed site .....	3
Stormwater Management Requirements .....	3
Stormwater Management Plan .....	4
DRAINS .....	4
Stormwater Quality.....	11
Conclusion .....	11



## Introduction

Nexus Engineers is engaged by Feshin to prepare a Stormwater Management Plan for a proposed Commercial Development at 15 Stanbel Rd, Salisbury Plain, South Australia for the purpose of planning approval.

This Stormwater Management Plan has been Prepared in accordance with City of Salisbury Council's Development Plan and the requirements provided by Council's engineering and planning department.

This Stormwater Management Plan was prepared prior to detailed civil design. It outlines the general design intent of managing stormwater within the proposed development. Should additional information or large departures from the design intent outlined in in this report become apparent during detailed design, this report will be updated.

## Site Investigation

This site is located at 15 Stanbel Rd, Salisbury Plain, South Australia as shown in figure 1. The proposed site comprises of 10 units bound by Stanbel Rd to the Northwest, surrounded by warehouses compounds to the south and east.

The existing site is currently housing two abandoned warehouses. Based on the survey, the site is relatively flat, and grades towards the front of the development at 0.5%.



Figure 1.0: Subject site

## Proposed site

The following works are proposed for this project:

- Construction of 10 Community Warehouses.
- Landscaping
- New common driveway and carpark in the centre of the development allowing access to all Units.

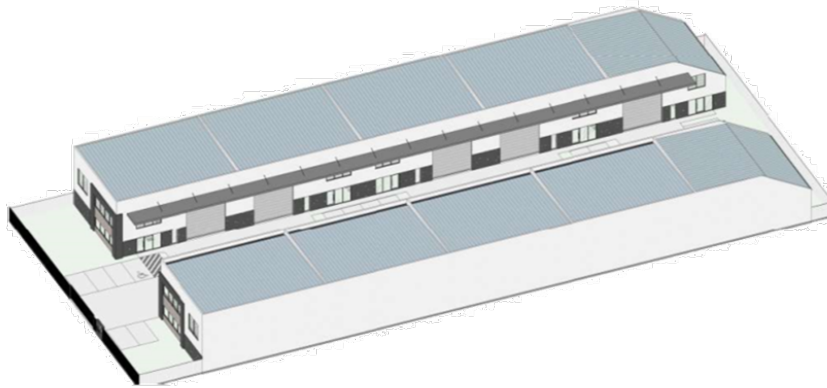


Figure 2.0

As confirmed by City of Salisbury council, there is an existing stormwater pipe/pit system running on Stanbel Rd, to the north of the subject site. to avoid utilisation of a pump system, discharging stormwater runoff from the site is selected with an allowable flow rate from council.

## Stormwater Management Requirements

The stormwater plan has been designed to align with the requirements from City of Salisbury Infrastructure Guidelines (2019), with the confirmation from council engineer, and summarised as follows:

- Minimum finished floor level shall be 300mm above the predicted 100-year-ARI flood levels identified on city of Salisbury flood map, which is 37.13 AHD.
- The Development is designed to cater for Major event 100-year-ARI.
- If the development is commercial, the internal drainage infrastructure should manage the 10-year-ARI Storm event.
- Peak discharge post-development to council's drainage infrastructure should be restricted to pre-development flow rate in 5-year-ARI storm event.

## Stormwater Management Plan

The below summary outlines the intent for safely managing stormwater within this development to comply with Council requirements.

Preliminary finished floor level (FFL) for the site has been nominated at 100.35 such that the floor level is to be minimum 300mm above the flood level confirmed by council engineer.

Two 4,000L underground detention tanks and parts of the common driveway are utilised to restrict the surface stormwater runoff flowrate to 20% AEP pre-development.

Two 28,000L above-ground tanks are employed to manage roof stormwater runoff, before being slowly released to council system to pre-development rate in 5-year-ARI event.

In order to achieve stormwater quality targets from City of Salisbury, 4xEcosol Litter Basket, 4x RFM Pillows and 1xEcosol Storm Pit are used to treat stormwater before discharging into council stormwater system.

## DRAINS

### Rainfall Data

DRAINS require rainfall intensity data and temporal patterns as the input to calculate the desired storm event. The 2019 rainfall IFD system is used to estimate the rainfall data. The latest rainfall depths to be used in design and analysis procedures are obtained from the Bureau of Meteorology website and temporal patterns can be retrieved from ARR Data Hub.

### Model

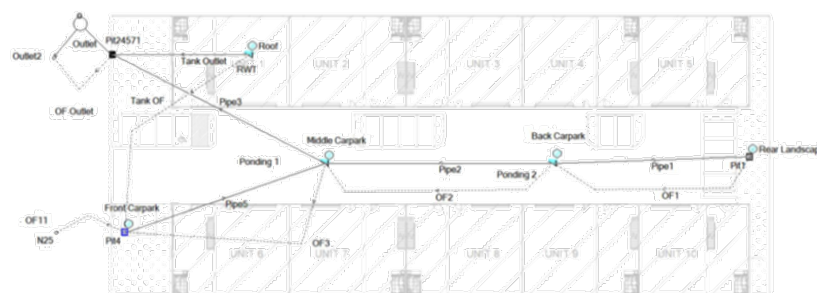
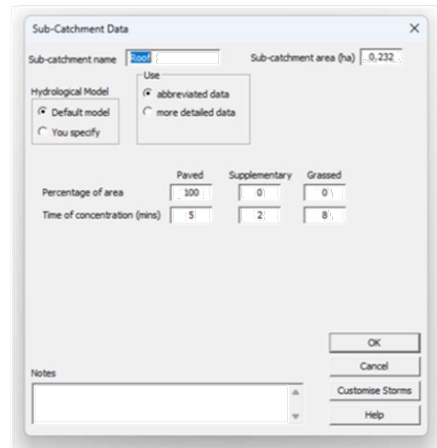


Figure 3.0: Layout

*Catchment*



Sub-Catchment Data

Sub-catchment name:  Sub-catchment area (ha):

Hydrological Model: ☒ Default model ☐ You specify

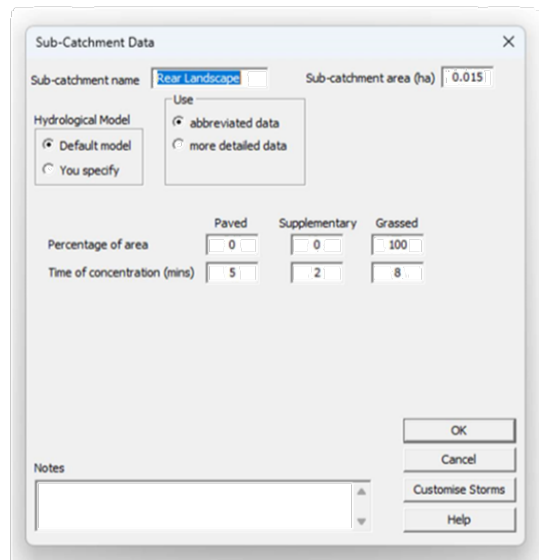
Use: ☒ abbreviated data ☐ more detailed data

	Paved	Supplementary	Grassed
Percentage of area	<input type="text" value="100"/>	<input type="text" value="0"/>	<input type="text" value="0"/>
Time of concentration (mins)	<input type="text" value="5"/>	<input type="text" value="2"/>	<input type="text" value="8"/>

Notes:

OK Cancel Customise Storms Help

Figure 3.1: Roof



Sub-Catchment Data

Sub-catchment name:  Sub-catchment area (ha):

Hydrological Model: ☒ Default model ☐ You specify

Use: ☒ abbreviated data ☐ more detailed data

	Paved	Supplementary	Grassed
Percentage of area	<input type="text" value="0"/>	<input type="text" value="0"/>	<input type="text" value="100"/>
Time of concentration (mins)	<input type="text" value="5"/>	<input type="text" value="2"/>	<input type="text" value="8"/>

Notes:

OK Cancel Customise Storms Help

Figure 3.2: Rear Catchment

The screenshot shows a 'Sub-Catchment Data' dialog box. The 'Sub-catchment name' is 'Middle Carpark' and the 'Sub-catchment area (ha)' is 0.0645. Under 'Hydrological Model', 'Default model' is selected. The 'Use' section has 'abbreviated data' selected. The 'Percentage of area' section shows 98% Paved, 0% Supplementary, and 2% Grassed. The 'Time of concentration (mins)' section shows 5 mins Paved, 2 mins Supplementary, and 8 mins Grassed. There are buttons for OK, Cancel, Customise Storms, and Help, and a Notes text area at the bottom.

Figure 3.3: Middle Catchment

The screenshot shows a 'Sub-Catchment Data' dialog box. The 'Sub-catchment name' is 'Front Carpark' and the 'Sub-catchment area (ha)' is 0.037. Under 'Hydrological Model', 'Default model' is selected. The 'Use' section has 'abbreviated data' selected. The 'Percentage of area' section shows 37% Paved, 0% Supplementary, and 63% Grassed. The 'Time of concentration (mins)' section shows 5 mins Paved, 2 mins Supplementary, and 8 mins Grassed. There are buttons for OK, Cancel, Customise Storms, and Help, and a Notes text area at the bottom.

Figure 3.4: Front Catchment



### Detention Component Configurations

The screenshot shows the 'Detention Basin' configuration window. The 'Data' tab is selected, and the 'Name' is 'Ponding + Tank'. The 'Low Level Outlet Type (connecting to a pipe)' is set to 'Office'. The 'Dia. (mm)' is 125, and the 'Centre Elev. (m)' is 98.37. The 'Office Sizing Wizard' button is visible. A table lists the elevation and surface area for 10 rows. The 'Automatic Sorting' checkbox is checked. The 'High Early Discharge' checkbox is unchecked. The 'Notes' field is empty.

	Elev. (m)	Surf. Area (sq. m)
1	98.3	5.68
2	99.2	5.68
3	99.25	0.81
4	99.95	0.81
5	100.1	135
6		
7		
8		
9		
10		

Figure 4.0: Ponding + underground Tank 1

The screenshot shows the 'Detention Basin' configuration window. The 'Data' tab is selected, and the 'Name' is 'Ponding + Tank'. The 'Low Level Outlet Type (connecting to a pipe)' is set to 'Office'. The 'Dia. (mm)' is 125, and the 'Centre Elev. (m)' is 98.57. The 'Office Sizing Wizard' button is visible. A table lists the elevation and surface area for 10 rows. The 'Automatic Sorting' checkbox is checked. The 'High Early Discharge' checkbox is unchecked. The 'Notes' field is empty.

	Elev. (m)	Surf. Area (sq. m)
1	98.5	5.68
2	99.4	5.68
3	99.45	0.81
4	99.95	0.81
5	100.1	135
6		
7		
8		
9		
10		

Figure 4.1: Ponding + underground Tank 2

Detention Basin

Data | Initial Water Level | Infiltration Data

Name: RWT

Low Level Outlet Type (connecting to a pipe):

- ☒ Office
- ☐ Pit/Sump
- ☐ Circular culvert
- ☐ Rectangular culvert
- ☐ Other or None

Dia. (mm): 85

Centre Elev. (m): 100.34

Office Sizing Wizard

	Elev. (m)	Surf. Area (sq. m)
1	100.3	28
2	102.3	28
3		
4		
5		
6		
7		
8		
9		
10		

Clear

Copy

Delete Row

Insert Row

Paste

Sort

☒ Automatic Sorting

☐ High Early Discharge

Note: The prismoidal formula is used to calculate volumes from surface areas. Click Help for more details.

