

CAP Meeting Agenda

Presiding Member: Mr Brenton Burman

I write to advise of the Council Assessment Panel Meeting to be held on Tuesday 20 May 2025 at 6:00pm in the Unley Council Chambers, 181 Unley Road Unley.



Tim Bournier
Assessment Manager

Dated: 08/05/2025

Members: Mr Brenton Burman, Ms Colleen Dunn, Mr David Brown, Mr Terry Sutcliffe, Ms Yvonne Svensson

KAURNA ACKNOWLEDGEMENT

Ngadlurlu tampinhi, ngadlu Kurna yartangka inparrinhi. Ngadlurlu parnuku tuwila yartangka tampinhi.

*Ngadlurlu Kurna Miyurna yaitya yarta-mathanya Wama Tarntanyaku tampinhi. Parnuku yaitya, parnuku tapa purruna yalarra puru purruna.**

We would like to acknowledge this land that we meet on today is the Traditional Lands for the Kurna people and that we respect their spiritual relationship with their Country.

We also acknowledge the Kurna people as the Traditional Custodians of the Adelaide region and that their cultural and heritage beliefs are still as important to the living Kurna people today.

*Kurna Translation provided by Kurna Warra Karrpanthi

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ITEM 4.1**DEVELOPMENT APPLICATION – 24041265 – 86-86A GLEN OSMOND ROAD, PARKSIDE**

DEVELOPMENT NO.:	24041265
APPLICANT:	Brinz Holdings Pty Ltd
ADDRESS:	86-86A GLEN OSMOND RD PARKSIDE SA 5063
NATURE OF DEVELOPMENT:	Partial change of use from shop, consulting room and dwelling to tourist accommodation (motel) and shop, and construction of first floor additions and alterations
ZONING INFORMATION:	Zones: <ul style="list-style-type: none"> • Business Neighbourhood Overlays: <ul style="list-style-type: none"> • Airport Building Heights (Regulated) • Advertising Near Signalised Intersections • Future Road Widening • Major Urban Transport Routes • Prescribed Wells Area • Regulated and Significant Tree • Traffic Generating Development Technical Numeric Variations (TNVs): <ul style="list-style-type: none"> • Maximum Building Height (Metres) (Maximum building height is 9m) • Maximum Building Height (Levels) (Maximum building height is 2 levels)
LODGEMENT DATE:	7 Feb 2025
RELEVANT AUTHORITY:	Assessment panel at City of Unley
PLANNING & DESIGN CODE VERSION:	P&D Code (in effect) Version 2025.2 30/01/2025
CATEGORY OF DEVELOPMENT:	Code Assessed - Performance Assessed
NOTIFICATION:	Yes
RECOMMENDING OFFICER:	Lauren Cooke Planning Officer
REFERRALS STATUTORY:	Commissioner of Highways
REFERRALS NON-STATUTORY:	Traffic Engineer
RECCOMENDATION:	Support with conditions
ATTACHMENTS:	Attachment 1 – Plan set Attachment 2 – Representations Attachment 3 – Applicant response to representations Attachment 4 – DIT Referral Response Attachment 5 – Traffic report

ITEM 4.1

DEVELOPMENT APPLICATION – 24041265 – 86-86A GLEN OSMOND ROAD, PARKSIDE

DETAILED DESCRIPTION OF PROPOSAL:

The application proposes the partial change of use from a shop, consulting room and dwelling to tourist accommodation (motel) and shop, and the construction of first floor additions and alterations. The proposed plans for consideration are contained in **Attachment 1**. Further details of each element are described below.

The proposal seeks to partially change the existing use of the land as a shop, consulting room and dwelling, to a motel (tourist accommodation) and shop. The existing ground floor shop (hairdresser) will remain unchanged with the consulting room and dwelling changing to tourist accommodation.

An office/reception area will be located at ground floor. The motel will provide 11 rooms, all with ensuite bathrooms, split across the two building levels. The motel will operate as a traditional short term stay motel. Operational details are as follows:

- Two staff will be on site to monitor reception between the hours of 9am – 5pm, 5 days a week. Outside of these hours, check in will be undertaken via self-check in.
- Two cleaners will attend the site to clean the rooms and will leave the premises upon completion.

The proposed additions to the building will be undertaken to the first floor. These additions will enable the motel to have the capacity detailed above. The additions will be located along the southern section of the building with the addition extending over the ground floor of the other tenancy which forms part of the land.

