AGENDA ITEM 3.2

Application Summary

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<th>Application No:</th>
<th>155/E001/14</th>
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<tr>
<td>KNET Reference:</td>
<td>2014/21194/01 #9355409</td>
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<tr>
<td>Applicant:</td>
<td>Life Care Incorporated Pty Ltd C/- Jensen Planning + Design</td>
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<tr>
<td>Proposal:</td>
<td>Integrated residential aged care facility comprising supported accommodation, a wellness centre and corporate facilities including offices, together with basement car parking and landscaping</td>
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<tr>
<td>Subject Land:</td>
<td>247 – 261 Payneham Road, Joslin</td>
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<tr>
<td>Relevant Authority:</td>
<td>Development Assessment Commission</td>
</tr>
<tr>
<td>Role of the Commission:</td>
<td>Schedule 10, 20 – Development over $3m as determined by the State Coordinator General</td>
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<td>Zone / Policy Area:</td>
<td>Residential 3 Zone</td>
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<td>Categorisation:</td>
<td>Merit</td>
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<td>Notification:</td>
<td>Category 3</td>
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<tr>
<td>Representations:</td>
<td>11 Representations</td>
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<td>Lodgement Date:</td>
<td>21 January 2015</td>
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<td>Development Plan:</td>
<td>Norwood Payneham and St Peters (City) Development Plan Consolidated 31 October 2013</td>
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<td>Referral Agencies</td>
<td>Commissioner of Highways</td>
</tr>
<tr>
<td>Assessment Officer</td>
<td>Leif Burdon</td>
</tr>
<tr>
<td>Recommendation:</td>
<td>Development Plan Consent subject to conditions</td>
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EXECUTIVE SUMMARY

The Minister has appointed the State Coordinator General with powers to determine certain development over $3 million in value be considered by the Development Assessment Commission (DAC) as the relevant authority, pursuant to Schedule 10 of the Development Regulations 2008.

On 13 October 2014 the applicant requested that the State Coordinator General consider making such a determination for this proposal. After considering the request and being satisfied that the proposal met the criteria specified within Schedule 10, the State Coordinator General has determined DAC to be the relevant authority for the purposes of assessing this application.

The applicant seeks approval for the demolition of the existing residential care facility on the site and the construction of a completely new and updated integrated residential aged care facility comprising supported accommodation, a wellness centre and corporate facilities including offices, together with basement car parking and landscaping, to be completed over two stages.

The redevelopment and expansion of an existing supported accommodation and aged care facility is supported in a general sense for the service need it supplies within the local community. Similarly from a planning and design perspective, the proposal responds well to the provisions of the Norwood Payneham and St Peters (City) Development Plan. As such, the proposal warrants Development Plan Consent subject to conditions.

ASSESSMENT REPORT

1. DESCRIPTION OF PROPOSAL

The following comprises a general summary of the proposal:

| Building height | Maximum building height for the development is three storeys (10.5 metres) across two buildings, together with landscaped roof top terraces on the Northern (Stage 1) and Southern (stage 2) buildings with a height of 12.2m. |
Description of levels

| Basement: | 89 car parking spaces, kitchen, laundry, garbage, storage, utility area and dedicated ambulance pick-up |
| Ground Floor: | entry pavilion, lobby, kitchen, 30 supported accommodation units, wellness centre, offices and communal areas. |
| 1st Floor: | 60 supported accommodation units, function space, kitchen facilities and communal areas |
| 2nd Floor: | 30 supported accommodation, 14 serviced apartments, kitchen facilities and communal areas |
| Rooftop: | two landscaped roof terraces |

Site Access

- Pedestrian access is from Payneham Road.
- Lifts are proposed throughout the building providing access to all building levels.
- The external landscaped areas include paved and decked pathways with good circulation throughout the site.
- Vehicle access to the ‘drop off zone’ is via two crossovers along Payneham Road and is available to residents, emergency service vehicles and a community bus.
- Entry to the basement from Payneham Road is via a one way access with the main ingress/egress via a double width crossover at Lambert Road.

Parking

- 89 car parking space are provided in basement
- Short term park available within driveway/‘drop off zone’
- Ambulance loading area

The land currently accommodates a residential aged care facility. This proposal includes the demolition of the existing facilities to be replaced by a more modern building that provides the necessary services to be completed in two stages. The overall development will increase the number of beds on the site from 95 to 120, principally in the form of high care, but also providing dementia and palliative care services. This largely comprises Stage 1 of the proposal. An additional 14 independent living units are proposed within Stage 2 which is understood to be adaptable to provide forms of low care as required.

A wellness centre and office space is proposed as part of Stage 2. The wellness centre provides a range of activities and services to residents within the supported accommodation and apartments of the proposal. An existing facility operates on a different site than the current residential aged care facility, however is proposed to be relocated within the development such that it is better aligned with all service offerings for residents. The wellness centre will offer a range of health and leisure opportunities, which are explained in more detail within the applicants planning statement.
2. SITE AND LOCALITY

Site Description

The subject land is located at 247-261 Payneham Road, Joslin and comprises the following contiguous allotments:

<table>
<thead>
<tr>
<th>Lot No</th>
<th>Section</th>
<th>Street</th>
<th>Suburb</th>
<th>Hundred</th>
<th>CT Reference</th>
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<td>A6</td>
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<td>A50</td>
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<td>Payneham Road</td>
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</tr>
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</table>

The subject land is predominantly rectangular in shape with a slight irregularity adjacent neighbouring residential allotments to the North West. This site comprises approximately 8660m² with a frontage of 142 metres to Payneham Road along the eastern boundary, with a secondary frontage of 46 metres along Lambert Road to the northern boundary and an average site depth of 61 metres. The northern and western boundary interfaces with predominantly low rise residential development.

The site is occupied by Life Care Incorporated Pty Ltd, at a slightly less intensity than proposed in this application. The existing facility, known as Roselin Court, accommodates 95 supported
accommodation beds with associated facilities and communal areas. The existing buildings are a mixture of single and two storeys. The current site also accommodates a number of independent living units at the rear, several of which front First Avenue. These will be retained and do not form part of this proposal. The site also includes two single storey dwellings which have been previously converted into commercial uses, such as offices, consulting rooms, furniture store and restaurant.

The immediate locality along the western and northern boundaries is low density residential allotments. Along the northern boundary the residential allotments (which front First Avenue) are single storey dwellings, mostly late 19th to early 20th century construction, some with newer additions. Newer housing stock can be seen along Lambert Road (north-west of the subject land). To the east of the subject land is Payneham Road, where land use is varied. Directly opposite the subject land are numerous single and two storey residential flat buildings along with single dwelling allotments. Further north along Payneham Road the character of the locality shifts from predominantly residential to more commercial.

Overall the locality is comprised of three elements; low density residential to the north and west, slightly higher density residential flat buildings opposite the Payneham Road frontage, and a more commercial nature further along Payneham Road to the north east.

Figure 2 – Location Plan

3. REFERRALS

Commissioner of Highways (DPTI)

Payneham Road is under the care and control of the Department of Planning, Transport and Infrastructure. Given the proposed reconfiguration of access points along Payneham Road, the application was referred to the Commissioner of Highways (DPTI Transport Service) as required by Schedule 8 of the Development Regulation. In summary, The DPTI Transport Division does not object to the proposal subject to six conditions being placed on any given consent. The referral advice is summarised as follows:

- The net reduction in the number of access points along Payneham Road is supported
- Payneham Road access should be a minimum of 4 metres in width and angled at 70 degrees
- Access on Lambert Road is located as far as practical from the junction with Payneham Road
• Ensure basement car parking meets Australian Standards

Refer to the Attachments for the complete Commissioner of Highways referral.

City of Norwood Payneham and St Peters

Council has raised a number of planning, design and operational matters in regard to the following elements of the proposal:

• Council supports the proposal overall
• The zone anticipates buildings of that scale, by virtue of what is listed as complying development i.e. three story residential flat buildings
• Adequate setbacks from boundaries are proposed to ameliorate overshadowing to a reasonable degree
• Further information needs to be provided on how overlooking will be prevented
• Car parking provision is considered to be adequate

Refer to Attachments for the letter from Council’s administration.

4. PUBLIC NOTIFICATION

The application is a Category 3 development, and as such, pursuant to Section 38 (5) of the Development Act 1993, notice of the application was given to the owners and occupier of each piece of adjacent land; any other owner or occupier of land which, according to the determination of the relevant authority, would be directly affected to a significant degree by the development if it were to proceed; and to the public generally.

During the public notification period 11 representations were received. It is noted that 5 representors wish to be heard by the Commission. The following is a summary of planning matters raised by all representors in the submissions received, together with a summary of the response provided by the applicant to address the ranges of concerns by neighbouring residents.