Notes

OK Cancel Apply Help

Figure 4.2: Above-ground tank

## Results

Sub-Catchment Data (Rational Method)

Sub-catchment name: Pre-dev Sub-catchment area (ha): 0.403

Hydrological Model:

- ☒ Use default
- ☐ You specify

Use:

- ☒ abbreviated data
- ☐ more detailed data

Percentage of total area:

Impervious: 4 Pervious: 96

Time of Concentration (mins): 5 8

Notes

OK Cancel Help

Figure 5.0: Pre-development 20% AEP

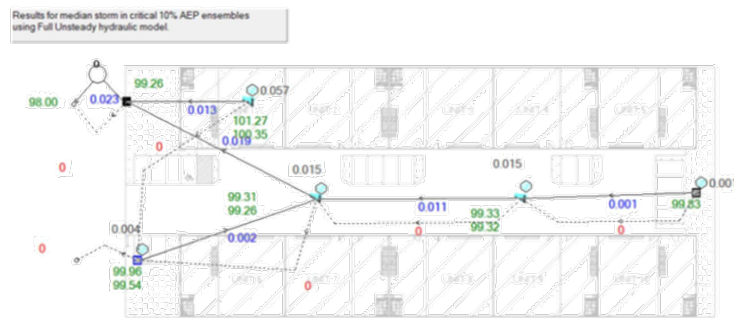


Figure 5.1: Post-development 10% AEP

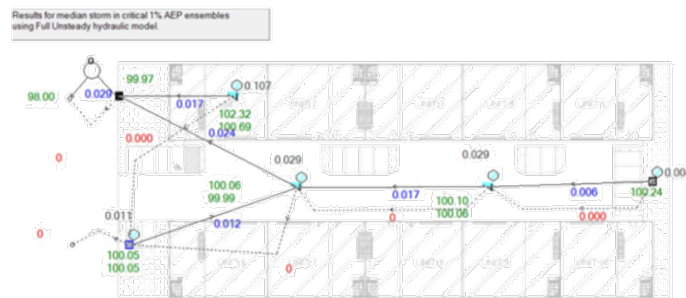


Figure 5.2: Post-development 1% AEP

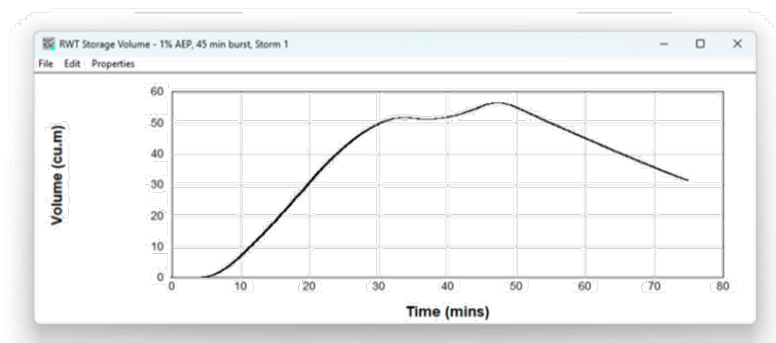


Figure 5.3: Above-ground tank capacity - 1% AEP

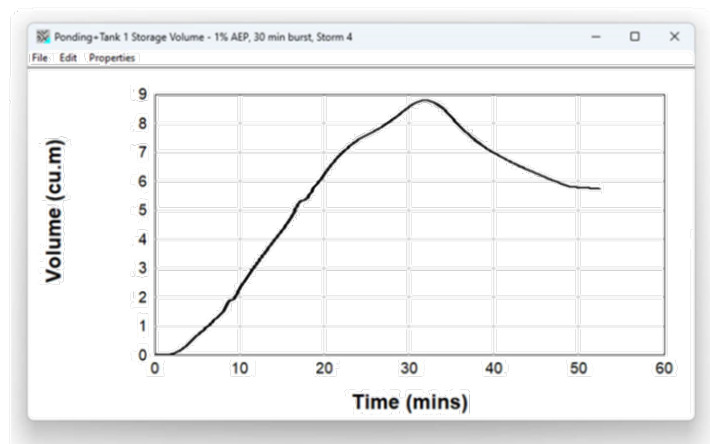


Figure 5.4: Pondering + Underground tank 1 - 1% AEP

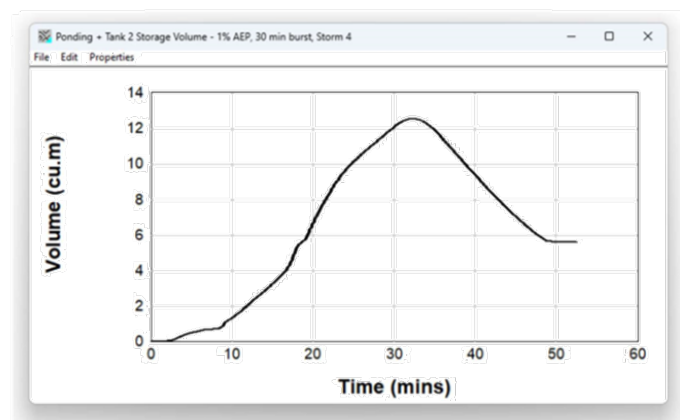


Figure 5.5: Pondering + Underground tank 2 - 1% AEP

	Pre-development 20%AEP	Minor Storm 10% AEP	Major Storm 1% AEP
Pre-development	30L/s		
Post-development		23L/s	29L/s
Allowable discharge	30L/s	30L/s	30L/s

Table 1 Peak Runoff Comparison

## Stormwater Quality

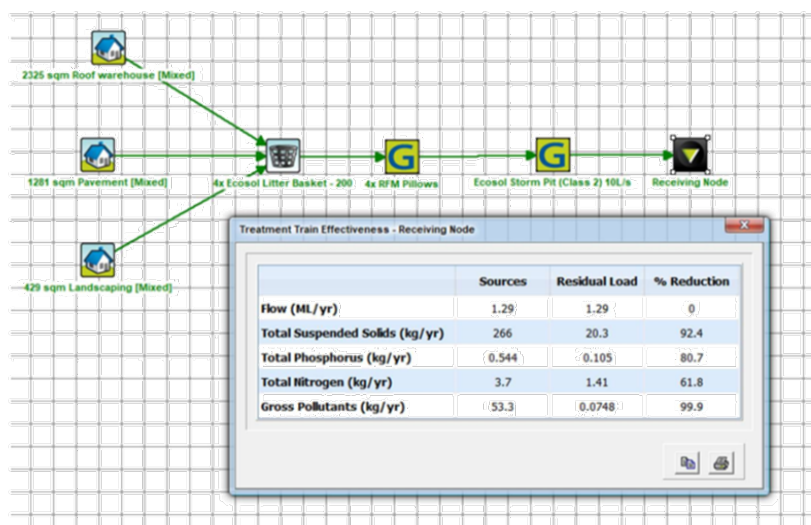


Figure 6.0: MUSIC Result

The target water quality improvement requires a reduction of 90% gross pollutants greater than 50mm, 80% total suspended solid (TSS), 60% total phosphorus (TP), 60% total nitrogen (TN).

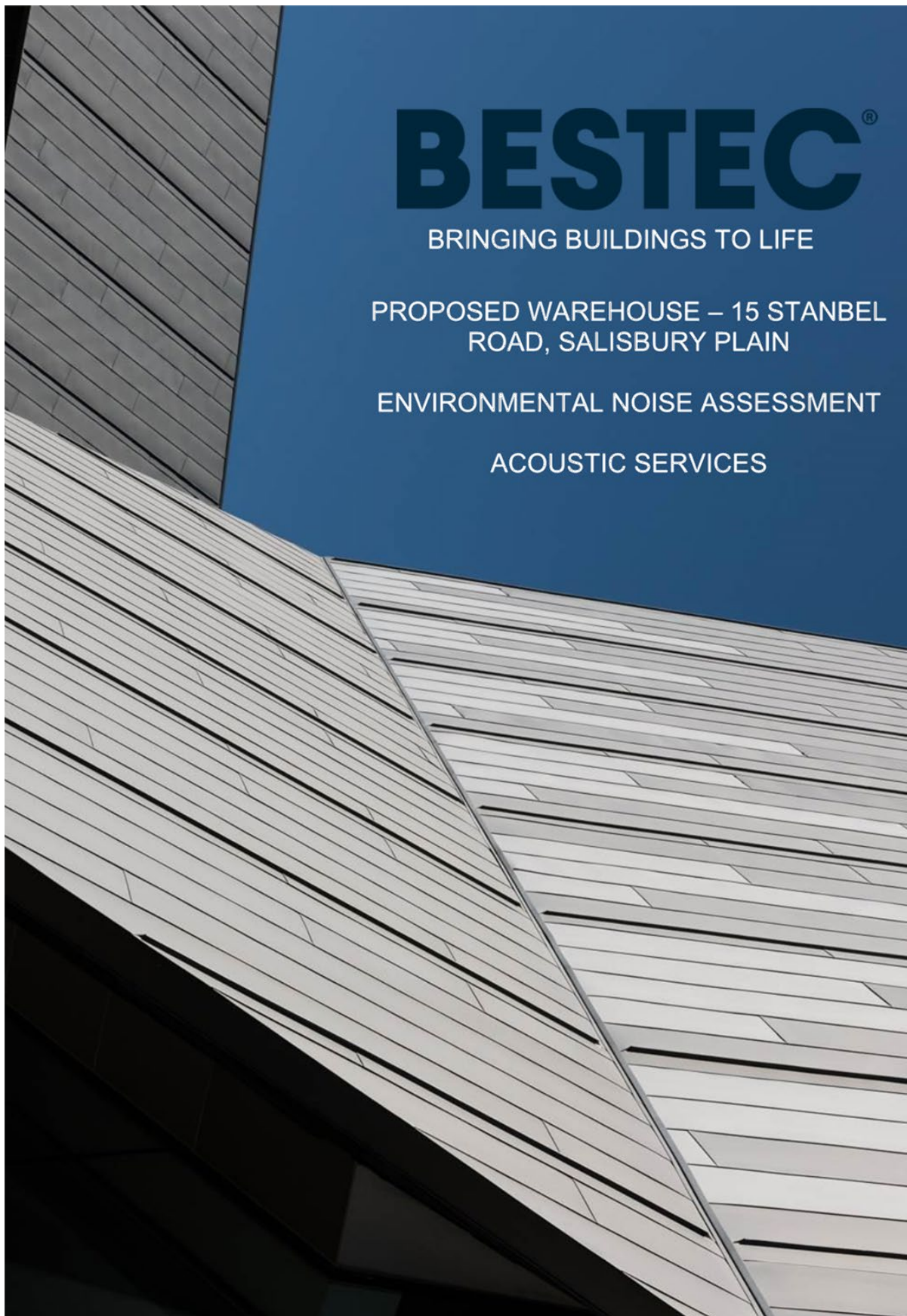
In order to achieve those targets, 4xEcosol Litter Basket, 4x RFM Pillows and 1xEcosol Storm Pit are used to treat stormwater before discharging into council stormwater system.

## Conclusion

To manage the stormwater within the site, 2x28000L above-ground tanks are used to detain stormwater runoff from the roof before slowly release to council system, while 2x4000L underground tanks and parts of the common driveway are utilised to slow the stormwater runoff from the site to pre-development flow rate in 20%AEP event.

On the other hand, 4xEcosol Litter Basket, 4x RFM Pillows and 1xEcosol Storm Pit are used to treat stormwater before discharging into council stormwater system.





RPR:OZH  
58173/6/1  
24 April 2025

Fe Shin Pty Ltd  
12 Pavy Close  
LIGHTSVIEW SA 5085

Attention: Mr M Ma

Dear Sir

**PROPOSED WAREHOUSE – 15 STANBEL ROAD, SALISBURY PLAIN, SA 5109  
ENVIRONMENTAL NOISE ASSESSMENT  
ACOUSTIC SERVICES**

As requested, we enclose a copy of our Acoustic Engineering Services report for the above project.

We trust that the report provides sufficient information for your immediate purpose, and we would be most pleased to further discuss any aspect upon your request.

Yours faithfully  
**BESTEC PTY LTD**



**RAHUL PRAKASH  
ACOUSTIC SERVICES ENGINEER**

**BESTEC®**

ABN 43 909 272 047

Building Engineering  
Services Technologies  
Consulting Engineers

A. 144 Gawler Place  
Adelaide SA 5000

GPO Box 818  
Adelaide SA 5000

T. (08) 8232 4442  
F. (08) 8232 4244

E. consulting@bestec.com.au  
W. bestec.com.au

**PROPOSED WAREHOUSE – 15 STANBEL ROAD  
ENVIRONMENTAL NOISE ASSESSMENT  
ACOUSTIC SERVICES**

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**DOCUMENT CONTROL**

REVISION	DATE	REVISION DESCRIPTION
00	24.04.25	Initial Issue

58173/6/1  
April 2025  
115405

III

PROPOSED WAREHOUSE – 15 STANBEL ROAD  
ENVIRONMENTAL NOISE ASSESSMENT  
ACOUSTIC SERVICES

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## Contents

Introduction .....	1
Executive Summary .....	1
Acoustic Analysis .....	2
References .....	2
Proposed Development and Conditions.....	2
Conditions .....	3
Attended Noise Survey .....	4
Design Criteria .....	4
Environmental Noise .....	4
Understanding and Assumptions .....	5
Assessment and Recommendation.....	6
Environmental Noise .....	6
Noise Associated with Car Park.....	6
Noise Associated with Waste Collection.....	7
Noise Associated with Delivery Trucks .....	7
Conclusion .....	7
APPENDIX A .....	8

58173/6/1  
April 2025  
115405

iv

**PROPOSED WAREHOUSE – 15 STANBEL ROAD  
ENVIRONMENTAL NOISE ASSESSMENT  
ACOUSTIC SERVICES**



## Introduction

BESTEC Pty Ltd has been engaged to assess the environmental noise impact to the nearest noise sensitive receivers resulting from operational activities of the proposed warehouse located on 15 Stanbel Road, Salisbury Plain, SA 5109. This document presents the proposed environmental noise criteria, the results of the attended survey conducted, predicted noise levels associated with carpark, waste collection, deliveries to the noise sensitive boundary and the results of our assessment.