The additions will be constructed of rendered Powerpanel in 'Alpaca White' and Colorbond sheeting in 'Monument'. The ground floor and existing verandah canopy are also to be rendered and/or painted in 'Alpaca White'.

Consequential alterations to both the ground first floors are proposed in order to accommodate the proposed motel.

SUBJECT LAND & LOCALITY:

Location reference: 86 -86A GLEN OSMOND RD PARKSIDE SA 5063

Title ref.: CT 5873/604 **Plan Parcel:** D57920 AL10 **Council:** CITY OF UNLEY

Site Description:

The subject land is formally described as Allotment 10 in Deposited Plan 57920 in the area named Parkside, Hundred of Adelaide and is more commonly known as 86-86A Glen Osmond Road, Parkside. The site is located on the south-eastern corner of Glen Osmond Road at its intersection with Kenilworth Road.

The site is irregular in shape with a frontage to both Glen Osmond and Kenilworth Roads. The site has a frontage to Glen Osmond Road of 27.48 metres (m) and a frontage to Kenilworth Road of 30.48 metres (m). The site has an overall area of 340 square metres (m²).

The site currently retains a two storey building containing two tenancies and a dwelling. Tenancy 1 (as nominated on the plans) currently operates as a physiotherapy practice (consulting room). A shop-top style dwelling is located at first floor above tenancy 1. The dwelling contains three bedrooms, lounge, kitchen and bathroom. Tenancy 2 (as nominated on the plans) currently operates as a hair dressing salon (shop). This use will continue post-development.

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On-site car parking is located within the rear of the site and is accessed via Kenilworth Road.

The land is relatively flat.

The site is subject to party wall easements with the adjoining allotment, with no Land Management Agreements registered on title.

The subject land lacks any soft landscaping or trees.



Figure 1 – View of the subject land from Glen Osmond Road.

Locality:

The locality, taking into account the general pattern of development and likely impacts of the proposal, is shown in Figure 2. The locality is a mixed-use locality containing multiple zones and a variety of land uses.

To the north of the site, on the opposite side of Glen Osmond Road is commercial land uses all located within the **Business Neighbourhood Zone**. The northern side of Glen Osmond Road is located within the City of Burnside.

To the east of the site are commercial land uses, all located within the **Business Neighbourhood Zone**. Some of these buildings are also located within the **Local Heritage Place Overlay**.


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To the south of the site is residential land located within either the **General Neighbourhood Zone** or **Established Neighbourhood Zone** in Kenilworth Road. The western portion of Kenilworth Road is subject to the **Historic Area Overlay** and is located within the **Residential Compact Parkside North Historic Area Statement (Un6)** which includes development from 1880 to 1930. The development pattern is predominantly Colonial and symmetrical cottages. Some sites are also located within the **Local Heritage Place Overlay** due to the presence of numerous Local Heritage Places to the south on Kenilworth Road. Kenilworth Road is a two-way local street with direct access available from Glen Osmond Road. However, there is no direct access into the carriageway from Kenilworth Road into Glen Osmond Road.

To the west of the site is Parkside Primary School and Saint Raphael's Catholic Church, both located within the **Established Neighbourhood Zone** and **Historic Area Overlay**. Portions of these sites are also located within the **Local Heritage Place Overlay**. Further to the west are commercial land uses located within the **Business Neighbourhood Zone**.




Subject site


Locality


Representor

Figure 2 – Site and locality

CONSENT TYPE REQUIRED:

Planning Consent

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CATEGORY OF DEVELOPMENT:

- **PER ELEMENT:**

Other - Commercial/Industrial - Buildings and works to expand the first floor footprint: Code Assessed - Performance Assessed
Tourist accommodation: Code Assessed - Performance Assessed
Change of use: Code Assessed - Performance Assessed
Building Alterations: Accepted

- **OVERALL APPLICATION CATEGORY:**

Code Assessed - Performance Assessed

- **REASON**

P&D Code

SERIOUSLY AT VARIANCE ASSESSMENT

The Planning, Development and Infrastructure Act 2016, Section 107(2)(c) states that the development must not be granted planning consent if it is, in the opinion of the relevant authority, seriously at variance with the Planning and Design Code (disregarding minor variations).

The **Business Neighbourhood Zone Desired Outcomes** state:

***DO 1** – A variety of housing and accommodation types and compatible employment-generating land uses in an environment characterised by primarily low-rise buildings.*

***DO 2** – Buildings of a scale and design that complements surrounding built form, streetscapes and local character and provide for landscaping and open space.*

The proposal is for a tourist accommodation facility to be located within the existing building with additions and alterations proposed to the existing first floor of the building. The proposal provides accommodation within the low-rise locality. The design of the proposal is considered to complement the built form within the surrounding area.