Figure 3 – Location of Representations

The following comprises a summary of the matters raised by representors in their submissions during the notification process, followed by a summary of the applicant’s response:
Summary of Issues

- Building height is excessive
- Built form is inconsistent with the established character of the local area
- Setbacks from Payneham Road and side boundaries are insufficient
- Overlooking from the first and second levels into neighbouring private open space
- Overshadowing to adjoining properties
- Impact of lighting
- The ongoing commercial nature of the wellness centre
- Noise impact
- Location of access points along Payneham Road
- Increased traffic impacts on local road network
- Landscaping may compromise structural integrity of neighbouring buildings
- Impacts from the construction activities
- Demolition of existing character dwellings
- Insufficient consultation

Summary of Applicants Response

- The proposal is consistent with building heights envisaged within the zone
- The roof terrace results in no additional height impact
- The land is not in an historic conservation area and encourages a diverse range of dwellings
- The proposed building exhibits a considered design response to the locality
- Setbacks complement those within the locality, and appropriately manage overshadowing
- The proposal meets the requirements of the Development Plan in terms of overshadowing
- To mitigate overlooking planter boxes with standing setbacks from windows and balconies are proposed on the first and second floors
- The office and wellness centre will complement the proposed aged care facility and usage of these facilities will occur during daytime hours
- The proposed access points along Payneham Road have been developed in consultation with DPTI Transport and no objections have been raised with respect to the location
- The applicant will ensure that the selection and planting of tree is done in consultation with a landscape architect to ensure the optimum growth is achieved
- The building contractor is required to prepare a Construction Environmental Management Plan (CEMP) prior to the commencement of construction

All representations, together with the applicant’s response, are contained in the Attachments.

5. POLICY OVERVIEW

Residential 3 Zone

The subject land is located within the Residential 3 Zone as described in the Norwood Payneham and St Peters (City) Development Plan - consolidated 31 October 2013. The zone is intended to accommodate detached dwellings, multiple dwellings and residential flat buildings at densities ranging from low to medium. The zone is silent in relation to specific qualitative and quantitative assessment provisions, and speaks only to the nature of built form anticipated in the zone.

Council Wide

The council wide provisions detail a range of policy considerations with respect to supported accommodation and aged care development in the City of Norwood, Payneham and St Peters. Similarly, technical aspects of the proposal such as waste, traffic, noise attenuation and stormwater management are all addressed within the body of the below assessment.

An extract of the relevant provisions of the Development Plan is provided at the end of this report.
6. PLANNING ASSESSMENT

The following elements are considered to be of the most relevance to the assessment of the proposal against the Development Plan.

Land Use

The Residential 3 Zone provides that residential flat buildings up to three storeys are complying development within the zone and outlines certain design outcomes. While the proposed development could not be considered a residential flat building by virtue of its commercial nature, such provisions are pertinent in the consideration of land use and built form within the locality, and on the subject site. This will be considered in further detail within the body of the report below.

While the proposal is of a commercial nature in terms of its function as a supported accommodation facility, the proposal is for all intents and purposes expected to operate in much the same way as other residential development of this nature. As detailed previously, in regards to the proposals built form, it is (but for some ground floor elements) consistent with that of a residential flat building. ‘Supported accommodation and housing for seniors’ is captured within the range of council wide provisions for Residential Development in the Development Plan.

Furthermore, there are a range of provisions within the Council Wide section of the Development Plan with regard to appropriately locating such facilities in terms of access to public services and facilities, as well as offering opportunities for ongoing interactions with the community generally. The following provision is of particular relevance:

274 Supported accommodation and housing for seniors (including nursing homes, hostels, retirement homes, retirement villages, residential care facilities and special accommodation houses) and people with disabilities, should only be developed where it is envisaged in the Zone and/or relevant Policy Area and should be:
   (a) located within walking distance of essential facilities such as convenience shops, health and community services and public and community transport;
   (b) located where on-site movement of residents is not unduly restricted by the slope of the land;
   (c) sited and designed to promote interaction with other sections of the community, without compromising privacy;
   (d) of a scale and appearance that reflects the residential nature and character of the locality; and
   (e) provided with public and private open space and landscaping.

Council has noted that no zones within the Development Plan specifically envisage housing for seniors. In lieu of the zone provisions consideration should be given to (a) to (e) above. The proposal generally meets the requirements of these provisions as it is located near a range of essential facilities, movement around the site is convenient, enables interaction and is provided with convenient public transport (along Payneham Road)

Built Form and Appearance

The proposal comprises a three storey built form together with basement car parking. The zone offers limited guidance in regards to building form and design outcomes, however it should be noted that the proposal achieves the building height and setback requirements for complying development (residential flat buildings) within the zone, notwithstanding its use a supported accommodation facility. The council wide provisions of the Development Plan are of relevance in respect to matters of building form and overall design merit are as follows:

30 Except where the zone or policy area objectives, principles of development control and/or desired character of a locality provide otherwise, new buildings:
   (a) may be of a contemporary appearance and exhibit an innovative style;
(b) should complement the urban context of existing buildings on adjoining and nearby land in terms of:
   (i) maintenance of existing vertical and horizontal building alignments
   (ii) architectural style, building shape and the use of common architectural elements and features;
   (iii) consistent colours, materials and finishes; and
(c) should not visually dominate the surrounding locality.

31 Buildings should be designed to minimise their visual bulk and provide visual interest through design elements such as:
   (a) articulation;
   (b) colour and detailing;
   (c) materials, patterns, textures and decorative elements;
   (d) vertical and horizontal components;
   (e) design and placement of windows;
   (f) window and door proportions;
   (g) roof form and pitch;
   (h) verandahs and eaves; and
   (i) variations to facades.

The built form is contemporary in nature, which is encouraged by the Development Plan and is considered appropriate within this locality given the variety of development form and style along Payneham Road. The proposed buildings are of a high quality design and appearance with the bulk and scale of the proposal lessened by the arrangement on the site and the separation of the two buildings. The proposal includes a number of design features which provide for visual interest including the roof form and pitch, overlooking provisions of planter boxes and variety of built form facing Payneham Road (particular the porte cochere, forecourt area and entry pavilion).

Locality (Heritage and Adjacent Zone)

The subject site is located adjacent to a Local Heritage Place (245 Payneham Road, Joslin) and the abutting the Residential Historic (Conservation) Zone which is characterised by dwellings mostly late 19th to early 20th century construction (some of which are Contributory Items within the Development Plan). The applicants report acknowledges the Local Heritage Place and abutting zone but does not identify potential impacts of the proposal. Due to this, internal heritage advice was sort in relation to the heritage aspect and interface between the existing character and the proposal.

Policy for the interface between the Residential 3 Zone and the Residential Historic (Conservation) Zone does not contemplate a buffer between single storeyed residential and the potential three storey development. The impacts of a three storey development can then only be addressed by the mediation of scale and setbacks within the development site. It is worth noting that the proposal is setback (side and rear) further from the boundaries shared with the Local Heritage Place and Residential Historic (Conservation) Zone than is currently the case. At present the built form side boundary setback of 0-4 meters from the Local Heritage Place. The proposal will be setback 10m from the side boundary.

With the forms and intensities of built form allowed (interface and buffers), the absence of a Desired Character Statement for Residential 3 Zone and the isolation of the Local Heritage Place within the locality tends to promote the conclusions that this area is in a state of transformation, away from the residential paradigm found along main roads to one with a different form of development and at a higher intensity than previously prevailing.

The proposed redevelopment of the existing aged facility is considered to be acceptable given the contemporary built form will provide improved modern facilities and services for aged care and is setback far enough as to not impact upon the Local Heritage Place.

Council has not raised any concerns relating to the potential impact to the heritage value of the Local Heritage Places as a result of this proposal.
Residential Amenity

The Development Plan outlines a range of provisions in respect to amenity for supported accommodation facilities, in particular:

275 Supported accommodation and housing for seniors should be designed to provide safe, secure, attractive, convenient and comfortable living conditions for residents and should include:
(a) ground-level access or lifted access to all units;
(b) internal communal areas and private spaces;
(c) an interesting and attractive outlook from all units and communal areas for all residents, including those in wheelchairs;
(d) useable recreation areas for residents and visitors, including visiting children;
(e) adequate living space allowing for the use of wheelchairs with an attendant;
(f) spaces to accommodate social needs and activities, including social gatherings, internet use, gardening, keeping pets, preparing meals and doing personal laundry;
(g) storage areas for items such as boats, trailers and caravans in association with some independent living units;
(h) storage for items such as small electric powered vehicles and other personal items, including facilities for recharging small electric powered vehicles; and
(i) mail boxes and waste disposal areas within easy walking distance of all units.

The proposal is considered to display a high level of amenity and secure, attractive, convenient and comfortable living conditions for residents of the facility, with the plans demonstrating the following key amenity features:
- Access is available from the basement level to all levels of the facility by lift.
- There are a range of internal and external communal and leisure areas available including “break out” spaces, living areas, kitchen facilities, communal balconies, and secluded landscaped open space areas.
- Considerable outdoor open space is available with a range of walking paths, sitting areas, gardens and a ‘Mens Shed’.
- All accommodation units are afforded a pleasing outlook onto the landscape open spaces at ground level.
- The wellness centre provides a range of health and leisure opportunities to all residents (both independent living and supported accommodation).
- Good accessibility through each building level, with lifts to each floor together with wide double doors linking all communal and service areas.
- No storage for recreational vehicles such as caravans and boats is proposed, as the facility is proposed largely as supported accommodation.

Landscaping

Landscaping of development is generally anticipated within the Development Plan for a range of aesthetic and functional reasons. The provisions of the Development Plan offer the following guidance in regards to the nature and role of landscaping in new development:

76 Development should incorporate open space and landscaping and minimise the use of hard paved surfaces in order to:
(a) complement built form and reduce the visual impact of larger buildings (for example locating taller and broader plants against taller and bulkier building components);
(b) enhance the visual appearance from the street frontage;
(c) screen service yards, loading areas and outdoor storage areas;
(d) define and enhance the appearance of outdoor spaces, including car parking areas;
(e) minimise heat absorption and reflection;
(f) provide shade and shelter;
(g) assist in climate control within and around buildings;
(h) allow for natural infiltration of surface waters through permeable treatments;
(i) contribute to the viability of ecosystems and species; and
(j) promote water and biodiversity conservation.
The proposed nature and extent of landscaping is detailed within a landscaping plan prepared by Taylor Brammer Landscape Architects. The scheme comprises a whole of site integrated approach at ground level together with private landscaped areas located on the first floor and roof top terrace. Screen planting is proposed to the perimeter of the site at the interface with neighbouring residential properties, and similarly at the street frontage albeit at a lesser density.