## Executive Summary

In summary,

- Appropriate environmental noise criteria have been nominated in accordance with the Environment Protection (Commercial and Industrial Noise) Policy 2023.
- South Australia Planning and Design Code 2024 have been reviewed to determine the relevant planning conditions and requirements applicable to the development.
- An attended noise survey was conducted on 3<sup>rd</sup> April 2025 at the nearest noise sensitive receivers on Stanbel Road to establish the existing acoustic environment around the proposed site.
- The collected data have been analysed and the noise impact at the nearest noise sensitive receivers associated with delivery and car park activities of the warehouse were established and assessed against the selected environmental noise criteria.
- Waste collection from the site should occur between 7am and 7pm on Monday to Saturday, and between 9am and 7pm on any Sunday or public holiday, in accordance with the Local Nuisance and Litter Control Act (LNLC) 2016.
- The results of our assessment revealed that the calculated noise levels at the nearest noise sensitive receiver due to waste collection, delivery and car park activities achieves the nominated daytime environmental noise criterion.

Based on above, we conclude that the desired outcome stipulated in the SA Planning and Design Code assessment Provisions (Section interface between Land Uses of the), DO 1: *Development to be located and designed to mitigate adverse effects on or from neighbouring and proximate uses will be achieved.*

For explanation of acoustic terms in the report, please refer to the Glossary of Acoustic Terminology attached to this document (APPENDIX A).

58173/6/1  
April 2025  
115405

1



**PROPOSED WAREHOUSE – 15 STANBEL ROAD  
ENVIRONMENTAL NOISE ASSESSMENT  
ACOUSTIC SERVICES**

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## Acoustic Analysis

### References

The following documents have been referenced within the preparation of this acoustic report:

- [1] SA Planning and Design Code, 2024.
- [2] SA Environment Protection (Commercial and Industrial Noise) Policy 2023.
- [3] World Health Organisation (1999) "Guidelines for community noise".
- [4] Architecture drawing provided by Fe Shin Pty Ltd., dated 17 April 2025.
- [5] Interactive Map – <https://location.sa.gov.au/viewer/>, Department of Infrastructure and Transport, Government of South Australia, accessed 10 April 2025.
- [6] AS 1055:2018 "Acoustics -Description and measurement of environmental noise".
- [7] Google Maps, [15 Stanbel Rd - Google Maps](#), accessed 10 April 2025.
- [8] Local Nuisance and Litter Control Act 2016.
- [9] Proposed Industrial Development, 15 Stanbel Road, Salisbury, MFY traffic reports, dated 17 April 2025.

### Proposed Development and Conditions

A new warehouse is proposed to be developed at 15 Stanbel Road, Salisbury Plain, SA 5109 on land zoned "Strategic Employment" (SE) which primarily accommodates general industrial, logistical, warehousing, storage, research and training etc. The nearest residential noise sensitive receivers are located within "General Neighbourhood" (GN) and "Strategic Employment" (SE) zones as defined by the SA Planning and Design Code [1]. The location of the development, with respect to the SA Planning and Design Code is illustrated in Figure 1.



**Figure 1:** Location of Proposed Warehouse with Respect to SA Planning and Design Code [1]

The understood operation hours of the proposed warehouse are:

- 07:00 – 19:00 Monday to Friday.
- Closed on Saturday, Sunday, and Public Holidays.

Figure 1 details the noise sensitive receivers with respect to the proposed warehouse location, the proposed warehouse facility is bounded by the following boundaries:

- Northeast – Stanbel Road separating commercial/residential properties located on the same land zone;
- Southeast – Residential receiver located on the same land zone;

58173/6/1  
April 2025  
115405

2

**PROPOSED WAREHOUSE – 15 STANBEL ROAD  
ENVIRONMENTAL NOISE ASSESSMENT  
ACOUSTIC SERVICES**

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- Southwest – Boundary fence separating residential receivers located on General Neighbourhood (GN) land zone;
- Northwest – Commercial properties on the same land zone.

The nearest noise sensitive residential receivers are:

- 18 Stanbel Rd – located to the East in the Strategic Employment zone (across Stanbel Rd);
- 17 Stanbel Rd – adjacent to the South-Eastern boundary of the proposed warehouse in the Strategic Employment zone;
- 6 Yalanga Ct and 7 Yalanga Ct – adjacent to the South-Western boundary of the proposed warehouse in the General Neighbourhood zone.

**Conditions**

The SA Planning and Design Code [1] sets the Desired Outcome (DO) for developments, which might affect sensitive receivers in adjacent areas as follows:

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

The following requirements (performance outcomes) of the SA Planning and Design Code [1] are relevant to the design and siting of the proposed developments (Section Interface Between Land Uses):

*PO 1.1 Sensitive receivers are designed and sited to protect residents and occupants from adverse impacts generated by lawfully existing land uses (or lawfully approved land uses) and land uses desired in the zone.*

*PO 1.2 Development adjacent to a site containing a sensitive receiver (or lawfully approved sensitive receiver) or primarily intended to accommodate sensitive receivers is designed to minimise adverse impacts.*

*PO 2.1 Non-residential development does not unreasonably impact on the amenity of sensitive receivers (or lawfully approved sensitive receivers), or an adjacent zone primarily for sensitive receivers through its hours of operation having regard to:*

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

A non-residential development is deemed to satisfy the above requirement if the noise emissions that affect the noise sensitive receivers achieves the relevant Environment Protection (Noise) Policy criteria (DTS/DPF 4.1).

*PO 4.1 Development that emits noise (other than music) does not unreasonably impact the amenity of sensitive receivers (or lawfully approved) sensitive receivers.*

A non-residential development is deemed to satisfy the above requirement if its operating hours are within 7am to 9pm (Mon to Fri) and 8am to 5pm (Sat and Sun) (DTS/DPF 2.1)

*PO 4.2 Areas for the on-site manoeuvring of service and delivery vehicles, plant and equipment, outdoor work spaces (and the like) are designed and sited to not unreasonably impact the amenity of adjacent sensitive receivers (or lawfully approved sensitive receivers) and zones primarily intended to accommodate sensitive receivers due to noise and vibration by adopting techniques including:*

- locating openings of buildings and associated services away from the interface with the adjacent sensitive receivers and zones primarily intended to accommodate sensitive receivers*
- when sited outdoors, locating such areas as far as practicable from adjacent sensitive receivers and zones primarily intended to accommodate sensitive receivers*
- housing plant and equipment within an enclosed structure or acoustic enclosure*
- providing a suitable acoustic barrier between the plant and / or equipment and the adjacent sensitive receiver boundary or zone.*

58173/6/1  
April 2025  
115405

3

Attended Noise Survey

An attended noise survey was conducted between 14:30 – 15:30 on 3rd April 2025, using a Brüel & Kjær handheld Analyser Type 2270 Sound Level Meter (Serial Number: 3006966, last calibrated on 23 November 2024, due for calibration 24 November 2025) fitted with an approved windshield. The calibration of the analyser was spot checked before and after the measurement and no drift was detected.

A-weighted Equivalent Continuous Noise Levels ( $L_{Aeq}$ ), Maximum Noise Levels ( $L_{Amax}$ ) and percentile noise levels ( $L_{A10}$ ,  $L_{A90}$ ) were measured over a 15-minute interval with the results summarised in Table 1 and Figure 2 highlighting the measurement locations.



Figure 2: Measurement locations from the attended noise survey.

Time	Location	$L_{Aeq}$ , dBA	$L_{Amax}$ , dBA	$L_{A10}$ , dBA	$L_{A90}$ , dBA
14:30	L1	47	73	49	42
14:50	L2	49	67	51	44
15:10	L3	61	84	64	44

Table 1: Summary of Attended Noise Survey at 15 Stanbel Road (dated 3<sup>rd</sup> April 2025).

Design Criteria

Environmental Noise

Continuous Noise

*This criterion will be relevant to noise emitted from the proposed development resulting from car park, deliveries, rubbish collection etc.*

As the Deemed-to-Satisfy/Designed Performance Feature (DTS/DPF 4.1) refers to compliance with relevant Environment Protection (Commercial and Industrial Noise) Policy criteria, the environmental noise assessment was conducted against the criteria set by the Environment Protection (Commercial and Industrial Noise) Policy 2023 [2].

The Environment Protection (Commercial and Industrial Noise) Policy 2023 [2] sets out the maximum allowable continuous noise in terms of the A-weighted Equivalent Continuous Noise Level ( $L_{Aeq}$ ), based on the time of day and zoning/use of land in which the noise source and receiver are located. With reference to SA planning and Design code 2024 [1], the Warehouse is located on land zoned “Strategic Employment” (SE) with the nearest noise sensitive receivers located on the same zone and within land zoned “General Neighbourhood” (GN). Table 2 shows the indicative noise factors based on time of day and night time for both land-uses as stipulated Table 2 of the EPA 2023 [2].



**PROPOSED WAREHOUSE – 15 STANBEL ROAD  
ENVIRONMENTAL NOISE ASSESSMENT  
ACOUSTIC SERVICES**

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Zone	Land Use Category	Day Time (07:00 to 22:00)	Night Time (22:00 to 07:00)
General Neighbourhood	Residential	52	45
Strategic Employment	General Industry	65	55

**Table 2:** Indicative noise factors based on time of day and land use.

In accordance with the EPA 2023, if the noise source and noise receiver are located within different land use zones, the indicative noise level is the average of the indicative noise factors for each land use category. In addition, the EPA 2023 [2] states that the predicted continuous noise level due to the proposed development (for application for development authorisation) should not exceed the indicative noise level, minus 5 dBA.

Based on the average of the relevant land use categories, minus 5 dBA for planning purposes, the applicable day and night time noise criteria would be as follows:

- Warehouse operations impacting commercial receivers:
  - ☐ Daytime (07:00 to 22:00): 60 dBA
  - ☐ Night time (22:00 to 07:00): 50 dBA
- Warehouse operations impacting residential receivers in "Strategic Employment" (SE) zone (17 Stanbel Rd and 18 Stanbel Rd):
  - ☐ Daytime (07:00 to 22:00): 60 dBA
  - ☐ Night time (22:00 to 07:00): 50 dBA
- Warehouse operations impacting residential receivers in "General Neighbourhood" (GN) zone (6 Yalanga Ct and 7 Yalanga Ct):
  - ☐ Daytime (07:00 to 22:00): 54 dBA
  - ☐ Night time (22:00 to 07:00): 45 dBA

As the proposed warehouse operates only during daytime, the environmental noise impact from operation of the proposed warehouse will be assessed against the daytime criteria only.

Note that if noise emitted by the development contains any tones, modulation, impulsive or low frequency characteristics, the continuous noise level of the noise source must be adjusted as follows: -

- Noise containing 1 characteristic – 5 dBA penalty added to source continuous noise level.
- Noise containing 2 characteristics – 8 dBA penalty added to source continuous noise level.
- Noise containing 3 or 4 characteristics – 10 dBA penalty added to source continuous noise level.

## Understanding and Assumptions

- The operating hours of the warehouse is from 07:00 to 19:00 on Monday to Friday.
- Noise generating activities such as deliveries and car park operate within the EPA stipulated day time only (07:00 – 22:00).
- There will be no commercial cool rooms in the development and therefore, there will be no refrigeration plant and no delivery vehicles with refrigeration compressors will be accessing the development.
- A 2,000mm high Hebel Soundbarrier acoustic barrier (measured from ground level) separating the site from the residential properties at Yalanga Ct is proposed.
- A 1,800mm high good neighbour acoustic barrier (measured from ground level) separating the site from the adjoining properties to the north and south is proposed.
- A 3,000mm high precast wall (measured from ground level) is proposed between warehouse units 5 and 10, separating the car park and the space between the warehouses from the residential units on Yalanga Ct.
- The noise levels at the noise sensitive receivers resulting from various activities at the proposed development (refer sections below), have been calculated based on distances measured from Google Earth and taking into account shielding provided by the proposed acoustic barriers and building structures.
- Noise associated with carpark activities (continuous noise) – We have calculated the noise levels at the nearest noise sensitive receivers resulting from the carpark movement and based our assessment

58173/6/1  
April 2025  
115405

5

**PROPOSED WAREHOUSE – 15 STANBEL ROAD  
ENVIRONMENTAL NOISE ASSESSMENT  
ACOUSTIC SERVICES**

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on A-weighted Equivalent Continuous Noise Level over a typical 15-minute interval ( $L_{Aeq, 15min}$ ) of 72 dBA at 1m, which includes the following noise generating activities:

- Vehicle movement through car parking spaces:
- Vehicle Ignition
- Vehicle door slamming
- Vehicle idle and take off from car parking and drop off zones

The noise levels resulting from the carpark over a typical 15-minute period has been calculated assuming 10 vehicles either entering or exiting the carpark.

- Noise associated with waste collection activities – The LNLC Act is used to assess whether an existing noise source constitutes a local nuisance. It is not intended to be used during the planning stage, however, the LNLC Act requirements can be used as a guide to provide an appropriate restriction on hours for waste collection once the development is operational.