The **Business Neighbourhood Zone Performance Outcome** state:

***PO 1.1** – Housing and accommodation types appropriate to the locality complemented by shops, offices, consulting rooms and other non-residential uses that do not materially impact residential amenity.*

***PO 2.1** – Buildings are of a scale and design that complements surrounding built form, streetscapes and local character.*

The proposal provides an additional accommodation type to the locality and maintains the existing built form scale.

As seen in the following planning assessment, the proposal is considered to satisfy the intent of the desired outcomes and performance outcomes with only minor variations noted against the respective designated performance features. Therefore, the proposal is not considered to be seriously at variance with the Planning and Design Code.

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PUBLIC NOTIFICATION

- REASON**

Business Neighbourhood Zone – Table 5 – Procedural Matters (PM) – Notification, tourist accommodation is not listed as an excluded form of development and therefore is required to be publicly notified.

Business Neighbourhood Zone – Table 5 – Procedural Matters (PM) – Notification, commercial building works are not listed as an excluded form of development and therefore is required to be publicly notified.

As part of the public notification process, 19 owners and/or occupiers of adjacent land were directly notified and a sign detailing the proposal was placed on the subject land for the duration of the notification period. A copy of the representations can be found in **Attachment 2**.

During the notification period, Council received one representation. The representor does not support the development and wishes to be heard by the Council Assessment Panel.

Representations:

Representor Name / Address	Support / Support with Concerns / Oppose	Request to be heard	Represented by
	I oppose the development	Yes	Self

Summary:

The representor raised the following concerns:

- Safety and security (clientele)
- Car parking

The applicant provided a response to the representation which can be found in **Attachment 3**. This response was provided to the representor. No changes to the proposal have been made in response to the representation.

It should be noted that ultimate clientele of the proposal are not considered to be a planning concern. No further discussion of this concern is included in this assessment report.

AGENCY REFERRALS

- Commissioner of Highways

The proposal triggered a mandatory referral to the Commissioner of Highways due to Schedule 9(3)(4) Future Road Widening Overlay.

On behalf of the Commissioner, the Department for Infrastructure and Transport (DIT) provided a referral response that they had no objection with conditions of approval included as part of their response. DIT's response can be found in **Attachment 4**.

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INTERNAL REFERRALS

- Traffic

The application was referred to Council's Traffic Engineer who on review of the application documentation, did not object to the proposal, subject to the provision of the required on-site bicycle parking spaces.

RULES OF INTERPRETATION

The application has been assessed against the relevant provisions of the Planning & Design Code (the Code). The Code outlines zones, subzones, overlay and general provisions policy which provide Performance Outcomes (POs) and Desired Outcomes (DOs).

In order to interpret Performance Outcomes, the policy includes a standard outcome that generally meets the corresponding performance outcome (Designated Performance Feature or DPF). A DPF provides a guide as to what will satisfy the corresponding performance outcome. Given the assessment is made on the merits of the standard outcome, the DPF does not need to be satisfied to meet the Performance Outcome and does not derogate from the discretion to determine that the outcome is met in another way, or from discretion to determine that a Performance Outcome is not met despite a DPF being achieved.

Part 1 of the Code outlines that if there is an inconsistency between provisions in the relevant policies for a particular development, the following rules will apply to the extent of any inconsistency between policies:

- the provisions of an overlay will prevail over all other policies applying in the particular case;
- a subzone policy will prevail over a zone policy or a general development policy; and
- a zone policy will prevail over a general development policy.

PLANNING ASSESSMENT

The subject land is located within the Business Neighbourhood Zone.

The application has been assessed against the relevant provisions of the **Planning & Design Code (the Code)**, which are contained in the following link:

[Planning and Design Code Extract](#)

Tourist Accommodation

Land Use

DO 1 – Business Neighbourhood Zone

A variety of housing and accommodation types and compatible employment-generating land uses in an environment characterised by primarily low-rise buildings.

PO 1.1 – Business Neighbourhood Zone

Housing and accommodation types appropriate to the locality complemented by shops, offices, consulting rooms and other non-residential uses that do not materially impact residential amenity.

PO 1.2 – Business Neighbourhood Zone

Business and commercial land uses complement and enhance the prevailing or emerging neighbourhood character.