It is considered that the screen planting will act as a suitable landscape buffer, thereby reducing the visual impact of the proposal as viewed from neighbouring dwellings. Similarly, the proposed landscaping at the street frontage will make a positive contribution to the overall streetscape amenity of Payneham Road.

In respect to landscaping maintenance, the applicant has also indicated that a dedicated landscape maintenance contractor would be appointed to maintain the landscaped areas on an ongoing basis. In this regard, green waste resulting from communal landscaped areas would be removed from the site at the time of maintenance.

The applicant’s planning statement details the removal of two regulated trees to facilitate the development. It has since been confirmed by the applicant’s planning consultant that those trees have been removed, and as such tree removal no longer forms part of the application.

Traffic and Access

In assessing traffic, access and car parking, the applicant has provided a traffic report prepared by MFY Pty Ltd which details the design of the car park, the likely car parking demand, vehicle movements and the potential impacts upon the adjoining road network.

In terms of access, a left-in and separate left-out drop off / collection area on Payneham Road and two-way crossover on Lambert Road will facilitate traffic movements to and from the site. The proposal consolidates access arrangements for the site, such that there is a net reduction of two crossovers on Payneham Road. An increased separation between access points and the adjacent signalised intersection is also proposed. The two-way crossover on Lambert Road will provide access to an undercroft car park for staff, visitors and residents. The applicant’s traffic report indicates the proposal will result in minimum increase in traffic volumes and will have no appreciable impact on the subject road network.

Having considered the traffic impact analysis supplied as part of the development application, it is considered that the proposed development is unlikely to have any unreasonable impact on the surrounding road network. DPTI Transport Division has also reviewed the proposal and raises no objection to the development, subject to the imposition of conditions. The suggested conditions have been incorporated into the recommendation below.

The access point on Lambert Street requires the removal of a Council Street tree. Council has not raised any concerns relating to this access point and subsequent removal of the street tree. The applicant will be required to negotiate with Council regarding its removal.

Car Parking

The Development Plan seeks that sufficient parking is provided on site to meet the anticipated demand, with proposed car parking ratios documented within Tables NPSP/8 and 9. The rates identified within the Development Plan are as follows:

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<thead>
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<th>Land use</th>
<th>Development Plan</th>
<th>Required</th>
<th>Proposed</th>
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<tbody>
<tr>
<td>Aged Car Facility</td>
<td>1 per 3 beds (120 beds)</td>
<td>40</td>
<td>40</td>
</tr>
<tr>
<td>Independent Living Unit</td>
<td>1 space per unit</td>
<td>14</td>
<td>14</td>
</tr>
<tr>
<td>Staff</td>
<td>1 space per 2 units</td>
<td>7</td>
<td>7</td>
</tr>
<tr>
<td>Wellness Centre</td>
<td>Staff parking / no requirement</td>
<td>-</td>
<td>2</td>
</tr>
<tr>
<td>Office</td>
<td>4 spaces per 100m² (650m²)</td>
<td>26</td>
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Car parking of 89 spaces together with parking for service vehicles is offered at the basement level, with additional short-term parking within the ‘porte cochere’ from Payneham Road.

In addition to the above basic assessment, the applicant’s traffic consultant has also performed an analysis of car parking requirements based on precedence within other similar land uses. The applicant’s traffic consultant indicates that ‘... with the exception of the independent living units, the above parking provision rates are consistent with technical recommendations and assessment completed by the consultant at similar facilities’ and is therefore reasonable and appropriate for this facility, notwithstanding the number of spaces exceeds the Development Plan in any case.

Overall, it is considered that the proposal provides for an appropriate number of car parking spaces to suit the nature and intensity of the land uses proposed. For further details in relation to the car parking ratio and assessment, refer to applicant’s traffic report contained within the Attachments.

Further to the quantitative assessment above, the Development Plan also offers guidance in regards to the manner in which car parking should be established for supported accommodation and housing for seniors, in particular:

278 Car parking associated with supported accommodation and housing for seniors should:
(a) be conveniently located on site within easy walking distance of resident units;
(b) include covered and secure parking for residents’ vehicles;
(c) be adequate for residents, service providers and visitors;
(d) include separate and appropriately marked places for people with disabilities and spaces for small electrically powered vehicles;
(e) have slip-resistant surfaces with gradients not steeper than 1 in 40;
(f) allow ease of vehicle manoeuvrability;
(g) be designed to allow the full opening of all vehicle doors;
(h) minimise the impact of car parking on adjacent residences owing to visual intrusion and noise; and
(i) be appropriately lit to enable safe and easy movement to and from vehicles.

With respect to the above provisions, the basement car parking configuration provides for safe and convenient access to the development, with an appropriate car parking ratio to meet the needs of intended future occupants.

Waste Management

The applicant has provided a waste management statement. The waste report details the anticipated waste volumes to be generated by the proposal together with the method of storage and collection of the waste onsite. Waste will be stored and collected within the basement, with private waste contractors to perform collections. Waste is stored in designated secure and ventilated bin storage area. The ventilation for these storage areas is directed to the roof and vented at roof level. The opening to the basement provides for a 4 metres clearance height, which is expected to adequately cater for the attendance of refuse collection vehicles within the basement.

Noise

An acoustic engineers report has not been supplied as part of the development application. Nevertheless, the applicant has provided technical advice by Marchese Partners and Meinhardt Engineers. The potential noise intrusion impacts to the adjacent properties are in the form of roof top plant equipment, vehicles movement in/out of the site and noise from rear yard/open space.

The applicant has detailed that the noise impact of the plant equipment will be reduce by the height of the building, central roof position of the plant area, over 18 meters to the nearest site boundary and also the acoustic screening. A condition is recommended to ensure all noise
generating plant and equipment proposed as part of the development would be suitably attenuated in accordance with Environment Protection Authority standards, namely section 25 of the Environment Protection (Noise) Policy 2007 dealing with fixed domestic machine noise.

The two way ramp access to the basement car park is located close to the site boundary and near an existing dwelling. This is the access point for service and waste management collection vehicles. The movements through this access to the site potentially impacts adjoining residents. However, it is considered that the movements and types of vehicles along Lambert Avenue and accessing the site are what would be expected and currently are within that locality. Also service vehicle noise impacts (reversing, waste collection) are to occur within the basement area which will assist in controlling noise to some degree.

Additionally, the site is located along a Primary Arterial Road, being Payneham Road. The site is not identified within a Noise and Air Emissions Overlay in the Development Plan and as such the mandatory requirements of the Minister’s Specification SA 78B for Construction Requirements for the Control of External Sound do not apply. However, the applicant has identified that it is in their interest to address this to ensure the impacts of noise from Payneham Road on their residents is mitigated. The applicant proposes double glazing of windows fronting Payneham Road and Lambert Avenue, which should adequately address the potential impacts of noise.

It is considered that these matters could be addressed through a condition for an acoustic assessment/report to address any concerns and appropriate noise mitigation requirements relating the traffic movements to/from the site and noise associated with Payneham Road to be placed on a Development Plan Consent. The applicant has agreed to this approach.

Interface matters

Visual Privacy and Overlooking

The Development Plan provides the following provision in relation to managing and moderating visual privacy and overlooking impacts. The applicant has also provided a rationale to this issue within the planning statement lodged with the development application and the response to representations.

253 Except in the Urban Corridor Zone and the District Centre (Norwood) Zone, in areas where buildings of 3 or more storeys are contemplated, direct overlooking into habitable room windows or onto the useable private open spaces of other dwellings from upper level windows, external balconies, terraces and decks should be minimised through the adoption of one or more of the following methods and may be supplemented by landscaping:

(a) building layout;
(b) location and design of windows and balconies;
(c) screening devices; or
(d) adequate separation.

254 Except in the Urban Corridor Zone and the District Centre (Norwood) Zone, in areas where buildings of 3 or more storeys are contemplated, upper level windows, balconies, terraces and decks should:

(a) have a sill height of not less than 1.7 metres above the finished floor level (Refer to Figure 13); or
(b) be treated with permanently fixed obscured treatment (such as glazing or adhesive film) in the part of the window below 1.7 metres above the finished floor level (Refer to Figure 13); or
(c) be permanently screened to a height of not less than 1.7 metres above the finished floor level, through the use of external screening devices, such as planter boxes and angled louvres (Refer to Figure 13); and
(d) in the case of balconies, not exceed 15 square metres in floor area (Refer to Figure 13); to avoid overlooking into habitable room windows or onto the useable private open spaces of other dwellings.
The proposed design solution to overlooking for the buildings is the provisions of planter boxes to the windows and balconies on the first and second levels. The applicant has informed this approach was required to be balanced on the requirements of the occupants of the facility, requirements to meet Building Code for this form of accommodation and the reduce overlooking to neighbouring properties. The closest overlooking window with the screening treatment is 6 meters, although majority of the windows and balconies are a minimum of 10 meters to the site boundary. This approach is considered acceptable to mitigate the concerns of overlooking and the invasion of privacy to the adjoining neighbours.