In order for waste collection activities not to be considered as creating a noise nuisance under the LNLC Act, waste collection is to be restricted to:

- ☐ 9:00 to 19:00 on Sunday or public holiday
- ☐ 7:00 to 19:00 on any other day.

- Noise associated with warehouse activities – The traffic report [9] indicates that the trucks accessing the warehouses will enter the site from Stanbel Rd and reversing into the warehouses with the roller doors open. Therefore, we used A-weighted Equivalent continuous noise level over a typical 15-minute interval ( $L_{Aeq, 15min}$ ) of 79 dBA at 5m generated by warehouse activities (assuming the activity durations indicated below and noise levels from similar activities measured on previous projects) to calculate the noise levels at the nearest noise sensitive receivers. The noise emissions from the following activities have been considered:

- ☐ Delivery vehicle accessing the loading area inside the warehouse (reverse alarm on) – 120 seconds, 70 dBA at 5m (includes 5 dBA penalty for tonality).
- ☐ Loading/unloading activities for the rest of the 15-minute interval - 78 dBA at 5m (includes 5 dBA penalty for modulation taking into account the noise emissions from Nissan FD01A15Q forklift with loading capacity of 1,250kg).

The noise impact at the following noise sensitive receivers was calculated during warehouse activities taking place simultaneously in the warehouses nearest to each receiver with the roller doors open<sup>1</sup>:

- ☐ Eastern boundary (18 Stanbel Rd) and South-Eastern boundary (17 Stanbel Rd) - Unit 1, Unit 2 and Unit 6.
- ☐ South-Western boundary (6 Yalanga Ct and 7 Yalanga Ct) – Unit 4, Unit 5, and Unit 10.

The shielding provided by the proposed acoustic barriers and the building structure has been taken into account.

## Assessment and Recommendation

### Environmental Noise

#### Noise Associated with Car Park

The calculated A-weighted Equivalent Continuous Noise Level over a typical 15-minute interval ( $L_{Aeq, 15min}$ ) at the nearest noise sensitive receivers resulting from carpark activities are as follows:

- South-Western boundary (daytime criterion of 54 dBA):
  - ☐ 6 Yalanga Ct – 29 dBA
  - ☐ 7 Yalanga Ct – 32 dBA
- South-Eastern boundary (daytime criterion of 60 dBA):
  - ☐ 17 Stanbel Rd – 40 dBA
- Eastern boundary (daytime criterion of 60 dBA):
  - ☐ 18 Stanbel Rd – 34 dBA

<sup>1</sup> We consider this as the worst-case scenario although it is unlikely loading/unloading activities to take place in 5 to 8 warehouses simultaneously.



**PROPOSED WAREHOUSE – 15 STANBEL ROAD  
ENVIRONMENTAL NOISE ASSESSMENT  
ACOUSTIC SERVICES**



We note that the calculated noise levels achieve the nominated criteria for continuous noise and therefore, no further acoustic treatment is required.

**Noise Associated with Waste Collection**

The Local Nuisance and Litter Control Act (LNLC) 2016 [8] addresses the noise generated from waste collection activities by way of limiting the hours of the activity such that it does not affect the amenity of the nearby noise sensitive receivers. To ensure that the waste collection activity is not a potential nuisance under the LNLC Act, waste collection from the site should occur only during the following times:

- Between 7am and 7pm on Monday to Saturday; and,
- Between 9am and 7pm on any Sunday or public holiday (if applicable).

**Noise Associated with Delivery Trucks**

- The calculated A-weighted Equivalent Continuous Noise Levels over a typical 15-minute interval (LAeq,15min) at the nearest noise sensitive receivers resulting from warehouse activities simultaneously taking place in the nominated warehouses (worst-case scenario) with the shielding provided by the proposed acoustic barriers and building structures are summarised below:
- South-Western boundary (daytime criterion of 54 dBA):
  - 6 Yalanga Ct – 48 dBA
  - 7 Yalanga Ct – 50 dBA
- South-Eastern boundary (daytime criterion of 60 dBA):
  - 17 Stanbel Rd – 53 dBA
- Eastern boundary (daytime criterion of 60 dBA):
  - 18 Stanbel Rd – 40 dBA

The calculated noise levels achieve the nominated day time criteria for continuous noise and therefore, no further acoustic treatment is required.

**Conclusion**

The environmental noise impact assessment for the nearest noise-sensitive receivers, considering the shielding effects of the proposed acoustic barriers and building structures, has been conducted for the proposed warehouse at 15 Stanbel Road, Salisbury Plain, SA 5109. Based on the results of the assessment, we note:

- Noise generating activities such as warehouse and carpark activities, waste collection will achieve the selected daytime environmental noise criteria.
- The hours of operation, the hours of delivery vehicles access as well as loading/unloading in the warehouses should form a part of the lease agreement.
- Waste collection should take place only between 9:00 and 19:00 on Sunday and 7:00 and 19:00 on any other day.

Based on the above, we conclude that the desired outcome stipulated in the SA Planning and Design Code assessment Provisions (Section Interface between Land Uses of the SA Planning and Design Code), DO 1: Development to be located and designed to mitigate adverse effects on or from neighbouring and proximate uses will be achieved.

PROPOSED WAREHOUSE – 15 STANBEL ROAD  
ENVIRONMENTAL NOISE ASSESSMENT  
ACOUSTIC SERVICES

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Item 8.1.1 - Attachment 1 - Proposal Plans and Supporting Documentation

## APPENDIX A

### GLOSSARY OF ACOUSTIC TERMINOLOGY

58173/6/1  
April 2025  
115405

8

**PROPOSED WAREHOUSE – 15 STANBEL ROAD  
ENVIRONMENTAL NOISE ASSESSMENT  
ACOUSTIC SERVICES**

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**dB<sub>A</sub>** Also referred to as dBA. A unit of measurement, decibels (A), of sound pressure level which has its frequency characteristics modified by a filter ("A-weighted") so as to more closely approximate human ear response at a loudness level of 40 phones. The table below outlines the subjective rating of different sound pressure levels.

Noise Level (dBA)	Subjective Rating
25-30	Barely audible and very unobtrusive.
30-35	Audible but very unobtrusive.
35-40	Audible but unobtrusive.
40-45	Moderate but unobtrusive.
45-50	Unobtrusive with low levels of surrounding activity.
50-55	Unobtrusive with high levels of surrounding activity.

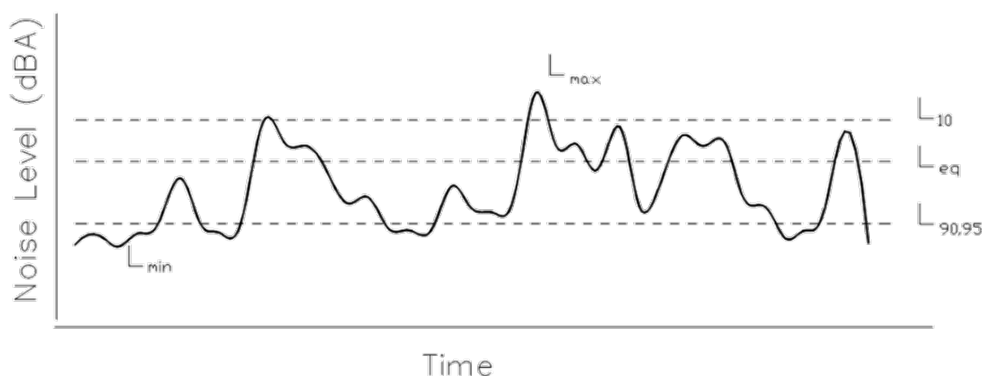
**L<sub>1</sub>** The noise level which is equaled or exceeded for 1% of the measurement period. L<sub>1</sub> is an indicator of the impulse noise level, and is used in Australia as the descriptor for intrusive noise (usually in dBA).

**L<sub>10</sub>** The noise level which is equaled or exceeded for 10% of the measurement period. L<sub>10</sub> is an indicator of the mean maximum noise level, and is used in Australia as the descriptor for intrusive noise (usually in dBA).

**L<sub>90</sub>, L<sub>95</sub>** The noise level which is equaled or exceeded for 90% of the measurement period. L<sub>90</sub> or L<sub>95</sub> is an indicator of the mean minimum noise level, and is used in Australia as the descriptor for background or ambient noise (usually in dBA).

**L<sub>eq</sub>** The equivalent continuous noise level for the measurement period. L<sub>eq</sub> is an indicator of the average noise level (usually in dBA).

**L<sub>max</sub>** The maximum noise level for the measurement period (usually in dBA).



**Note:** The subjective reaction or response to changes in noise levels can be summarized as follows: A 3dBA increase in sound pressure level is required for the average human ear to notice a change; a 5dBA increase is quite noticeable and a 10dBA increase is typically perceived as a doubling in loudness.

**PROPOSED WAREHOUSE – 15 STANBEL ROAD  
ENVIRONMENTAL NOISE ASSESSMENT  
ACOUSTIC SERVICES**



STC/R<sub>w</sub>

Sound Transmission Class or Weighted Sound Reduction Index. Provides a single number rating (from the sound transmission loss or sound reduction index for each frequency band) of the sound insulation performance of a partition. The higher the value, the better the performance of the partition. The subjective impression of different ratings is shown in the table below.

Type of noise source	STC/R <sub>w</sub> Rating				
	40	45	50	55	60
Normal Speech	Audible	Just Audible	Not Audible		
Raised speech	Clearly Audible	Audible	Just Audible	Not Audible	
Shouting	Clearly Audible	Clearly Audible	Audible	Just Audible	Not Audible
Small television/small entertainment system	Clearly Audible	Clearly Audible	Audible	Just Audible	Not Audible
Large television/large hi-fi music system	Clearly Audible	Clearly Audible	Clearly Audible	Audible	Just Audible
DVD with surround sound	Clearly Audible	Clearly Audible	Clearly Audible	Audible	Audible
Digital television with surround sound	Clearly Audible	Clearly Audible	Clearly Audible	Audible	Audible

FSTC/R<sub>w</sub><sup>1</sup>

The equivalent of STC/R<sub>w</sub>, unit for sound insulation performance of a building element measured in the field.

C<sub>tr</sub>, C<sub>tr</sub>

The ratings (R<sub>w</sub>, D<sub>nTw</sub>, L<sub>nTw</sub>) are weighted in accordance to a spectrum suited to speech. This term modifies the overall rating to account for noise with different spectra, such as traffic (C<sub>tr</sub>) or footfalls (C<sub>f</sub>). The ratings may be written as R<sub>w</sub>+C<sub>tr</sub>, or D<sub>nTw</sub>/L<sub>nTw</sub>+C<sub>f</sub>.

NNIC/D<sub>nTw</sub>

Normalized Noise Isolation Class, or Weighted Standardized Sound Level Difference. Provides a single number rating of the sound level difference between two spaces, and incorporates the effects of flanking noise between two spaces. This rating is generally accepted to be about 5 points less than the STC/R<sub>w</sub> rating.

IIC/L<sub>nw</sub>

Impact Insulation Class, or Weighted Normalized Impact Sound Level. L<sub>nw</sub> = 110 - IIC. The higher the IIC rating, or the lower the L<sub>nw</sub> rating the better the performance of the building element at insulating impact noise. The table below gives the subjective impression of different ratings:

IIC	L <sub>nw</sub>	Subjective Rating
40	70	Clearly Audible
45	65	Clearly Audible
50	60	Audible
55	55	Audible
60	50	Just Audible
65	45	Inaudible

FIIC/L<sub>nTw</sub><sup>1</sup>

The equivalent of IIC/L<sub>nw</sub>, but the performance is for the building element measured in the field.