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PO 1.3 – Business Neighbourhood Zone

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

DO 1 – General Development Policies – Tourism Development

Tourism development is built in locations that cater to the needs of visitors and positively contributes to South Australia's visitor economy.

PO 1.1 – General Development Policies – Tourism Development

Tourism development complements and contributes to local, natural, cultural or historical context where:

- a) it supports immersive natural experiences*
- b) it showcases South Australia's landscapes and produce*
- c) its events and functions are connected to local food, wine and nature.*

PO 1.2 – General Development Policies – Tourism Development

Tourism development comprising multiple accommodation units (including any facilities and activities for use by guests and visitors) is clustered to minimise environmental and contextual impact.

The proposed tourist accommodation is not an envisaged use as demonstrated in **DPF 1.1** of the zone. Despite this, **DO 1** of the zone seeks a variety of housing and accommodation types with the proposed tourist accommodation providing an additional type of accommodation within the locality.

Glen Osmond Road contains a mixed character of both built form and land uses. Non-residential land uses predominate with a combination of commercial land uses and service trade premises, in the form of motor vehicle sales. There are a number of tourist accommodation facilities located along Glen Osmond Road. The proposed motel is limited to 11 rooms and is therefore considered to be low scale with limited material impacts to the surrounding residential area anticipated. Parking and traffic congestion was raised as a concern by the representor, an assessment of this is contained further within this report.

The motel will contribute to the varied commercial uses located along Glen Osmond Road. Given the mixed character of the area, the proposed motel use is not considered to be at odds with either the existing or emerging character of the area.

The proposed motel utilises the existing building, with some additions also proposed to expand the building footprint and facilitate the proposed capacity. An assessment of the proposed built form is detailed further within this report.

Adelaide serves as both a tourist destination and an interchange / stopover location with a number of tourist accommodation facilities located on Glen Osmond Road. The majority of these motels are located between Fullarton Road and Wattle Street. Facilities are located on both sides of Glen Osmond Road, noting that the northern (odd-numbered) side is located within the City of Burnside. Whilst the proposal is not clustered, as sought by PO 1.2, it is relatively small scale and will not have an adverse contextual impact on the locality and its mixed use character.

The site is well located to provide connections to both the central business district of Adelaide and the regions. The proposed tourist accommodation will cater to the needs of visitors and contribute positively to the local economy.

The proposal is considered to be a suitable form of development and meets the desired outcomes and performance outcomes of the Business Neighbourhood Zone and the Tourism Development general provisions.

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Car Parking and Access

The subject site is located on Glen Osmond Road which is a State maintained arterial road. As such the site is subject to the **Future Road Widening Overlay, Major Urban Transport Routes Overlay, Traffic Generating Development Overlay** as well as **Transport, Access and Parking General Policies**.

The application was accompanied by a Parking Demand Assessment prepared by Empirical Traffic Advisory (ETA). This report can be found in **Attachment 5**. This report was considered by DIT and Council's traffic engineer as part of their assessment.

DO 1 – Future Road Widening Overlay

Development which is consistent with and will not compromise efficient delivery of future road widening requirements.

PO 1.1 – Future Road Widening Overlay

Development does not compromise or is located and designed to minimise its impact on future road widening requirements.

The application was referred to the Commissioner of Highways as the proposed additions to the building are located within the 6 metre Consent Area and the Strip Requirement of the Metropolitan Adelaide Road Widening Plan. This referral was undertaken in accordance with the requirements specified in Section 122 of the *Planning, Development and Infrastructure Act 2016* and Schedule 9 of the *Planning, Development and Infrastructure (General) Regulations 2017*.

No objection was raised to the design of the proposal in the response provided to Council by DIT (on behalf of the Commissioner of Highways). The proposal is therefore considered to meet the above desired outcome and performance outcome of the Future Road Widening Overlay.

PO 1.1 – Major Urban Transport Routes Overlay

Access is designed to allow safe entry and exit to and from a site to meet the needs of development and minimise traffic flow interference associated with access movements along adjacent State Maintained Roads.

PO 2.1 – Major Urban Transport Routes Overlay

Sufficient accessible on-site queuing adjacent to access points is provided to meet the needs of development so that all vehicle queues can be contained fully within the boundaries of the development site, to minimise interruption of the functional performance of the road and maintain safe vehicle movements.

PO 3.1 – Major Urban Transport Routes Overlay

Existing access points designed to accommodate the type and volume of traffic likely to be generated by the development.