Overshadowing

The Development Plan contains the following guiding provision in regard to moderating unreasonable overshadowing of neighbouring properties from new development.

201 Unless otherwise specified in the relevant Zone and/or Policy Area, development should ensure that at least half of the ground level private open space of existing buildings receives direct sunlight for a minimum of two hours between 9.00am and 3.00pm on 21 June. Development should not increase the overshadowed area in cases where overshadowing already exceeds these requirements.

Based on an assessment of the overshadowing diagrams lodged with the application, at least half of the ground level private open space of neighbouring dwellings will receive direct sunlight for a minimum of two hours between 9.00am and 3.00pm on 21 June, therefore satisfying the provision. The proposed development does not result in an unreasonable overshadowing impact.

7. CONCLUSION

The redevelopment and expansion of an existing supported accommodation and aged care facility is supported in a general sense for the service need it supplies within the local community. Similarly from a planning and design perspective, the proposal responds well to the provisions of the Norwood Payneham and St Peters (City) Development Plan.

The proposed buildings in terms of their configuration and footprint are largely consistent with that of a residential building. It is again noted that residential flat buildings up to three storeys are complying development within the zone, on the proviso that certain design outcomes are achieved. In regards to the technical aspects of the proposal such as waste and traffic management, noise attenuation and stormwater management, it is considered that such matters have been satisfactorily addressed, or can be adequately resolved by way of reserve matters or conditions.

Having considered the proposal against the range of planning provisions contained within the Norwood Payneham and St Peters (City) Development Plan, the proposed development is appropriate both in planning and design terms, and responds positively to the locality in which it is situated. As such, the proposal warrants Development Plan Consent subject to conditions.

8. RECOMMENDATION

1) RESOLVE that the proposed development is NOT seriously at variance with the relevant provisions of the Norwood Payneham and St Peters (City) Development Plan.

2) RESOLVE to grant Development Plan Consent to the proposal by Life Care Incorporated Pty Ltd C/- Jensen Planning + Design, for an ‘integrated residential aged care facility comprising supported accommodation, a wellness centre and corporate facilities including offices, together with basement car parking and landscaping’ at 247 – 261 Payneham Road, Joslin subject to the following conditions:
Planning Conditions

1. Except where minor amendments may be required by other relevant Acts, or by conditions imposed by this application, the development shall be established in strict accordance with the details and plans, as submitted in Development Application 055/E001/15 including:

Plans by Marchese Partners

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<thead>
<tr>
<th>Plan Number/Name</th>
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<td>DA 01 – Site Plan - Existing</td>
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<td>DA 07 – Basement Plan</td>
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Plans by Taylor Brammer

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Reports / Correspondence

- Jensen Planning and Design – Planning Report – Roselin Court – Integrated Residential Aged Care Facility, Wellness Centre and Office – Project Number: P0514C – Date: 3 November 2014
- MFY Ltd Pty - Life Care Roselin Court Aged Care Facility Payneham Road, Joslin – Traffic and Parking Report – Rev A – Date: 17 March 2015

2. A Construction Environment Management Plan (CEMP) shall be prepared and implemented in accordance with current industry standards – including the EPA publication “Environmental Management of On-site Remediation” - to minimise environmental harm and disturbance during construction. The plan must incorporate, without being limited to, the following matters:

5.1.1 traffic management plan for the duration of demolition and construction
5.1.2 air quality, including odour and dust
5.1.3 surface water including erosion and sediment control
5.1.4 soils, including fill importation, stockpile management and prevention of soil contamination
5.1.5 groundwater, including prevention of groundwater contamination noise
5.1.6 occupational health and safety

For further information relating to what Site Contamination is, refer to the EPA guideline Site Contamination – what is site contamination


A copy of the CEMP shall be provided to both the Development Assessment Commission and the City of Norwood Payneham and St Peters prior to the commencement of site works.

3. All stormwater design and construction shall be in accordance with Australian Standards and recognised engineering best practices to ensure that stormwater does not adversely affect any adjoining property or public road, to the satisfaction of the Development Assessment Commission. Any alterations to the road drainage infrastructure on Payneham Road required to facilitate this shall be at the applicants cost.

4. All landscaping nominated shall be established and maintained in accordance with the approved plans. All landscaping shall be maintained and nurtured at all times with any diseased or dying plants being replaced.

5. Lighting of the site shall be designed, located, shielded and constructed to conform to Australian Standards.

6. A report shall be prepared and submitted by a suitably qualified acoustic engineer which demonstrates that:

a) this development includes noise attenuation measures to achieve the maximum satisfactory levels in any habitable room for development near major roads, as provided in the Australian/New Zealand Standard AS/NZS 2107:2000 - ‘Acoustics - Recommended Design Sound Levels and Reverberation Times for Building Interiors’

b) noise emissions, including, but not limited to, noise from mechanical plant and equipment and noise generated from delivery and service vehicles, will not exceed the following noise levels for the residential component of the development herein approved and other surrounding existing or envisaged nearby sensitive land uses:
50 dB(A) during daytime (7.00am to 10.00pm) and 40 dB(A) during night time (10.00pm to 7.00am) when measured and adjusted in accordance with the relevant environmental noise legislation except where it can be demonstrated that a high background noise exists.

Such a report shall be submitted prior to the issue of Building Rules Consent and to the satisfaction of the Development Assessment Commission.


8. Ancillary activities such as deliveries, collection, movement of private waste bins, goods, empty bottles and the like should not occur:

   (i) after 10.00pm; and  
   (ii) before 7.00am Monday to Saturday or before 9.00am on a Sunday or Public Holiday.

9. The proposed car parking layout shall be designed and constructed to conform to the Australian Standard 2890.1:2004 for Off-Street Parking Facilities; Australian Standard 2890.6-2009 Parking facilities.

10. The Payneham Road accesses shall be a maximum of 4.0 metres in width, angled at 70 degrees to the road and appropriately signed/line marked to reinforce the desired traffic flow through the site.

11. All vehicles shall enter and exit the site in a forward direction.

12. Obsolete crossovers shall be removed and reinstated with the gutter and kerb to Council standard prior to the practical completion of the development. All costs shall be borne by the developer.

Advisory Notes:

a) 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 practical 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. Any information sheets, guidelines documents, codes of practice, technical bulletins etc. that are referenced in this response can be accessed on the following web site: [http://www.epa.sa.gov.au/pub.html](http://www.epa.sa.gov.au/pub.html)

b) An application for an authorisation pursuant to Section 22.1 of the Local Government Act will need to be lodged and approved by the City of Norwood, Payneham and St Peters for any encroachments or works within the public realm.

c) The applicant must ensure there is no objection from any of the public utilities in respect of underground or overhead services and any alterations that may be required are to be at the applicant’s expense.

d) As work is being undertaken on or near the boundary, the applicant should ensure that the boundaries are clearly defined, by a Licensed Surveyor, prior to the commencement of any building work.
e) The emission of noise from the premises is subject to control under the Environment Protection Act and Regulations, 1993 and the applicant (or person with the benefit of this consent) should comply with those requirements.

f) The development must meet the relevant requirements of the *Minister’s Specification SA 78B for Construction Requirements for the Control of External Sound* as part of the building rules assessment.

g) The development must be substantially commenced within one (1) year of the date of this Notification, unless this period has been extended by the Development Assessment Commission.

h) You are also advised that any act or work authorised or required by this Notification must be completed within three (3) years of the date of the Notification unless this period is extended by the Commission.

i) The applicant will require a new consent before commencing or continuing the development if you are unable to satisfy the conditions of approval.

j) Any request for an extension of time must be lodged with the Statutory Planning Branch, Department of Planning, Transport and Infrastructure, GPO Box 1815 Adelaide SA 5001, prior to the time periods specified.

k) The applicant has a right of appeal against the conditions which have been imposed on this Development Plan Consent or Development Approval. Such an appeal must be lodged at the Environment, Resources and Development Court within two months of the day on which you receive this notice or such longer time as the Court may allow. Please contact the Court if you wish to appeal. The Court is located in the Sir Samuel Way Building, Victoria Square, Adelaide, (telephone number 8204 0300).

Leif Burdon
PLANNING OFFICER
DEVELOPMENT DIVISION (DPTI)

The Objectives and Principles of Development Control in the Development Plan most relevant to the assessment of the application are outlined as follows. These are contained in the Norwood Payneham St Peters Council Development Plan (Consolidated 31 October 2013).

RESIDENTIAL 3 ZONE

Objective 1: A zone primarily accommodating detached dwellings, multiple dwellings and residential flat buildings at densities ranging from low to medium.

PDC1 Development undertaken in the Residential 3 Zone should be, primarily, detached dwellings, multiple dwellings and residential flat buildings at densities ranging from low to medium. (Residential flat buildings should be one storey in the areas shown on Fig R3/1).

PDC2 The following kinds of development are complying in the Residential 3 Zone subject to compliance with conditions comprising, where applicable:
(a) the conditions prescribed in Table NPSP/2;
(b) no building being erected, added to or altered on any land so that any portion of such building will be erected, added to or altered nearer than eight metres to the existing boundary of any road, or to the boundary of any land shown as being required for road widening on the Plan deposited under the provisions of the Metropolitan Adelaide Road Widening Plan Act, 1972-1976; and
(c) no development being undertaken within 60 metres of either side of the boundaries of the River Torrens or within the River Torrens:

Detached Dwelling
Multiple Dwelling
Recreation Area
Residential Flat Building
Row Dwelling
Semi-detached Dwelling

TABLE NPSP/2
Conditions Applying to Complying Development

Multiple Dwelling
1 The multiple dwelling or residential flat building being of Residential Flat Building not more than three storeys.