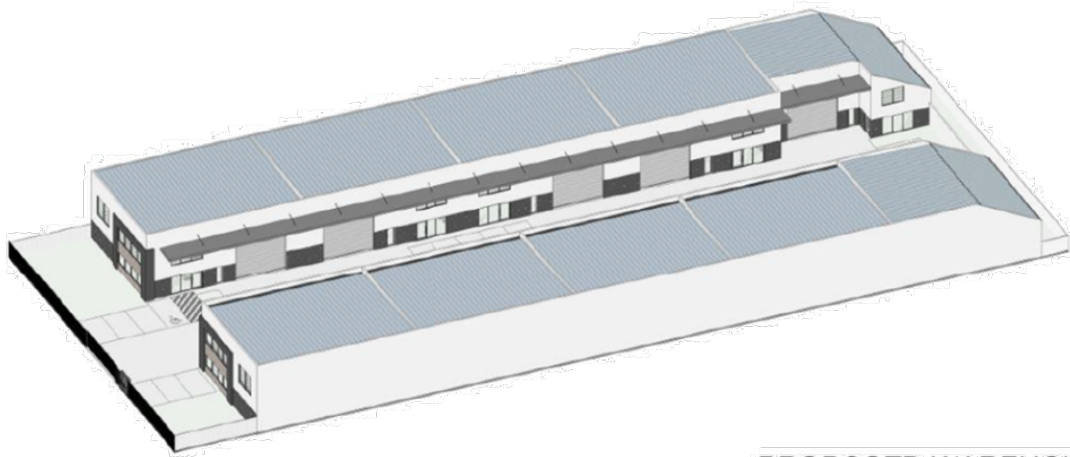
**Attachment 2**  
*Copy of Sign Displayed on the Land  
and Representations*



Planning, Development & Infrastructure Act 2019 - Notice under section 107 (2)(a)(ii)

# Proposed Development

15 STANBEL RD SALISBURY PLAIN SA 5109



**PROPOSED WAREHOUSE**

15 STANBEL RD, SALISBURY PLAIN SA 5109

## APPLICATION NUMBER

**24029041**

## NATURE OF DEVELOPMENT

Industrial Building Comprising Ten (10) Warehouse Tenancies with Associated Office, Carparking, Landscaping and Acoustic Fencing

**VIEW THE PLANS AND HAVE YOUR SAY ON THE APPLICATION**

[www.plan.sa.gov.au/en/public\\_notices](http://www.plan.sa.gov.au/en/public_notices)

**MAKE A REPRESENTATION**

**Up until 11:59pm on the 03-06-2025**



## FOR MORE INFORMATION

### CONTACT

City of Salisbury

### PHONE

08 8406 8222

### EMAIL

[representations@salisbury.sa.gov.au](mailto:representations@salisbury.sa.gov.au)

**It is an offence to damage, destroy, obscure or remove this notice. Penalties apply.**

## Details of Representations

### Application Summary

Application ID	24029041
Proposal	Industrial Building Comprising Ten (10) Warehouse Tenancies with Associated Office, Carparking, Landscaping and Acoustic Fencing
Location	15 STANBEL RD SALISBURY PLAIN SA 5109

### Representations

#### Representor 1 - Rocco Fontanelli

Name	Rocco Fontanelli
Address	22 Stanbel Road SALISBURY SA, 5108 Australia
Submission Date	03/06/2025 09:51 AM
Submission Source	Email
Late Submission	No
Would you like to talk to your representation at the decision-making hearing for this development?	Yes
My position is	I oppose the development
<b>Reasons</b>	

### Attached Documents

Representtaion_on_application_24029041_rFontanelli-ReceivedViaEmail3June2025-11320015.pdf
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## REPRESENTATION ON APPLICATION – PERFORMANCE ASSESSED DEVELOPMENT

*Planning, Development and Infrastructure Act 2016*

<b>Development Number:</b>	<b>24029041</b>
<b>Nature of Development:</b>	Industrial Building Comprising Ten (10) Warehouse Tenancies with Associated Office, Carparking, Landscaping and Acoustic Fencing
<b>Zone/Sub-zone/Overlay:</b>	Strategic Employment Zone
<b>Subject Land:</b>	15 Stanbel Rd Salisbury Plain SA 5109
<b>Contact Officer:</b>	Sammy Ondeyo
<b>Phone Number:</b>	8406 8222
<b>Close Date:</b>	<b>Tuesday 3<sup>rd</sup> June 2025</b>

My name*: <b>Roxed FONTANELLI</b>	My phone number: [REDACTED]
My postal address*: <b>22 STANBEL ROAD, SALISBURY</b>	My email*: [REDACTED]

\* Indicates mandatory information

My position is:	<input type="checkbox"/> I support the development <input type="checkbox"/> I support the development with some concerns (detail below) <input type="checkbox"/> I oppose the development
-----------------	---

The specific reasons I believe that planning consent should be granted/refused are:  <b>AS PER ATTACHED LETTER.</b>
---

[attach additional pages as needed]



Government of South Australia  
Attorney-General's Department

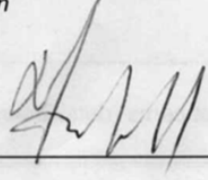
Note: In order for this submission to be valid, it must:

- be in writing; and
- include the name and address of the person (or persons) who are making the representation; and
- set out the particular reasons why planning consent should be granted or refused; and
- comment only on the performance-based elements of the proposal.

*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 Council Assessment Panel meeting held at the Council offices, scheduled on the fourth Tuesday of each month at 6.30pm (unless otherwise advised).*

I:	<input checked="" type="checkbox"/> wish to be heard in support of my submission*
	<input type="checkbox"/> do not wish to be heard in support of my submission
By:	<input checked="" type="checkbox"/> appearing personally
	<input type="checkbox"/> being represented by the following person: _____

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

Signature:  Date: 01/06/2025

Return Address: PO Box 8, SALISBURY SA 5108 or  
Email: [representations@salisbury.sa.gov.au](mailto:representations@salisbury.sa.gov.au) or

Complete online submission:  
[plan.sa.gov.au/have\\_your\\_say/notified\\_developments/current\\_notified\\_developments](http://plan.sa.gov.au/have_your_say/notified_developments/current_notified_developments)



PROPOSED DEVELOPMENT, 15 STANBEL ROAD SALISBURY PLAIN SA 5109

APPLICATION NUMBER - 24029041

Dear Sir/Madam,

With respect to the proposed development at 15 Stanbel Road Salisbury Plain S.A. 5109, Application Number 24029041, I Rocco Fontanelli of 22 Stanbel Road Salisbury Plain S.A. 5109 would like to oppose the development based on the following;

1. Stanbel Road is already congested with motor vehicles on both sides of the road, on the Fenden Road end all the way to the Main North Road end on business days (see pictures attached – Appendix 1).
2. Suggest that there be a provision for at least five (5) car parks for every proposed unit, totalling 50 car parks within the proposed development precinct, in an attempt to therefore prevent further congestion of Stanbel Road.
3. At certain times of the day, currently there is only one way traffic available due to the current congestion which is compromising road-user safety. If the proposed development proceeds with the planned 15 car parks and 1 disabled car park only, then this would place even more pressure on Stanbel Road, further compromising safety of patrons and road-user safety.

I look forward to a fair and reasonable consideration to my concerns outlined above.

Yours Sincerely,

Rocco Fontanelli



Appendix 1:





**Attachment 3**  
*Applicant's Response to  
Representations*



FE SHIN PTY. LTD.  
ABN: 33668882648  
ACN: 668882648  
Email: feshinau@gmail.com  
Address: 12 Pavy Close, Lightsview, SA 5085  
Contact No.: 0449760513

### Response to Represor's Objection Regarding the Development at 15 Stanbel Rd

As the designer representing the owner of 15 Stanbel Rd, I would like to formally respond to the issues raised by the represor:

#### 1. On-Street Parking Concerns:

The represor noted that during weekdays, many vehicles are parked on both sides of Stanbel Road. It should be noted that in the absence of signage prohibiting parking, on-street parking is a lawful and individual choice. This situation exists independently of our proposed development and should not be used as grounds for objection.

#### 2: Suggested Car Parking Provision:

The suggestion that the development should include 50 on-site car parking spaces appears to be a personal opinion. It is not supported by any applicable planning policies or professional assessment by a qualified traffic engineer. The proposed development complies fully with the council's car parking requirements.

#### 3. Road Safety Concerns:

The concerns regarding road safety do not have a direct or logical connection to the proposed development at 15 Stanbel Rd. Issues such as the availability of on-street parking and potential traffic congestion are matters regulated by the relevant traffic authority, including the implementation of parking restrictions where necessary. These concerns fall outside the scope of this development and should not be attributed to it.

Best regards  
Moses Ma

**Attachment 4**  
*Extract of Planning and Design  
Code*



**Address:** 15 STANBEL RD SALISBURY PLAIN SA 5109

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



### Property Zoning Details

Zone

## Strategic Employment

## Overlay

Airport Building Heights (Regulated) (All structures over 15 metres)

### Building Near Airfields

Defence Aviation Area (All structures over 90 metres)

Hazards (Flooding - General)

Prescribed Wells Area

### Regulated and Significant Tree

### Traffic Generating Development

### Local Variation (TNV)

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

## Selected Development(s)

Warehouse

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

### Warehouse - Code Assessed - Performance Assessed

## Part 2 - Zones and Sub Zones

## Strategic Employment Zone

## Assessment Provisions (AP)

## Desired Outcome (DO)

Desired Outcome	
DO 1	A range of industrial, logistical, warehousing, storage, research and training land uses together with compatible business activities generating wealth and employment for the state.
DO 2	Employment-generating uses are arranged to: <ul style="list-style-type: none"> <li>(a) support the efficient movement of goods and materials on land in the vicinity of major transport infrastructure such as ports and intermodal freight facilities</li> <li>(b) maintain access to waterfront areas for uses that benefit from direct water access including harbour facilities, port related industry and warehousing, ship building and related support industries</li> <li>(c) create new and enhance existing business clusters</li> <li>(d) support opportunities for the convenient co-location of rural related industries and allied businesses that may detract from scenic rural landscapes</li> <li>(e) be compatible with its location and setting to manage adverse impacts on the amenity of land in adjacent zones.</li> </ul>
DO 3	A pleasant visual amenity from adjacent arterial roads, adjoining zones and entrance ways to cities, towns and settlements.

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

Performance Outcome	Deemed-to-Satisfy Criteria / Designated Performance Feature
Land Use and Intensity	
PO 1.1 Development primarily for a range of higher-impacting land uses including general industry, warehouse, transport distribution and the like is supplemented by other compatible development so as not to unduly impede the use of land in other ownership in the zone for employment-generating land uses, particularly those parts of the zone unaffected by an interface with another zone that would be sensitive to impact-generating uses.	DTS/DPF 1.1 Development comprises one or more of the following: <ul style="list-style-type: none"> <li>(a) Advertisement</li> <li>(b) Automotive collision repair</li> <li>(c) Electricity substation</li> <li>(d) Energy generation facility</li> <li>(e) Energy storage facility</li> <li>(f) Fuel depot</li> <li>(g) General industry</li> <li>(h) Intermodal facility</li> <li>(i) Light Industry</li> <li>(j) Motor repair station</li> <li>(k) Public service depot</li> <li>(l) Rail marshalling yard</li> <li>(m) Renewable energy facility (other than a wind farm)</li> <li>(n) Retail fuel outlet</li> <li>(o) Service trade premises</li> <li>(p) Shop</li> <li>(q) Store</li> <li>(r) Telecommunications facility</li> <li>(s) Training facility</li> <li>(t) Warehouse</li> </ul>
PO 1.2	DTS/DPF 1.2

Policy24

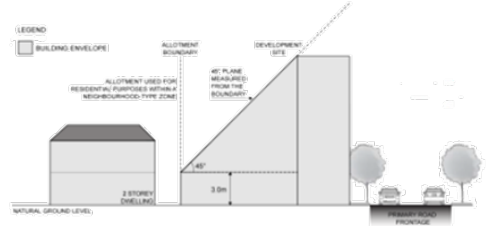
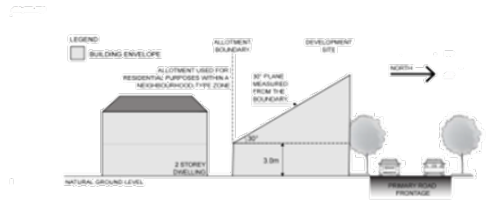
P&D Code (in effect) Version 2025.8 01/05/2025

Development on land adjacent to another zone which is used for residential purposes incorporates a range of low-impact, non-residential uses to mitigate adverse amenity and safety impacts on the adjoining zone.	Development involving any of the following uses on a site adjacent land in another zone used for or expected to be primarily used for residential purposes:  <div><div>(a)</div>Bulky goods outlet</div> <div><div>(b)</div>Consulting room</div> <div><div>(c)</div>Indoor recreation facility</div> <div><div>(d)</div>Light industry</div> <div><div>(e)</div>Motor repair station</div> <div><div>(f)</div>Office</div> <div><div>(g)</div>Place of worship</div> <div><div>(h)</div>Research facility</div> <div><div>(i)</div>Service trade premises</div> <div><div>(j)</div>Store</div> <div><div>(k)</div>Training facility</div> <div><div>(l)</div>Warehouse.</div>				
Built Form and Character					
PO 3.1  Development includes distinctive building, landscape and streetscape design to achieve high visual and environmental amenity particularly along arterial roads, zone boundaries and public open spaces.	DTS/DPF 3.1  None are applicable.				
PO 3.2  Building facades facing a boundary of a zone primarily intended to accommodate sensitive receivers, a public road, or public open space incorporate design elements to add visual interest by considering the following:  <div><div>(a)</div>using a variety of building finishes</div> <div><div>(b)</div>avoiding elevations that consist solely of metal cladding</div> <div><div>(c)</div>using materials with a low reflectivity</div> <div><div>(d)</div>using techniques to add visual interest and reduce large expanses of blank walls including modulation and incorporation of offices and showrooms along elevations visible to a public road.</div>	DTS/DPF 3.2  None are applicable.				
PO 3.3  Buildings are set back from the primary street boundary to contribute to a consistent streetscape.	DTS/DPF 3.3  Buildings setback from the primary street boundary in accordance with the following table: <table><tr><th>Development Context</th><th>Minimum setback</th></tr><tr><td>There is an existing building on both abutting sites sharing the same street frontage as the site of the proposed building.</td><td>The average setback of the existing buildings.</td></tr></table>	Development Context	Minimum setback	There is an existing building on both abutting sites sharing the same street frontage as the site of the proposed building.	The average setback of the existing buildings.
Development Context	Minimum setback				
There is an existing building on both abutting sites sharing the same street frontage as the site of the proposed building.	The average setback of the existing buildings.				