**See below ‘Tables’ for details**

COUNCIL WIDE

Orderly And Sustainable Development

Objective 1: Orderly and economic development that creates a safe, convenient and pleasant environment in which to live.

Objective 3: The provision of such facilities as are required for accommodation, employment, recreation, health and welfare.

Objective 10: Development that does not jeopardise the continuance of adjoining authorised land uses.

Objective 11: Provision of a choice of lifestyles within the law and custom of the community.
PDC3 Development should take place on land which is suitable for the intended use of that land, having regard to the location and condition of that land and the provisions for the relevant Zone and Policy Area.

PDC4 Development should take place in a manner which will not:
(a) interfere with the effective and proper use of any other land; and
(b) prevent the attainment of the objectives for that other land.

PDC17 Land and buildings should be kept in a condition of proper care and maintenance, free from vermin, weeds and any unwarranted accumulation of materials.

PDC18 Where development is expected to impact upon the existing infrastructure network (including the transport network), development should demonstrate how the undue effect will be addressed.

PDC19 Vacant or underutilised land should be developed in an efficient and co-ordinated manner so as to not prejudice the orderly development of adjacent land.

**Design and Appearance of Land and Building**

**Objective 18:** The amenity of localities not impaired by the appearance of land, buildings and objects.

**Objective 19:** Development of a high architectural standard and appearance that responds to and reinforces positive aspects of the local environment and built form.

**Objective 20:** Architectural excellence allowing for design innovation consistent with sound design principles.

PDC29 The appearance of land and buildings should not impair the amenity of the locality in which they are situated.

PDC30 Except where the zone or policy area objectives, principles of development control and/or desired character of a locality provide otherwise, new buildings:
(a) may be of a contemporary appearance and exhibit an innovative style;
(b) should complement the urban context of existing buildings on adjoining and nearby land in terms of:
   (i) maintenance of existing vertical and horizontal building alignments
   (ii) architectural style, building shape and the use of common architectural elements and features;
   (iii) consistent colours, materials and finishes; and
   (c) should not visually dominate the surrounding locality.

PDC31 Buildings should be designed to minimise their visual bulk and provide visual interest through design elements such as:
(a) articulation;
(b) colour and detailing;
(c) materials, patterns, textures and decorative elements;
(d) vertical and horizontal components;
(e) design and placement of windows;
(f) window and door proportions;
(g) roof form and pitch;
(h) verandahs and eaves; and
(i) variations to facades.

PDC32 The design and location of buildings should ensure that adequate natural light is available to adjacent dwellings, with particular consideration given to:
(a) windows of habitable rooms, particularly the living areas of adjacent buildings;  
(b) ground-level private open space of adjacent dwellings;  
(c) upper level private balconies that provide the primary open space area for any dwelling; and  
(d) access to solar energy.

PDC33 The height of buildings, structures and associated component parts should not exceed the number of storeys or height in metres above the natural ground level prescribed in the relevant Zone and/or Policy Area.

PDC34 Except within the Urban Corridor Zone and the District Centre (Norwood) Zone, where development exceeds four storeys in height, the footprint of the building or buildings should not cover more than fifty percent of the total site at or above natural ground level. A larger footprint may be considered for podiums of up to 3 storeys, which achieve a reasonable human scale interface with the adjacent public spaces and incorporate adequate landscaping.

PDC35 Buildings should be designed and sited to avoid creating extensive areas of uninterrupted walls facing areas exposed to public view.

PDC36 Development on corner allotments should:  
(a) reinforce the primary and secondary street frontages of the subject site with highly articulated building forms; and  
(b) be sited to complement the siting of buildings on the adjacent corner sites.

PDC37 Unless otherwise specified in the relevant Zone and/or Policy Area, where a building is sited on or close to a side boundary, the side boundary wall should be sited and limited in length and height to minimise:  
(a) the visual impact of the building as viewed from adjoining properties; and  
(b) overshadowing of adjoining properties and allow adequate sunlight to neighbouring buildings, private open space and solar collectors (such as solar hot water systems and photovoltaic cells).

PDC38 Balconies should:  
(a) be integrated with the overall architectural form and detail of the building;  
(b) be sited to face predominantly north or east to provide solar access;  
(c) be self-draining and plumbed to minimise runoff; and  
(d) be recessed where wind would otherwise make the space unusable.

PDC41 Building design should emphasise all pedestrian entry points to provide all users with perceptible and direct access from public street frontages and vehicle parking areas.

PDC42 Buildings, landscaping, paving and signage should have a coordinated appearance that maintains and enhances the visual attractiveness of the locality.

PDC43 Buildings (other than ancillary buildings, group dwellings or buildings located on hammerhead, battleaxe or similar configuration allotments) should be designed so that their main facade faces the primary street frontage of the land on which they are situated.

PDC51 The setback of buildings should:  
(a) be similar to, or compatible with, the setbacks of buildings on adjoining land and the predominant setback of buildings in the locality, unless otherwise specified in the relevant Zone and/or Policy Area;  
(b) contribute positively to the existing or desired streetscape character of the locality; and  
(c) not result in or contribute to a detrimental impact upon the function, appearance or character of the locality.
Except where specified in the particular Zone or Policy Area, development fronting the primary street (excluding verandahs, porches and similar) should be set back by either of the following distances:

(a) not less than the average of the setbacks of the adjoining buildings, if the difference between the setbacks of the adjoining buildings is greater than 2 metres; or
(b) the same distance as one or the other of the adjoining buildings, provided the difference between the setbacks of the two adjoining buildings is less than or equal to 2 metres.

Development likely to encroach within a road widening setback under the *Metropolitan Adelaide Road Widening Plan Act 1972*, should be set back the distance specified in the relevant Zone and/or Policy Area from the alignment of the boundary required for road widening.

**Landscaping, Fences and Walls**

**Objective 24**: The amenity of land and development enhanced with appropriate planting and landscaping, which uses locally indigenous plant species where possible.

**Objective 25**: Functional fences and walls that enhance the attractiveness of development.

Development should incorporate open space and landscaping and minimise the use of hard paved surfaces in order to:

(a) complement built form and reduce the visual impact of larger buildings (for example locating taller and broader plants against taller and bulkier building components);
(b) enhance the visual appearance from the street frontage;
(c) screen service yards, loading areas and outdoor storage areas;
(d) define and enhance the appearance of outdoor spaces, including car parking areas;
(e) minimise heat absorption and reflection;
(f) provide shade and shelter;
(g) assist in climate control within and around buildings;
(h) allow for natural infiltration of surface waters through permeable treatments;
(i) contribute to the viability of ecosystems and species; and
(j) promote water and biodiversity conservation.

Landscaping of non-residential development should be provided and maintained in order to:

(a) establish a buffer between the non-residential development and the development on adjacent sites;
(b) complement the landscaping provided by adjacent development and enhance the visual appearance and character of the area;
(c) shade, define and create windbreaks for pedestrian paths and spaces;
(d) screen and enhance the appearance of car parking areas;
(e) screen service yards, loading areas and outdoor storage areas; and
(f) re-establish local indigenous plant species where it is practical to do so.

Non-residential development adjacent to a residential land use or zone or within a residential zone, should incorporate landscaping which includes plants of a mature height, scale and form.

Landscaping should not:

(a) unreasonably restrict solar access to adjoining development;
(b) cause damage to buildings, paths, infrastructure/services and other landscaping from root invasion, soil disturbance or plant overcrowding;
(c) remove opportunities for passive surveillance;
(d) increase leaf fall into watercourses; and
(e) introduce pest plants and/or increase the risk of weed invasion.

Fences and walls, including retaining walls, should:
(a) not result in damage to neighbouring trees;
(b) be compatible with the associated development and with existing predominant, attractive fences and walls in the locality;
(c) enable some visibility of buildings from and to the street or laneway (only where it is the primary street) to allow casual surveillance;
(d) incorporate articulation or other detailing, where there is a large expanse of wall facing the street;
(e) assist in highlighting building entrances;
(f) be sited and limited in height, to ensure adequate sight lines for motorists and pedestrians especially on corner sites;

**Interface Between Land Uses**

**Objective 26:** Development located and designed to minimise adverse impact and conflict between land uses.

**Objective 27:** Protect community health and amenity from the adverse impacts of development and support the continued operation of all desired land uses.

**PDC83** Development should not detrimentally affect the amenity of the locality or cause unreasonable interference through any of the following:
(a) the emission of effluent, odour, smoke, fumes, dust or other airborne pollutants;
(b) noise;
(c) vibration;
(d) electrical interference;
(e) light spill;
(f) glare;
(g) hours of operation; or
(h) traffic impacts.

**PDC85** Non-residential development in residential zones should:
(a) not detrimentally impact on the amenity of nearby residents;
(b) provide adequate protection for residents of adjoining sites from air and noise pollution, traffic disturbance and other harmful effects on health or amenity; and
(c) not negatively impact on adjoining open space, mature trees or vegetation.

**PDC86** Non-residential development adjacent to a residential zone or within a residential zone should be located, designed and sited to minimise overlooking and overshadowing of nearby residential properties.

**PDC87** Non-residential development on land abutting a residential zone or within a residential zone should be designed to minimise noise impacts and achieve adequate levels of compatibility between existing and proposed uses.

**Movement, Transport and Car Parking**

**Objective 32:** A form of development adjoining main roads which will:
(a) ensure traffic can move efficiently and safely;
(b) discourage commercial ribbon development;
(c) prevent large traffic-generating uses outside designated shopping/centre zones;
(d) provide for adequate off-street parking; and
(e) provide limited and safe points of access and egress.

**Objective 34:** Development which provides adequate and safe car parking appropriate to the demands generated.
PDC102 Development at intersections, pedestrian and cycle crossings, and crossovers to allotments should maintain or enhance sightlines for motorists, cyclists and pedestrians to ensure safety for all road users and pedestrians.

PDC104 Driveway crossovers should be appropriately separated and the number minimised to maintain streetscape character, preserve street trees and optimise the provision of on-street visitor parking (where on-street parking is appropriate).

PDC107 Development should include appropriate on-site provision to enable the parking, loading, unloading, turning and fuelling of vehicles.

PDC116 Development should be provided with safe and convenient access which:
   (a) avoids unreasonable interference with the flow of traffic on adjoining roads;
   (b) provides appropriate separation distances from existing roads or level crossings;
   (c) accommodates the type and volume of traffic likely to be generated by the development or land use and minimises induced traffic through over-provision; and
   (d) is sited and designed to minimise any adverse impacts on the occupants of and visitors to neighbouring properties.

PDC118 On-site parking and manoeuvring areas servicing development abutting arterial roads should be designed to enable all vehicles to enter and exit the site in a forward direction.

PDC122 Development should be sited and designed to provide convenient access for people with a disability.

PDC123 Development should provide off-street vehicle parking in accordance with rates contained in Tables NPSP/8 and 9.

PDC126 Development should provide carparking which is consistent with Australian Standard AS: 2890 - Parking facilities.

PDC127 Vehicle parking areas should be sited and designed to:
   (a) facilitate safe and convenient pedestrian linkages to the development and areas of significant activity or interest in the vicinity of the development;
   (b) include safe pedestrian and bicycle linkages that complement the overall pedestrian and cycling network;
   (c) not inhibit safe and convenient traffic circulation;
   (d) result in minimal conflict between customer and service vehicles;
   (e) avoid the necessity to use public roads when moving from one part of a parking area to another;
   (f) minimise the number of vehicle access points onto public roads;
   (g) avoid the need for vehicles to reverse onto public roads;
   (h) where practical, provide the opportunity for shared use of car parking and integration of car parking areas with adjoining development to reduce the total extent of vehicle parking areas and the requirement for access points;
   (i) not dominate the character and appearance of the development when viewed from public roads or spaces;
   (j) provide landscaping that will shade and enhance the appearance of the vehicle parking areas; and
   (k) where practicable, include infrastructure such as underground cabling and connections to power infrastructure that will enable the recharging of electric vehicles.

PDC132 Vehicle parking areas should be line-marked to delineate parking bays, movement aisles and direction of traffic flow.

PDC137 Undercroft or below ground garaging of vehicles should only occur where it is envisaged in the relevant Zone and/or Policy Area and only where:
(a) the overall height and bulk of the undercroft structure does not adversely impact on streetscape character of the locality or the amenity of adjacent properties;
(b) vehicles can safely enter and exit from the site without compromising pedestrian or cyclist safety or causing conflict with other vehicles;
(c) driveway gradients provide for safe and functional entry and exit;
(d) the appropriate gradient transition is provided within the subject site;
(e) driveways and adjacent walls, fencing and landscaping are designed to provide adequate sightlines from vehicles to pedestrians using the adjacent footpath;
(f) openings into undercroft areas are integrated with the main building so as to minimise visual impact;
(g) the height of the car park ceiling does not exceed one metre above the natural ground level (Refer to Figure 2), unless otherwise specified in the relevant Zone and/or Policy Area;
(h) landscaping, mounding and/or fencing is incorporated to improve its presentation to the street and to adjacent properties (Refer to Figure 3);

Infrastructure

PDC138 Development should not occur without the provision of adequate utilities and services, including:
   (a) electricity supply;
   (b) water supply;
   (c) drainage and stormwater systems;
   (d) waste disposal;
   (e) effluent disposal systems;
   (f) formed all-weather public roads;
   (g) telecommunications services;
   (h) social infrastructure, community services and facilities; and
   (i) gas service.

PDC140 Development should provide for the suitable drainage of stormwater either into the public stormwater system or using alternative methods of stormwater control (including the collection and re-use of water), where appropriate standards can be satisfied.

Stormwater Management

Objective 42: Development sited and designed to maximise the harvest and use of stormwater and reduce run-off.

PDC149 Development should be designed to maximise conservation, minimise consumption and encourage re-use of water resources.

PDC150 Development should be sited and designed to:
   (a) minimise surface water runoff;
   (b) capture and re-use stormwater, where practical;
   (c) prevent soil erosion and water pollution;
   (d) protect and enhance natural water flows;
   (e) protect water quality by providing adequate separation distances from watercourses and other water bodies; and
   (f) maintain natural hydrological systems and not adversely affect:
       (i) the quantity and quality of groundwater; and
       (ii) the depth and directional flow of groundwater.

PDC154 Stormwater management systems should be designed and located to improve the quality of stormwater, minimise pollutant transfer to receiving waters, and protect downstream receiving waters from high levels of flow.
Development should incorporate appropriate measures to minimise the concentrated discharge of stormwater from the site.

Site drainage should:

(a) include, where practicable, scope for on-site stormwater detention, retention and use, including the collection and storing of water from roofs and communal car parks in appropriate devices;
(b) provide for on-site infiltration where practicable, having regard to:
   (i) the availability of unbuilt upon or unsealed areas;
   (ii) the ability of the soils to absorb water;
   (iii) the ability of the building footings on and adjacent to the site to withstand the likely effects of any retained water; and
   (iv) any potential adverse impacts on the level of ground water in the locality;
(c) allow for convenient access to all components of the drainage system for maintenance purposes; and
(d) not cause damage or nuisance flows on site or to adjoining properties.

A development which includes:

(a) three or more dwellings;
(b) the replacement of one dwelling with three or more dwellings on one site, or on separate sites resulting from the land division of the original site; or
(c) in the case of a non-residential development, an impervious surface area that is greater than the pre-development state;
should incorporate an on-site stormwater detention system (either above or below ground) to ensure that stormwater discharged from the site and/or combined sites does not exceed the capacity of the existing or planned 1 in 5 year Average Recurrence Interval stormwater system and increase the risk of flooding to downstream properties or add any significant pollutant load to the downstream stormwater system.

Residential Development

Objective 55: Safe, pleasant, convenient, and healthy-living environments that meet the full range of needs and preferences of the community.

Objective 56: An increased mix in the range and number of dwelling types available within the City to cater for changing demographics, particularly smaller household sizes, housing for seniors and supported accommodation.

Objective 57: Increased dwelling densities in areas close to centres, public transport and significant public open spaces.

Objective 58: The retention and rehabilitation of structurally sound housing that contributes to the desired character of a location, on land suitable for residential use.

Objective 59: Affordable housing and housing for seniors provided in appropriate locations.

Dwellings constituting affordable housing and/or housing for seniors, should be located in close proximity to existing centres, social services and facilities, and public transport.

All dwellings should have frontage to a road but not including a lane shown on Map NPSP/1 (Overlay 4).

Residential development adjacent to a Residential Historic (Conservation) Zone, should form a transition between the Residential Historic (Conservation) Zone and the adjacent Zone and should be of a bulk and scale that complements the built form within the Residential Historic (Conservation) Zone.
PDC197 Dwellings of more than one storey on corner sites should address both the primary and secondary street frontages and should be designed and sited so that the dwelling facade on the secondary street frontage includes visible articulation and detail, which complements the secondary streetscape (Refer to Figure 6).

PDC202 The design of residential flat buildings in the form of apartments in a multi-storey building should:
(a) include communal space around the entry; and
(b) ensure building entrances provide shelter, are visible and easily identifiable from the street.

PDC215 Unless otherwise specified in the relevant Zone and/or Policy Area, side boundary setbacks should reflect the predominant character in the locality. Where a consistent building setback is not evident development should complement the predominant pattern established by surrounding dwellings and in any case, should be set back at least 1 metre from one side boundary.

PDC216 Unless otherwise specified in the relevant Zone and/or Policy Area, the setback of dwellings from their side and rear boundaries should be progressively increased as the height of the building increases:
(a) to minimise the visual impact of the building from adjoining properties;
(b) to minimise the overshadowing of adjoining properties;
(c) to maintain adequate natural light to existing and future adjoining dwellings and private open space; and
(d) to ensure adequate natural light and winter sunlight is available to the main activity areas of adjacent buildings.

PDC218 Unless otherwise specified in the relevant Zone and/or Policy Area, the distance between a residential flat building comprising of three or more storeys, and a side or rear boundary of the allotment on which it is sited should be no less than 4.5 metres. In instances where the multistorey development is located on an allotment adjacent to an existing multi-storey building, the distance between the two buildings should be no less than 6 metres, to ensure the privacy of the residents is not compromised.

PDC221 Site coverage should be limited to the percentage specified in the relevant Policy Area and in any case should ensure that sufficient space is provided for:
(a) front, side and rear boundary setbacks that contribute to the desired character of the area;
(b) the required level of private open space and landscaping;
(c) pedestrian and vehicle access and vehicle parking;
(d) domestic storage;
(e) outdoor clothes drying;
(f) rainwater tank; and
(g) convenient storage of household waste and recycling receptacles.