Policy24

P&D Code (in effect) Version 2025.8 01/05/2025

	There is an existing building on only one abutting site sharing the same street frontage as the site of the proposed building and the existing building is not on a corner site.	The setback of the existing building.
	There is an existing building on only one abutting site sharing the same street frontage as the site of the proposed building and the existing building is on a corner site.	<div>(a) Where the existing building shares the same primary street frontage – the setback of the existing building</div> <div>(b) Where the existing building has a different primary street frontage:</div> <div><div>(i) 8m or more for proposed buildings up to 6m high</div><div>(ii) not less than 10m for proposed buildings greater than 6m high.</div></div>
	There is no existing building on either of the abutting sites sharing the same street frontage as the site of the proposed building.	<div>(a) 8m or more for proposed buildings up to 6m high</div> <div>(b) not less than 10m for proposed buildings greater than 6m high.</div>
	<div>For the purposes of <b>DTS/DPF 3.3:</b></div> <div><div>(a) the setback of an existing building on an abutting site to the street boundary that it shares with the site of the proposed building is to be measured from the closest building wall to that street boundary at its closest point to the building wall and any existing projection from the building such as a verandah, porch, balcony, awning or bay window is not taken to form part of the building for the purposes of determining its setback</div><div>(b) any proposed projections such as a verandah, porch, balcony, awning or bay window may encroach not more than 1.5 metres into the minimum setback prescribed in the table</div></div>	
PO 3.4	DTS/DPF 3.4	
Buildings are set back from secondary street boundaries to accommodate the provision of landscaping between buildings	Building walls are set back 4m or more from a secondary street boundary.	

Policy24		P&D Code (in effect) Version 2025.8 01/05/2025	
and the road to enhance the appearance of land and buildings when viewed from the street.			
PO 3.5	Buildings are sited to accommodate vehicle access to the rear of a site for deliveries, maintenance and emergency purposes.	DTS/DPF 3.5	Building walls are set back 3m or more from at least one side boundary, unless an alternative means for vehicular access to the rear of the site is available.
Interface Height			
PO 4.1	Buildings mitigate visual impacts of building massing on residential development within a neighbourhood-type zone.	DTS/DPF 4.1	Buildings are constructed within a building envelope provided by a 45 degree plane measured from a height of 3m above natural ground level at the boundary of an allotment used for residential purposes within a neighbourhood-type zone as shown in the following diagram (except where this boundary is a southern boundary or where this boundary is the street boundary):
			
PO 4.2	Buildings mitigate overshadowing of residential development within a neighbourhood-type zone.	DTS/DPF 4.2	Buildings on sites with a southern boundary adjoining an allotment used for residential purposes within a neighbourhood-type zone are constructed within a building envelope provided by a 30 degree plane grading north measured from a height of 3m above natural ground level at the southern boundary, as shown in the following diagram (except where this boundary is a street boundary):
			
PO 4.3		DTS/DPF 4.3	



Policy24

P&D Code (in effect) Version 2025.8 01/05/2025

Buildings on an allotment fronting a road that is not a State maintained road, and where land on the opposite side of the road is within a neighbourhood-type zone, provides an orderly transition to the built form scale envisaged in the adjacent zone to complement the streetscape character.	None are applicable.												
Landscaping													
PO 5.1  Landscaping is provided along public roads and thoroughfares and zone boundaries to enhance the visual appearance of development and soften the impact of large buildings when viewed from public spaces and adjacent land outside the zone.	DTS/DPF 5.1  Other than to accommodate a lawfully existing or authorised driveway or access point or an access point for which consent has been granted as part of an application for the division of land, a landscaped area is provided within the development site (excluding any land required for road widening purposes):  (a) where a building is set back less than 3m from the street boundary - within the area remaining between a relevant building and the street boundary or (b) in accordance with the following: <table><tr><th>Minimum width</th><th>Description</th></tr><tr><td>8m</td><td>Along any boundary with the Open Space Zone associated with the River Torrens.</td></tr><tr><td>5m</td><td>Along any boundary with a Highway, Freeway or Expressway.</td></tr><tr><td>5m</td><td>Along any boundary on the perimeter of the zone not fronting a public road or thoroughfare except where the adjacent zone is one of the following:  (a) Employment (Bulk Handling) Zone; (b) Commercial and Business Zone; (c) Resource Extraction Zone.</td></tr><tr><td>3m</td><td>Along any boundary on the perimeter of the zone that fronts a public road or thoroughfare.</td></tr><tr><td>3m</td><td>Along an arterial or main road frontage within the zone (and not on the perimeter of the zone).</td></tr></table>	Minimum width	Description	8m	Along any boundary with the Open Space Zone associated with the River Torrens.	5m	Along any boundary with a Highway, Freeway or Expressway.	5m	Along any boundary on the perimeter of the zone not fronting a public road or thoroughfare except where the adjacent zone is one of the following:  (a) Employment (Bulk Handling) Zone; (b) Commercial and Business Zone; (c) Resource Extraction Zone.	3m	Along any boundary on the perimeter of the zone that fronts a public road or thoroughfare.	3m	Along an arterial or main road frontage within the zone (and not on the perimeter of the zone).
Minimum width	Description												
8m	Along any boundary with the Open Space Zone associated with the River Torrens.												
5m	Along any boundary with a Highway, Freeway or Expressway.												
5m	Along any boundary on the perimeter of the zone not fronting a public road or thoroughfare except where the adjacent zone is one of the following:  (a) Employment (Bulk Handling) Zone; (b) Commercial and Business Zone; (c) Resource Extraction Zone.												
3m	Along any boundary on the perimeter of the zone that fronts a public road or thoroughfare.												
3m	Along an arterial or main road frontage within the zone (and not on the perimeter of the zone).												
PO 5.2  Development incorporates areas for landscaping to enhance the overall amenity of the site and locality.	DTS/DPF 5.2  Landscape areas comprise:  (a) not less than 10 percent of the site (b) a dimension of at least 1.5m.												

Policy24		P&D Code (in effect) Version 2025.8 01/05/2025			
PO 5.3	Landscape areas incorporate a range of plant species of varying heights at maturity, including tree species with a canopy above clear stems, to complement the scale of relevant buildings.	DTS/DPF 5.3	None are applicable.		
Concept Plans					
PO 8.1	Development is compatible with the outcomes sought by any relevant Concept Plan contained within Part 12 - Concept Plans of the Planning and Design Code to support the orderly development of land through staging of development and provision of infrastructure.	DTS/DPF 8.1	<div>The site of the development is wholly located outside any relevant Concept Plan boundary. The following Concept Plans are relevant:</div> <table><tr><th>Description</th></tr><tr><td>Concept Plan 81 - Edinburgh Defence Airfield Lighting Constraints</td></tr></table> <div>In relation to DTS/DPF 8.1, in instances where:<div><div>(a)</div><div>one or more Concept Plan is returned, refer to Part 12 - Concept Plans in the Planning and Design Code to determine if a Concept Plan is relevant to the site of the proposed development. Note: multiple concept plans may be relevant.</div><div>(b)</div><div>in instances where 'no value' is returned, there is no relevant concept plan and DTS/DPF 8.1 is met.</div></div></div>	Description	Concept Plan 81 - Edinburgh Defence Airfield Lighting Constraints
Description					
Concept Plan 81 - Edinburgh Defence Airfield Lighting Constraints					

Table 5 - Procedural Matters (PM) - Notification

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

Interpretation

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

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

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

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

Class of Development (Column A)	Exceptions (Column B)
1. Development which, in the opinion of the relevant authority, is of a minor nature only and will not unreasonably impact on the owners or occupiers of land in the locality of the site of the development.	None specified.
2. Any development involving any of the following (or of any combination of any of the following): <div>(a) advertisement</div>	<div>Except development that does not satisfy any of the following:</div> <div>1. Strategic Employment Zone DTS/DPF 4.1</div>

Policy24		P&D Code (in effect) Version 2025.8 01/05/2025	
(b) telecommunications facility (c) temporary public service depot.		2. Strategic Employment Zone DTS/DPF 4.2.	
3. Any development involving any of the following (or of any combination of any of the following): (a) consulting room (b) general industry (c) light industry (d) office (e) motor repair station (f) retail fuel outlet (g) store (h) warehouse.		Except where the site of the development is adjacent land to a site (or land) used for residential purposes in a neighbourhood-type zone.	
4. Any development involving any of the following (or of any combination of any of the following): (a) air handling unit, air conditioning system or exhaust fan (b) carport (c) deck (d) fence (e) internal building works (f) land division (g) outbuilding (h) pergola (i) private bushfire shelter (j) replacement building (k) retaining wall (l) shade sail (m) solar photovoltaic panels (roof mounted) (n) swimming pool or spa pool and associated swimming pool safety features (o) temporary accommodation in an area affected by bushfire (p) tree damaging activity (q) verandah (r) water tank.		None specified.	
5. Any development involving any of the following (or of any combination of any of the following) within the Tunnel Protection Overlay: (a) storage of materials, equipment or vehicles (whether temporary or permanent) over an area exceeding 100 square metres (b) temporary stockpiling of soil, gravel, rock or other natural material over an area exceeding 100 square metres (c) excavation or ground intruding activity at a depth greater than 2.5 metres below the regulated surface level.		Except where not undertaken by the Crown, a Council or an essential infrastructure provider.	
6. Building for the purposes of railway activities.		None specified.	

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Page 8 of 23

Policy24		P&D Code (in effect) Version 2025.8 01/05/2025
7. Demolition.	Except any of the following:  1. the demolition (or partial demolition) of a State or Local Heritage Place (other than an excluded building) 2. the demolition (or partial demolition) of a building in a Historic Area Overlay (other than an excluded building).	
8. Railway line.	Except where located outside of a rail corridor or rail reserve.	
9. Shop.	Except:  1. where the site of the shop is adjacent land to a site (or land) used for residential purposes in a neighbourhood-type zone or 2. shop that does not satisfy Strategic Employment Zone DTS/DPF 1.3.	
10. Telecommunications facility.	Except telecommunications facility that does not satisfy Strategic Employment Zone DTS/DPF 1.5.	
Placement of Notices - Exemptions for Performance Assessed Development		
None specified.		
Placement of Notices - Exemptions for Restricted Development		
None specified.		

## Part 3 - Overlays

### Airport Building Heights (Regulated) Overlay

#### Assessment Provisions (AP)

Desired Outcome (DO)

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

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

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

Policy24	P&D Code (in effect) Version 2025.8 01/05/2025
	In instances where more than one value applies to the site, the lowest value relevant to the site of the proposed development is applicable.

### Procedural Matters (PM) - Referrals

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

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

### Building Near Airfields Overlay

#### Assessment Provisions (AP)

Desired Outcome (DO)

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

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

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



Policy24		P&D Code (in effect) Version 2025.8 01/05/2025	
PO 1.2	Development likely to attract or result in the congregation of wildlife is adequately separated from airfields to minimise the potential for aircraft wildlife strike.	DTS/DPF 1.2	All development except where it comprises one or more of the following located not less than 3km from the boundaries of an airport used by commercial or military aircraft:  (a) food packing/processing plant (b) horticulture (c) intensive animal husbandry (d) showground (e) waste management facility (f) waste transfer station (g) wetland (h) wildlife sanctuary.
PO 1.3	Buildings are adequately separated from runways and other take-off and landing facilities within certified or registered aerodromes to minimise the potential for building-generated turbulence and windshear that may pose a safety hazard to aircraft flight movement.	DTS/DPF 1.3	The distance from any part of a runway centreline to the closest point of the building is not less than 35 times the building height.

### Procedural Matters (PM) - Referrals

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

Class of Development / Activity	Referral Body	Purpose of Referral	Statutory Reference
None	None	None	None

## Defence Aviation Area Overlay

### Assessment Provisions (AP)

Desired Outcome (DO)

Desired Outcome	
DO 1	Management of potential impacts of buildings on the operational and safety requirements of Defence Aviation Areas.

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

Performance Outcome	Deemed-to-Satisfy Criteria / Designated Performance Feature
Built Form	
PO 1.1 Building height does not pose a hazard to the operations of Defence Aviation Areas.	DTS/DPF 1.1 Building height does not exceed the relevant height specified by the <i>Defence Aviation Area Overlay</i> .
PO 1.2	DTS/DPF 1.2

Policy24	P&D Code (in effect) Version 2025.8 01/05/2025
Exhaust stacks are designed and sited to minimise plume impacts on aircraft movements associated with Defence Aviation Areas.	Development does not include exhaust stacks.