PDC239 Residential development should incorporate soft landscaping of a scale and intensity to offset built form and to reinforce the established garden and mature tree lined character of the City.

PDC240 The landscaping of development in residential zones should:
(a) enhance residential amenity;
(b) screen storage, service and parking areas;
(c) provide protection from sun and wind;
(d) not unreasonably affect adjacent land by shadow; and
(e) preferably incorporate the use of local indigenous plant species.

PDC247 Rooftop gardens should be incorporated into multi-storey residential flat buildings and multistorey buildings with a residential component.
PDC250 Communal open space should be shared by more than one dwelling, not be publicly accessible and exclude:
(a) private open space;
(b) public rights of way;
(c) private streets;
(d) parking areas and driveways;
(e) service and storage areas; and
(f) narrow or inaccessible strips of land.

PDC251 Communal open space should only be located on elevated gardens or roof tops where the area and overall design is useful for the recreation and amenity needs of residents and where it is designed to:
(a) address acoustic, safety, security and wind effects;
(b) minimise overlooking into habitable room windows or onto the useable private open space of other dwellings;
(c) facilitate landscaping and/or food production; and
(d) be integrated into the overall facade and composition of buildings.

PDC253 Except in the Urban Corridor Zone and the District Centre (Norwood) Zone, in areas where buildings of 3 or more storeys are contemplated, direct overlooking into habitable room windows or onto the useable private open spaces of other dwellings from upper level windows, external balconies, terraces and decks should be minimised through the adoption of one or more of the following methods and may be supplemented by landscaping:
(a) building layout;
(b) location and design of windows and balconies;
(c) screening devices; or
(d) adequate separation.

PDC254 Except in the Urban Corridor Zone and the District Centre (Norwood) Zone, in areas where buildings of 3 or more storeys are contemplated, upper level windows, balconies, terraces and decks should:
(a) have a sill height of not less than 1.7 metres above the finished floor level (Refer to Figure 13); or
(b) be treated with permanently fixed obscured treatment (such as glazing or adhesive film) in the part of the window below 1.7 metres above the finished floor level (Refer to Figure 13); or
(c) be permanently screened to a height of not less than 1.7 metres above the finished floor level, through the use of external screening devices, such as planter boxes and angled louvres (Refer to Figure 13); and
(d) in the case of balconies, not exceed 15 square metres in floor area (Refer to Figure 13); to avoid overlooking into habitable room windows or onto the useable private open spaces of other dwellings.

PDC266 On-site parking should be provided having regard to:
(a) the number, nature and size of proposed dwellings;
(b) the proximity to centre facilities and public transport within walking distance of the dwellings;
(c) the anticipated mobility and transport needs of the likely occupants and their visitors, particularly groups such as aged persons, disabled and socially or economically disadvantaged; and
(d) any loss of on-street parking arising from the development (e.g. an increase in number of driveway crossovers).

PDC268 On-site visitor parking spaces for group dwellings, multiple dwellings and residential flat buildings should be located and designed to:
(a) not dominate the internal site layout;
(b) not dominate the streetscape appearance;
(c) be clearly defined as visitor spaces not specifically associated with any particular dwelling; and
(d) ensure they are not sited behind locked garage doors, gates or fences and are accessible to
visitors at all times.

PDC269 Car parking rates lower than the minimum required for group dwellings and residential
flat buildings may be appropriate in locations where:
(a) there is readily accessible and frequent public transport;
(b) it can be demonstrated that a lower provision is warranted; or
(c) it can be demonstrated that this would not result in a greater demand for parking on the
street or elsewhere in the locality.

PDC270 Car parking to serve all forms of residential development containing more than three
dwellings on one site should be provided with one driveway access point directly from the main
street frontage, where practicable.

PDC274 Supported accommodation and housing for seniors (including nursing homes, hostels,
retirement homes, retirement villages, residential care facilities and special accommodation
houses) and people with disabilities, should only be developed where it is envisaged in the Zone
and/or relevant Policy Area and should be:
(a) located within walking distance of essential facilities such as convenience shops, health
and community services and public and community transport;
(b) located where on-site movement of residents is not unduly restricted by the slope of
the land;
(c) sited and designed to promote interaction with other sections of the community,
without compromising privacy;
(d) of a scale and appearance that reflects the residential nature and character of the
locality; and
(e) provided with public and private open space and landscaping.

PDC275 Supported accommodation and housing for seniors, should be designed to provide safe,
secure, attractive, convenient and comfortable living conditions for residents and should include:
(a) ground-level access or lifted access to all units;
(b) internal communal areas and private spaces;
(c) an interesting and attractive outlook from all units and communal areas for all residents,
including those in wheelchairs;
(d) useable recreation areas for residents and visitors, including visiting children;
(e) adequate living space allowing for the use of wheelchairs with an attendant;
(f) spaces to accommodate social needs and activities, including social gatherings, internet
use, gardening, keeping pets, preparing meals and doing personal laundry;
(g) storage areas for items such as boats, trailers and caravans in association with some
independent living units;
(h) storage for items such as small electric powered vehicles and other personal items,
including facilities for recharging small electric powered vehicles; and
(i) mail boxes and waste disposal areas within easy walking distance of all units.

PDC276 A lesser requirement than that specified for site area and private open space may be
appropriate for supported accommodation and housing for seniors provided the development is of
a scale and appearance that reflects the residential nature and character of the locality and is
designed to provide safe, attractive and comfortable living conditions for the residents.

PDC277 Access roads within supported accommodation and housing for seniors developments
should:
(a) not have steep gradients;
(b) provide convenient access for emergency vehicles, visitors and residents;
(c) provide space for manoeuvring cars and community buses;
(d) include kerb ramps at pedestrian crossing points; and
(e) have level-surface passenger loading areas.
PDC278 Car parking associated with supported accommodation and housing for seniors should:
(a) be conveniently located on site within easy walking distance of resident units;
(b) include covered and secure parking for residents’ vehicles;
(c) be adequate for residents, service providers and visitors;
(d) include separate and appropriately marked places for people with disabilities and spaces for small electrically powered vehicles;
(e) have slip-resistant surfaces with gradients not steeper than 1 in 40;
(f) allow ease of vehicle manoeuvrability;
(g) be designed to allow the full opening of all vehicle doors;
(h) minimise the impact of car parking on adjacent residences owing to visual intrusion and noise; and
(i) be appropriately lit to enable safe and easy movement to and from vehicles.

Medium and High Rise Development (3 or More Storeys)

Objective 60: Medium and high rise development that provides housing choice and employment opportunities.

Objective 61: Residential development that provides a high standard of amenity and adaptability for a variety of accommodation and living needs.

Objective 62: Commercial, office and retail development that is designed to create a strong visual connection to the public realm and that contributes to the vitality of the locality.

Objective 63: Buildings designed and sited to be energy and water efficient.

PDC287 Buildings should:
(a) achieve a human scale at ground level through the use of elements such as canopies, verandahs or building projections;
(b) provide shelter over the footpath where minimal setbacks are desirable; and
(c) ensure walls on the boundary that are visible from public land include visually interesting treatments to break up large blank facades.

PDC88 The ground floor level of buildings (including the foyer areas of residential buildings) should be designed to enable surveillance from public land to the inside of the building at night.

PDC289 Entrances to multi-storey buildings should:
(a) be oriented towards the street;
(b) be clearly identifiable;
(c) provide shelter, a sense of personal address and transitional space around the entry; and
(d) provide separate access for residential and non-residential land uses.

PDC290 The visual privacy of ground floor dwellings within multi-storey buildings should be protected through the use of design features such as the elevation of ground floors above street level, setbacks from the street and the location of verandahs, windows, porticos or the like.

PDC291 Residential buildings (or the residential floors of mixed use buildings) should:
(a) have adequate separation between habitable room windows and balconies from other buildings to provide visual and acoustic privacy for dwelling occupants and allow the infiltration of daylight into interior and outdoor spaces; and
(b) ensure living rooms have, at a minimum, a satisfactory short range visual outlook to public or communal space.

PDC295 Multi-storey buildings should:
(a) minimise detrimental micro-climatic and solar access impacts on adjacent land or buildings, including effects of patterns of wind, temperature, daylight, sunlight, glare and shadow; and
(b) incorporate roof designs that enable the provision of rain water tanks (where they are not provided elsewhere), photovoltaic cells and other features that enhance sustainability.

PDC299 The design of driveway crossovers, parking areas, accessways and elements that interact with the public realm should safely and efficiently accommodate the collection of waste and recycling materials.

PDC300 Development should provide a dedicated area for the on-site storage, collection and sorting of recyclable materials and waste that is consistent with the following:
(a) easily and safely accessible to the collection point;
(b) easily and safely accessible to residents and collection service providers;
(c) well screened to prevent vandalism and theft; and
(d) designed to reduce odour and discourage vermin.

Heritage

Objective 110: Development that retains the heritage value of State and Local Heritage Places such that the heritage value of the place, locality and the Council area is reinforced through:
(a) the conservation and complementary development of such places; and
(b) the complementary development of land and sites adjacent to such places.

Development on land adjacent to land containing a heritage place

372 Development on land adjacent to land containing a State or Local Heritage Place as designated in Tables NPSP/5 and 6 should respect the heritage value, integrity and character of the heritage place and should clearly demonstrate design consideration of the relationships with the heritage place and its setting (without necessarily replicating its historic detailing) and the character of the locality by establishing compatible:
(a) scale and bulk;
(b) width of frontage and boundary setback patterns;
(c) proportion and composition of design elements;
(d) form and visual interest (as determined by play of light and shade, treatment of openings and depths of reveals, roofline and pitch and silhouette, colour and texture of materials as well as detailing, landscaping and fencing);
(e) fencing and areas set aside for landscaping, particularly on the primary street frontage of an allotment, which complement the era, style and landscaping setting of the heritage place; and
(f) garages, carports or outbuildings set-back at a greater distance from the primary street frontage than the main face of the primary building.

373 Development on land adjacent to land containing a heritage place and sited in strategic locations, such as corners or at the termination of vistas, should have a scale and visual interest in the streetscape at least equal to that of the adjoining heritage place, providing the heritage value of the place within its setting is not diminished.

374 Development on land adjacent to land containing a State or Local Heritage Place should not be undertaken if it is likely to dominate or detract from the heritage value and integrity of the heritage place by way of design, appearance or standard of construction.
TABLE NPSP/2

Conditions Applying to Complying Development

Multiple Dwelling

1 The multiple dwelling or residential flat building being of Residential Flat Building not more than three storeys.

2 The multiple dwelling or residential flat building of up to, and including, three storeys being on a site where the site area per dwelling and the area and dimensions of the site are not less than the areas and dimensions in table (a) and table (b) set forth below.

| CONDITIONS |
|----------------------|------------------------------|
| (a) Number of storeys in multiple dwelling or residential flat building | Site area per dwelling (square metres) |
| 1 | 230 |
| 2 | 190 |
| 3 | 190 |

| CONDITIONS |
|----------------------|-------------------------------|
| (b) Frontage of site (metres) | Area of site (sq. metres) | Depth of site (metres) |
| Building comprising two dwellings or parts of a multiple dwelling | 18 | 835 | 25 |
| Building comprising three or more dwellings or parts of a multiple dwelling | 30 | 1115 | 30 |

3 The multiple dwelling or residential flat building not being nearer to the boundary of an abutting site, or to another building on the site on which the multiple dwelling or residential flat building is to be erected, constructed, altered or converted, than:
   (a) four metres in respect of a multiple dwelling or residential flat building of one storey, provided that where any wall of such multiple dwelling or residential flat building contains a doorway, the distance shall be at least six metres from such boundary of other building;
   (b) eight metres in respect of a multiple dwelling or residential flat building of two storeys;
   (c) ten metres in respect of a multiple dwelling or residential flat building of three storeys.

4 The entranceway or exit provided for vehicles to or from the site of the multiple dwelling or residential flat building, leading or giving access to a public road or thoroughfare, having a width of not less than 15 metres.

5 The area of the ground floor of the multiple dwelling or residential flat building and of any other building and the area of any driveway and parking area not exceeding 60 percent of the site on which the multiple dwelling or residential flat building is to be erected, constructed, converted or altered and the then remaining portion of the site being landscaped to the satisfaction of the planning authority, and the planning authority being satisfied that suitable arrangements have been made for the maintenance of such landscaping.

6 A parking area being established on the site of the multiple dwelling or residential flat building at the rate of not less than:
(a) one roofed car parking space for each part of the multiple dwelling or for each dwelling; and
(b) one car parking space for every two parts of the multiple dwelling or for every two dwellings provided that, subject to condition 8 of these conditions, in respect of each part of a multiple dwelling or of each dwelling for which a subsidy is to be granted by the Commonwealth Government pursuant to the Aged or Disabled Persons Homes Act 1974, there shall be provided not less than one car parking space; subject to condition A applying to the provision of any parking area required by this condition.

7 The planning authority having given a certificate that it is satisfied that:
(a) the use of parking areas by vehicles will not unduly detract from the amenity of the locality or cause nuisance to any person on any abutting site and such vehicles are adequately screened so as to prevent a view of them in the parking areas from an abutting site, public road or thoroughfare; and
(b) the location, provision for screening from view, and design of storage space for refuse containers is convenient to the occupants of the multiple dwelling or residential flat building and will not cause nuisance to any person or be detrimental to the amenity of the locality and that provision of a holding place for refuse containers is made in a position near the boundary of a public road, or thoroughfare convenient for the collection of refuse; and
(c) proper provision is made for clothes drying and airing facilities screened from view; and
(d) the external appearance of the multiple dwelling or residential flat building will not be in any way detrimental to the amenity of the locality; and
(e) conditions B, C and D have been complied with.

8 The planning authority exempting the multiple dwelling or residential flat building from such provisions of conditions 1 to 7 inclusive of these conditions as may be determined by the planning authority in those cases where:
(a) the multiple dwelling or residential flat building is to be used for aged persons' homes for which a subsidy is to be granted by the Commonwealth Government under the Aged Persons Homes Act 1954, or such homes constructed or controlled by any statutory body or undertaking of the Crown or any other organization approved by the council and the Commission, whether subsidy is to be granted by the Commonwealth Government or not, and
(b) the planning authority has given a certificate that it is satisfied that the number, design and site layout of the homes will not detract from the character and amenity of the locality.

9 The dwelling is not a replacement for an existing dwelling.
### TABLE NPSP/6

**List of Local Heritage Places located within the City of Norwood, Payneham and St Peters shown on Figures Her/2 to 24.**

<table>
<thead>
<tr>
<th>No.</th>
<th>Address</th>
<th>Description</th>
<th>Ref.</th>
<th>Code</th>
<th>Survey</th>
</tr>
</thead>
<tbody>
<tr>
<td>183</td>
<td>Payneham Road (corner of Westminster Street) St Peters</td>
<td>Dwelling (&quot;Alcantara&quot;) &amp; Garden Whole of exterior including garden and historic trees.</td>
<td>5881/451</td>
<td>a,c,d,e,g</td>
<td>SP/11</td>
</tr>
<tr>
<td>227</td>
<td>Payneham Road Joslin</td>
<td>Dwelling Original external form, materials and details of early twentieth century villa. Excludes later extension.</td>
<td>5570/899</td>
<td>a,d</td>
<td>JO01</td>
</tr>
<tr>
<td>245</td>
<td>Payneham Road Joslin</td>
<td>Dwelling Original external form, material and details of early twentieth century villa, including small square entrance pavilion on the south side of the house.</td>
<td>882/120</td>
<td>a,d</td>
<td>JO02</td>
</tr>
<tr>
<td>328</td>
<td>Payneham Road (cor Portrush Road) Paynham</td>
<td>Borthwick Memorial Centre Original external form, materials and details of 1940s commemorative sandstone community building including art deco style terrazzo pavement and gardens around centre.</td>
<td>5102/353</td>
<td>a,c,d,e,f</td>
<td>PAD5</td>
</tr>
<tr>
<td>341</td>
<td>Payneham Road Marden</td>
<td>Uniting Church Manse Original external form, materials and detailing of 1881-2 bluestone manse. Excludes later rear extensions.</td>
<td>5817/694</td>
<td>a,d</td>
<td>MA09</td>
</tr>
</tbody>
</table>
## TABLE NPSP/8

**Off Street Vehicle Parking Requirements for Residential Land Uses**

<table>
<thead>
<tr>
<th>Location of development within the zone</th>
<th>Supported Accommodation and Housing for Seniors</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Rate per independent living unit and rate per bed in any nursing home, rest home or hostel component</td>
</tr>
<tr>
<td>All Zones</td>
<td>1 private covered space per independent living unit; and 1 space per 3 beds in any nursing home/rest home/hostel component</td>
</tr>
</tbody>
</table>


### Off Street Vehicle Parking Requirements for Non-Residential Land Uses

<table>
<thead>
<tr>
<th>All Zones other than the Urban Corridor Zone</th>
<th>Minimum number of required vehicle parking spaces</th>
<th>Maximum number of required vehicle parking spaces</th>
</tr>
</thead>
<tbody>
<tr>
<td>Retail – shop or a group of shops &gt; than 250m²</td>
<td>5 spaces per 100m² of gross leasable area</td>
<td>No maximum</td>
</tr>
<tr>
<td>Retail – shop &lt; 250m² in the District Centre (Norwood) Zone</td>
<td>1 space per employee</td>
<td>No maximum</td>
</tr>
<tr>
<td>Office</td>
<td>4 spaces per 100m²</td>
<td>No maximum</td>
</tr>
<tr>
<td>Retail Showroom</td>
<td>2 – 4 spaces per 100m²</td>
<td>No maximum</td>
</tr>
<tr>
<td>Restaurant (including café)</td>
<td>1 space per 3 seats (no additional requirement for outdoor dining up to 25% of indoor seating)</td>
<td>No maximum</td>
</tr>
<tr>
<td>Consulting Room</td>
<td>4 spaces per consulting room</td>
<td>No maximum</td>
</tr>
<tr>
<td>Medical Centre</td>
<td>10 spaces per 100m² of gross leasable area</td>
<td>No maximum</td>
</tr>
<tr>
<td>Tourist accommodation</td>
<td>1 space for every 4 bedrooms up to 100 bedrooms; and 1 space for every 5 bedrooms over 100 bedrooms</td>
<td>No maximum</td>
</tr>
<tr>
<td>Indoor Recreation Centre (includes a personal training establishment)</td>
<td>Assess on needs basis</td>
<td></td>
</tr>
<tr>
<td>Light Industry, Warehouse, Service Industry</td>
<td>3 spaces per 100m² (office component plus 1 space per 100m² (non-office component)</td>
<td>No maximum</td>
</tr>
</tbody>
</table>