### Procedural Matters (PM) - Referrals

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

Class of Development / Activity	Referral Body	Purpose of Referral	Statutory Reference
None	None	None	None

## Hazards (Flooding – General) Overlay

### Assessment Provisions (AP)

Desired Outcome (DO)

Desired Outcome	
DO 1	Impacts on people, property, infrastructure and the environment from general flood risk are minimised through the appropriate siting and design of development.

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

Performance Outcome	Deemed-to-Satisfy Criteria / Designated Performance Feature
Flood Resilience	
PO 2.1 Development is sited, designed and constructed to prevent the entry of floodwaters where the entry of flood waters is likely to result in undue damage to or compromise ongoing activities within buildings.	DTS/DPF 2.1 Habitable buildings, commercial and industrial buildings, and buildings used for animal keeping incorporate a finished ground and floor level not less than:  In instances where no finished floor level value is specified, a building incorporates a finished floor level at least 300mm above the height of a 1% AEP flood event.
Environmental Protection	
PO 3.1 Buildings and structures used either partly or wholly to contain or store hazardous materials are designed to prevent spills or leaks leaving the confines of the building during a 1% AEP flood event to avoid potential environmental harm.	DTS/DPF 3.1 Development involving the storage or disposal of hazardous materials is wholly located outside of the 1% AEP flood plain or flow path.

### Procedural Matters (PM) - Referrals

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

Policy24		P&D Code (in effect) Version 2025.8 01/05/2025	
Class of Development / Activity	Referral Body	Purpose of Referral	Statutory Reference
None	None	None	None

## Traffic Generating Development Overlay

### Assessment Provisions (AP)

Desired Outcome (DO)

Desired Outcome	
DO 1	Safe and efficient operation of Urban Transport Routes and Major Urban Transport Routes for all road users.
DO 2	Provision of safe and efficient access to and from urban transport routes and major urban transport routes.

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

Performance Outcome	Deemed-to-Satisfy Criteria / Designated Performance Feature
Traffic Generating Development	
<p>PO 1.1</p> <p>Development designed to minimise its potential impact on the safety, efficiency and functional performance of the State Maintained Road network.</p>	<p>DTS/DPF 1.1</p> <p>Access is obtained directly from a State Maintained Road where it involves any of the following types of development:</p> <ul style="list-style-type: none"> <li>(a) building, or buildings, containing in excess of 50 dwellings</li> <li>(b) land division creating 50 or more additional allotments</li> <li>(c) commercial development with a gross floor area of 10,000m<sup>2</sup> or more</li> <li>(d) retail development with a gross floor area of 2,000m<sup>2</sup> or more</li> <li>(e) a warehouse or transport depot with a gross leasable floor area of 8,000m<sup>2</sup> or more</li> <li>(f) industry with a gross floor area of 20,000m<sup>2</sup> or more</li> <li>(g) educational facilities with a capacity of 250 students or more.</li> </ul>
<p>PO 1.2</p> <p>Access points sited and designed to accommodate the type and volume of traffic likely to be generated by development.</p>	<p>DTS/DPF 1.2</p> <p>Access is obtained directly from a State Maintained Road where it involves any of the following types of development:</p> <ul style="list-style-type: none"> <li>(a) building, or buildings, containing in excess of 50 dwellings</li> <li>(b) land division creating 50 or more additional allotments</li> <li>(c) commercial development with a gross floor area of 10,000m<sup>2</sup> or more</li> <li>(d) retail development with a gross floor area of 2,000m<sup>2</sup> or more</li> <li>(e) a warehouse or transport depot with a gross leasable floor area of 8,000m<sup>2</sup> or more</li> <li>(f) industry with a gross floor area of 20,000m<sup>2</sup> or more</li> </ul>

Policy24	P&D Code (in effect) Version 2025.8 01/05/2025
	(g) educational facilities with a capacity of 250 students or more.
PO 1.3 Sufficient accessible on-site queuing provided to meet the needs of the development so that queues do not impact on the State Maintained Road network.	DTS/DPF 1.3 Access is obtained directly from a State Maintained Road where it involves any of the following types of development: <ul style="list-style-type: none"> <li>(a) building, or buildings, containing in excess of 50 dwellings</li> <li>(b) land division creating 50 or more additional allotments</li> <li>(c) commercial development with a gross floor area of 10,000m<sup>2</sup> or more</li> <li>(d) retail development with a gross floor area of 2,000m<sup>2</sup> or more</li> <li>(e) a warehouse or transport depot with a gross leasable floor area of 8,000m<sup>2</sup> or more</li> <li>(f) industry with a gross floor area of 20,000m<sup>2</sup> or more</li> <li>(g) educational facilities with a capacity of 250 students or more.</li> </ul>

### Procedural Matters (PM) - Referrals

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

Class of Development / Activity	Referral Body	Purpose of Referral	Statutory Reference
<p>Except where all of the relevant deemed-to-satisfy criteria are met, any of the following classes of development that are proposed within 250m of a State Maintained Road:</p> <ul style="list-style-type: none"> <li>(a) except where a proposed development has previously been referred under clause (b) - a building, or buildings, containing in excess of 50 dwellings</li> <li>(b) except where a proposed development has previously been referred under clause (a) - land division creating 50 or more additional allotments</li> <li>(c) commercial development with a gross floor area of 10,000m<sup>2</sup> or more</li> <li>(d) retail development with a gross floor area of 2,000m<sup>2</sup> or more</li> <li>(e) a warehouse or transport depot with a gross leasable floor area of 8,000m<sup>2</sup> or more</li> <li>(f) industry with a gross floor area of 20,000m<sup>2</sup> or more</li> <li>(g) educational facilities with a capacity of 250 students or more.</li> </ul>	Commissioner of Highways.	To provide expert technical assessment and direction to the Relevant Authority on the safe and efficient operation and management of all roads relevant to the Commissioner of Highways as described in the Planning and Design Code.	Development of a class to which Schedule 9 clause 3 item 7 of the Planning, Development and Infrastructure (General) Regulations 2017 applies.

## Part 4 - General Development Policies

## Clearance from Overhead Powerlines

### Assessment Provisions (AP)

Desired Outcome (DO)

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

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

Performance Outcome	Deemed-to-Satisfy Criteria / Designated Performance Feature
PO 1.1 Buildings are adequately separated from aboveground powerlines to minimise potential hazard to people and property.	DTS/DPF 1.1 One of the following is satisfied:  (a) a declaration is provided by or on behalf of the applicant to the effect that the proposal would not be contrary to the regulations prescribed for the purposes of section 86 of the <i>Electricity Act 1996</i>  (b) there are no aboveground powerlines adjoining the site that are the subject of the proposed development.

## Design

### Assessment Provisions (AP)

Desired Outcome (DO)

Desired Outcome	
DO 1	Development is:  (a) contextual - by considering, recognising and carefully responding to its natural surroundings or built environment and positively contributes to the character of the immediate area (b) durable - fit for purpose, adaptable and long lasting (c) inclusive - by integrating landscape design to optimise pedestrian and cyclist usability, privacy and equitable access, and promoting the provision of quality spaces integrated with the public realm that can be used for access and recreation and help optimise security and safety both internally and within the public realm, for occupants and visitors (d) sustainable - by integrating sustainable techniques into the design and siting of development and landscaping to improve community health, urban heat, water management, environmental performance, biodiversity and local amenity and to minimise energy consumption.

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

Performance Outcome	Deemed-to-Satisfy Criteria / Designated Performance Feature
All development	



Policy24		P&D Code (in effect) Version 2025.8 01/05/2025	
External Appearance			
PO 1.5 The negative visual impact of outdoor storage, waste management, loading and service areas is minimised by integrating them into the building design and screening them from public view (such as fencing, landscaping and built form) taking into account the form of development contemplated in the relevant zone.		DTS/DPF 1.5 None are applicable.	
Landscaping			
PO 3.1 Soft landscaping and tree planting is incorporated to:  (a) minimise heat absorption and reflection (b) maximise shade and shelter (c) maximise stormwater infiltration (d) enhance the appearance of land and streetscapes (e) contribute to biodiversity.		DTS/DPF 3.1 None are applicable.	
PO 3.2 Soft landscaping and tree planting maximises the use of locally indigenous plant species, incorporates plant species best suited to current and future climate conditions and avoids pest plant and weed species.		DTS/DPF 3.2 None are applicable.	
Water Sensitive Design			
PO 5.1 Development is sited and designed to maintain natural hydrological systems without negatively impacting:  (a) the quantity and quality of surface water and groundwater (b) the depth and directional flow of surface water and groundwater (c) the quality and function of natural springs.		DTS/DPF 5.1 None are applicable.	
On-site Waste Treatment Systems			
PO 6.1 Dedicated on-site effluent disposal areas do not include any areas to be used for, or could be reasonably foreseen to be used for, private open space, driveways or car parking.		DTS/DPF 6.1 Effluent disposal drainage areas do not:  (a) encroach within an area used as private open space or result in less private open space than that specified in Design Table 1 - Private Open Space (b) use an area also used as a driveway (c) encroach within an area used for on-site car parking or result in less on-site car parking than that specified in Transport, Access and Parking Table 1 - General Off-Street Car Parking Requirements or Table 2 - Off-Street Car Parking Requirements in Designated Areas.	
Carparking Appearance			
PO 7.1 Development facing the street is designed to minimise the negative impacts of any semi-basement and undercroft car parking on the streetscapes through techniques such as:		DTS/DPF 7.1 None are applicable.	

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Page 16 of 23

Policy24		P&D Code (in effect) Version 2025.8 01/05/2025	
(a) limiting protrusion above finished ground level (b) screening through appropriate planting, fencing and mounding (c) limiting the width of openings and integrating them into the building structure.			
PO 7.2	Vehicle parking areas are appropriately located, designed and constructed to minimise impacts on adjacent sensitive receivers through measures such as ensuring they are attractively developed and landscaped, screen fenced and the like.	DTS/DPF 7.2	None are applicable.
PO 7.4	Street level vehicle parking areas incorporate tree planting to provide shade and reduce solar heat absorption and reflection.	DTS/DPF 7.4	None are applicable.
PO 7.5	Street level parking areas incorporate soft landscaping to improve visual appearance when viewed from within the site and from public places.	DTS/DPF 7.5	None are applicable.
PO 7.6	Vehicle parking areas and associated driveways are landscaped to provide shade and positively contribute to amenity.	DTS/DPF 7.6	None are applicable.
PO 7.7	Vehicle parking areas and access ways incorporate integrated stormwater management techniques such as permeable or porous surfaces, infiltration systems, drainage swales or rain gardens that integrate with soft landscaping.	DTS/DPF 7.7	None are applicable.
Earthworks and sloping land			
PO 8.1	Development, including any associated driveways and access tracks, minimises the need for earthworks to limit disturbance to natural topography.	DTS/DPF 8.1	Development does not involve any of the following: <ul style="list-style-type: none"> <li>(a) excavation exceeding a vertical height of 1m</li> <li>(b) filling exceeding a vertical height of 1m</li> <li>(c) a total combined excavation and filling vertical height of 2m or more.</li> </ul>
PO 8.2	Driveways and access tracks are designed and constructed to allow safe and convenient access on sloping land (with a gradient exceeding 1 in 8).	DTS/DPF 8.2	Driveways and access tracks on sloping land (with a gradient exceeding 1 in 8) satisfy (a) and (b): <ul style="list-style-type: none"> <li>(a) do not have a gradient exceeding 25% (1-in-4) at any point along the driveway</li> <li>(b) are constructed with an all-weather trafficable surface.</li> </ul>
PO 8.3	Driveways and access tracks on sloping land (with a gradient exceeding 1 in 8):	DTS/DPF 8.3	None are applicable.

Policy24		P&D Code (in effect) Version 2025.8 01/05/2025	
(a)	do not contribute to the instability of embankments and cuttings		
(b)	provide level transition areas for the safe movement of people and goods to and from the development		
(c)	are designed to integrate with the natural topography of the land.		
PO 8.4	Development on sloping land (with a gradient exceeding 1 in 8) avoids the alteration of natural drainage lines and includes on-site drainage systems to minimise erosion.	DTS/DPF 8.4	None are applicable.
PO 8.5	Development does not occur on land at risk of landslip nor increases the potential for landslip or land surface instability.	DTS/DPF 8.5	None are applicable.
All non-residential development			
Water Sensitive Design			
PO 31.1	Development likely to result in significant risk of export of litter, oil or grease includes stormwater management systems designed to minimise pollutants entering stormwater.	DTS/DPF 31.1	None are applicable.
PO 31.2	Water discharged from a development site is of a physical, chemical and biological condition equivalent to or better than its pre-developed state.	DTS/DPF 31.2	None are applicable.

## Infrastructure and Renewable Energy Facilities

### Assessment Provisions (AP)

Desired Outcome (DO)

Desired Outcome	
DO 1	Efficient provision of infrastructure networks and services, renewable energy facilities and ancillary development in a manner that minimises hazard, is environmentally and culturally sensitive and manages adverse visual impacts on natural and rural landscapes and residential amenity.

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

Performance Outcome	Deemed-to-Satisfy Criteria / Designated Performance Feature
Water Supply	
PO 11.1 Development is connected to an appropriate water supply to meet the ongoing requirements of the intended use.	DTS/DPF 11.1 Development is connected, or will be connected, to a reticulated water scheme or mains water supply with the capacity to meet the on-going requirements of the development.
Wastewater Services	

Policy24		P&D Code (in effect) Version 2025.8 01/05/2025	
PO 12.1	Development is connected to an approved common wastewater disposal service with the capacity to meet the requirements of the intended use. Where this is not available an appropriate on-site service is provided to meet the ongoing requirements of the intended use in accordance with the following:	DTS/DPF 12.1	Development is connected, or will be connected, to an approved common wastewater disposal service with the capacity to meet the requirements of the development. Where this is not available it is instead capable of being serviced by an on-site waste water treatment system in accordance with the following:
	<ul style="list-style-type: none"> <li>(a) it is wholly located and contained within the allotment of the development it will service</li> <li>(b) in areas where there is a high risk of contamination of surface, ground, or marine water resources from on-site disposal of liquid wastes, disposal systems are included to minimise the risk of pollution to those water resources</li> <li>(c) septic tank effluent drainage fields and other wastewater disposal areas are located away from watercourses and flood prone, sloping, saline or poorly drained land to minimise environmental harm.</li> </ul>		<ul style="list-style-type: none"> <li>(a) the system is wholly located and contained within the allotment of development it will service; and</li> <li>(b) the system will comply with the requirements of the South Australian Public Health Act 2011.</li> </ul>
PO 12.2	Effluent drainage fields and other wastewater disposal areas are maintained to ensure the effective operation of waste systems and minimise risks to human health and the environment.	DTS/DPF 12.2	Development is not built on, or encroaches within, an area that is, or will be, required for a sewerage system or waste control system.

## Interface between Land Uses

### Assessment Provisions (AP)

Desired Outcome (DO)

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

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

Performance Outcome	Deemed-to-Satisfy Criteria / Designated Performance Feature
General Land Use Compatibility	
PO 1.2 Development adjacent to a site containing a sensitive receiver (or lawfully approved sensitive receiver) or zone primarily intended to accommodate sensitive receivers is designed to minimise adverse impacts.	DTS/DPF 1.2 None are applicable.
Activities Generating Noise or Vibration	
PO 4.1 Development that emits noise (other than music) does not unreasonably impact the amenity of sensitive receivers (or lawfully approved sensitive receivers).	DTS/DPF 4.1 Noise that affects sensitive receivers achieves the relevant Environment Protection (Commercial and Industrial Noise) Policy criteria.

Policy24		P&D Code (in effect) Version 2025.8 01/05/2025	
PO 4.2	<p>Areas for the on-site manoeuvring of service and delivery vehicles, plant and equipment, outdoor work spaces (and the like) are designed and sited to not unreasonably impact the amenity of adjacent sensitive receivers (or lawfully approved sensitive receivers) and zones primarily intended to accommodate sensitive receivers due to noise and vibration by adopting techniques including:</p> <ul style="list-style-type: none"> <li>(a) locating openings of buildings and associated services away from the interface with the adjacent sensitive receivers and zones primarily intended to accommodate sensitive receivers</li> <li>(b) when sited outdoors, locating such areas as far as practicable from adjacent sensitive receivers and zones primarily intended to accommodate sensitive receivers</li> <li>(c) housing plant and equipment within an enclosed structure or acoustic enclosure</li> <li>(d) providing a suitable acoustic barrier between the plant and / or equipment and the adjacent sensitive receiver boundary or zone.</li> </ul>	DTS/DPF 4.2	None are applicable.
Air Quality			
PO 5.1	<p>Development with the potential to emit harmful or nuisance-generating air pollution incorporates air pollution control measures to prevent harm to human health or unreasonably impact the amenity of sensitive receivers (or lawfully approved sensitive receivers) within the locality and zones primarily intended to accommodate sensitive receivers.</p>	DTS/DPF 5.1	None are applicable.
PO 5.2	<p>Development that includes chimneys or exhaust flues (including cafes, restaurants and fast food outlets) is designed to minimise nuisance or adverse health impacts to sensitive receivers (or lawfully approved sensitive receivers) by:</p> <ul style="list-style-type: none"> <li>(a) incorporating appropriate treatment technology before exhaust emissions are released</li> <li>(b) locating and designing chimneys or exhaust flues to maximise the dispersion of exhaust emissions, taking into account the location of sensitive receivers.</li> </ul>	DTS/DPF 5.2	None are applicable.
Light Spill			
PO 6.1	<p>External lighting is positioned and designed to not cause unreasonable light spill impact on adjacent sensitive receivers (or lawfully approved sensitive receivers).</p>	DTS/DPF 6.1	None are applicable.
Solar Reflectivity / Glare			
PO 7.1	<p>Development is designed and comprised of materials and finishes that do not unreasonably cause a distraction to adjacent road users and pedestrian areas or unreasonably cause heat loading and micro-climatic impacts on adjacent buildings and land uses as a result of reflective solar glare.</p>	DTS/DPF 7.1	None are applicable.



## Transport, Access and Parking

### Assessment Provisions (AP)

Desired Outcome (DO)

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

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

Performance Outcome	Deemed-to-Satisfy Criteria / Designated Performance Feature
Movement Systems	
PO 1.3 Industrial, commercial and service vehicle movements, loading areas and designated parking spaces are separated from passenger vehicle car parking areas to ensure efficient and safe movement and minimise potential conflict.	DTS/DPF 1.3 None are applicable.
PO 1.4 Development is sited and designed so that loading, unloading and turning of all traffic avoids interrupting the operation of and queuing on public roads and pedestrian paths.	DTS/DPF 1.4 All vehicle manoeuvring occurs onsite.
Sightlines	
PO 2.1 Sightlines at intersections, pedestrian and cycle crossings, and crossovers to allotments for motorists, cyclists and pedestrians are maintained or enhanced to ensure safety for all road users and pedestrians.	DTS/DPF 2.1 None are applicable.
PO 2.2 Walls, fencing and landscaping adjacent to driveways and corner sites are designed to provide adequate sightlines between vehicles and pedestrians.	DTS/DPF 2.2 None are applicable.
Vehicle Access	
PO 3.1 Safe and convenient access minimises impact or interruption on the operation of public roads.	DTS/DPF 3.1 The access is:  (a) provided via a lawfully existing or authorised driveway or access point or an access point for which consent has been granted as part of an application for the division of land or (b) not located within 6m of an intersection of 2 or more roads or a pedestrian activated crossing.
PO 3.5	DTS/DPF 3.5

Policy24		P&D Code (in effect) Version 2025.8 01/05/2025	
Access points are located so as not to interfere with street trees, existing street furniture (including directional signs, lighting, seating and weather shelters) or infrastructure services to maintain the appearance of the streetscape, preserve local amenity and minimise disruption to utility infrastructure assets.		Vehicle access to designated car parking spaces satisfy (a) or (b): (a) is provided via a lawfully existing or authorised access point or an access point for which consent has been granted as part of an application for the division of land (b) where newly proposed, is set back: (i) 0.5m or more from any street furniture, street pole, infrastructure services pit, or other stormwater or utility infrastructure unless consent is provided from the asset owner (ii) 2m or more from the base of the trunk of a street tree unless consent is provided from the tree owner for a lesser distance (iii) 6m or more from the tangent point of an intersection of 2 or more roads (iv) outside of the marked lines or infrastructure dedicating a pedestrian crossing.	
Vehicle Parking Rates			
PO 5.1 Sufficient on-site vehicle parking and specifically marked accessible car parking places are provided to meet the needs of the development or land use having regard to factors that may support a reduced on-site rate such as:  (a) availability of on-street car parking (b) shared use of other parking areas (c) in relation to a mixed-use development, where the hours of operation of commercial activities complement the residential use of the site, the provision of vehicle parking may be shared (d) the adaptive reuse of a State or Local Heritage Place.		DTS/DPF 5.1 Development provides a number of car parking spaces on-site at a rate no less than the amount calculated using one of the following, whichever is relevant:  (a) Transport, Access and Parking Table 2 - Off-Street Vehicle Parking Requirements in Designated Areas if the development is a class of development listed in Table 2 and the site is in a Designated Area (b) Transport, Access and Parking Table 1 - General Off-Street Car Parking Requirements where (a) does not apply (c) if located in an area where a lawfully established carparking fund operates, the number of spaces calculated under (a) or (b) less the number of spaces offset by contribution to the fund.	
Vehicle Parking Areas			
PO 6.1 Vehicle parking areas are sited and designed to minimise impact on the operation of public roads by avoiding the use of public roads when moving from one part of a parking area to another.		DTS/DPF 6.1 Movement between vehicle parking areas within the site can occur without the need to use a public road.	
PO 6.2 Vehicle parking areas are appropriately located, designed and constructed to minimise impacts on adjacent sensitive receivers through measures such as ensuring they are attractively developed and landscaped, screen fenced, and the like.		DTS/DPF 6.2 None are applicable.	
PO 6.6 Loading areas and designated parking spaces for service vehicles are provided within the boundary of the site.		DTS/DPF 6.6 Loading areas and designated parking spaces are wholly located within the site.	
Corner Cut-Offs			
PO 10.1		DTS/DPF 10.1	

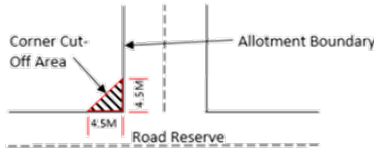
Policy24	P&D Code (in effect) Version 2025.8 01/05/2025
Development is located and designed to ensure drivers can safely turn into and out of public road junctions.	<p>Development does not involve building work, or building work is located wholly outside the land shown as Corner Cut-Off Area in the following diagram:</p> 

Table 1 - General Off-Street Car Parking Requirements

Class of Development	Car Parking Rate (unless varied by Table 2 onwards)
	Where a development comprises more than one development type, then the overall car parking rate will be taken to be the sum of the car parking rates for each development type.
Industry/Employment Uses	
Warehouse	0.5 spaces per 100m2 total floor area.

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

Class of Development	Car Parking Rate		Designated Areas
	Where a development comprises more than one development type, then the overall car parking rate will be taken to be the sum of the car parking rates for each development type.		
	Minimum number of spaces	Maximum number of spaces	
Non-residential development			
Non-residential development excluding tourist accommodation	3 spaces per 100m2 of gross leasable floor area.	5 spaces per 100m2 of gross leasable floor area.	City Living Zone
			Urban Corridor (Boulevard) Zone
			Urban Corridor (Business) Zone
			Urban Corridor (Living) Zone
			Urban Corridor (Main Street ) Zone
			Urban Neighbourhood Zone (except for Bowden, Brompton or Hindmarsh)

**INFORMATION  
ONLY  
ITEM**

8.2.1

**COUNCIL ASSESSMENT PANEL****DATE**

24 June 2025

**HEADING**

Status of Current Appeal Matters and Deferred Items

**AUTHOR**

Chris Carrey, Team Leader Planning, City Development

**SUMMARY**

The report provides an update on current appeal matters and deferred items.

**RECOMMENDATION**That the Panel:

1. Receives the information.

**ATTACHMENTS**

There are no attachments to this report.

**REPORT**

- 1.1 There are two related appeals (one against a decision of the Panel and the other against a decision of the Assessment Manager) that had been adjourned at the request of the appellant to await the outcome of the '*Ancillary Accommodation and Student Accommodation Definitions Review Code Amendment.*'
- 1.2 The appellant indicated their intention to withdraw these applications when the above code amendment was approved, however has not yet withdrawn these appeals.
- 1.3 A fresh Development Application was submitted on 23 April 2025, described as '2 x Ancillary Accommodation' at the subject site. A mandatory documentation request was issued. To date, the appellant has not responded to that request, and the development application has not yet been formally lodged for assessment.
- 1.4 The next conference date for both matters has been set for Wednesday 2nd July 2025.

**SUMMARY OF INDIVIDUAL APPEAL MATTERS**

*Applicant Appeal to Environment, Resources and Development Court, Tony Maiello (N27 Pty Ltd) v City of Salisbury (ERD-22-000014) - Development Application 361/1618/2020/2A*

- 1.5 The Applicant appealed against the decision of the Panel to refuse the development application for three two-storey group dwellings at 173-175 Park Terrace, Salisbury. The applicant presented two alternative proposals in response to the decision of the Panel, but the amendments have not addressed the concerns of the Panel.

*Applicant Appeal to Environment, Resources and Development Court, Tony Maiello (N27 Pty Ltd) v City of Salisbury (ERD-22-000180) - Development Application 22037930*

- 1.6 This development application was lodged under the Planning and Design Code, proposing two dwellings at the subject site. The application was refused by the Assessment Manager.
- 1.7 The appellant appealed against the decision of the Assessment Manager to refuse the development application.