PO 1.1 – Traffic Generating Development Overlay

Development designed to minimise its potential impact on the safety, efficiency and functional performance of the State Maintained Road network.

PO 1.2 – Traffic Generating Development Overlay

Access points sited and designed to accommodate the type and volume of traffic likely to be generated by development.

PO 1.3 – Traffic Generating Development Overlay

Sufficient accessible on-site queuing provided to meet the needs of the development so that queues do not impact on the State Maintained Road network.

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The application proposes to utilise the existing access point within Kenilworth Road to access the on-site car parking. No concerns were raised by DIT in their referral comments with regards to impacts to the State Maintained Road (Glen Osmond Road). They anticipate that the development would be unlikely to impact the operation of either Glen Osmond Road or its junction with Kenilworth Road.

The property is a commercial property with a commercial use to continue post-development. It is considered unlikely that changes to the nature of vehicle movements will be detrimental to the locality and the operation of the State Maintained Road. As detailed above, DIT have raised no concerns with the access and its interactions with the operation of the State Maintained Road. The proposal is therefore considered to meet the relevant performance outcomes of both the Major Urban Transport Routes Overlay and the Traffic Generating Development Overlay.

PO 23.4 – General Development Policies – Design in Urban Areas

Vehicle access is safe, convenient, minimises interruption to the operation of public roads and does not interfere with street infrastructure or street trees.

PO 3.1 – General Development Policies – Transport, Access and Parking

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

Utilising the existing crossover will ensure that there is no change to on-street vehicle parking provisions satisfying the above PO's.

DO 1 – General Development Policies – Transport, Access and Parking

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

PO 1.1 – General Development Policies – Transport, Access and Parking

Development is integrated with the existing transport system and designed to minimise its potential impact on the functional performance of the transport system.

PO 1.2 – General Development Policies – Transport, Access and Parking

Development is designed to discourage commercial and industrial vehicle movements through residential streets and adjacent other sensitive receivers.

PO 1.4 – General Development Policies – Transport Access and Parking

Development is sited and designed so that loading, unloading and turning of all traffic avoids interrupting the operation of and queuing on public roads and pedestrian paths.

PO 5.1 – General Development Policies – Transport, Access and Parking

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

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

PO 9.1 – General Development Policies – Transport, Access and Parking

The provision of adequately sized on-site bicycle parking facilities encourages cycling as an active transport mode

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PO 9.2 – General Development Policies – Transport, Access and Parking

Bicycle parking facilities provide for the secure storage and tethering of bicycles in a place where casual surveillance is possible, is well lit and signed for the safety and convenience of cyclists and deters property theft.

Table 1 within **Transport, Access and Parking** identifies the parking rates that apply to developments. The class of development and associated zoning are not eligible for a reduced car parking rate in designated areas as detailed within **Table 2**.

Table 1 within **Transport, Access and Parking** requires that the current development provides 11 on-site car parking space, at a rate of one (1) car parking space per accommodation / guest room. The site currently provides five (5) on-site car parking spaces for the use of the existing hairdresser that operates within tenancy 2.

The applicant provided a Parking Demand Assessment prepared by ETA to justify the on-site car parking shortfall. The report and the assessment of Council's traffic engineer are summarised below:

- The existing use of the land (shop, consulting room and dwelling) has a parking requirement of seven (7) car parking spaces. As a result of the proposed development, this will result in an increased demand for four (4) on-site car parking spaces. Due to the existing car parking arrangements on-site, the increased parking demand results in an increase to the shortfall of on-site car parking spaces. The development has a shortfall of 11 on-site car parking spaces.
- In reality, the parking shortfall was stated to likely range between 6 and 9 spaces. The scale of the shortfall will depend on the time of day. The parking demand survey undertaken by ETA noted that there were at least 19 on-street car parking spaces during the times surveyed.
- Council's traffic engineer has advised that the information provided suggests that there is an adequate availability of on-street parking to cater for the associated parking shortfall associated with the proposed land use. The proposed shortfall is therefore considered to be acceptable.

The referral comments provided to Council by DIT (see **Attachment 4**) identified that given the strategic nature of Glen Osmond Road, the ongoing provision of on-street parking along Glen Osmond Road. DIT's advice was that the continued availability of on-street parking was the responsibility of Council.

Council's traffic engineer has advised that any staff / visitors / long term patrons of the development and existing tenancy on the site will not be eligible for parking permits and will need to abide by all on-street parking restrictions. It is recommended that an advisory note detailing this be included as part of any planning consent issued.

Council will not change the existing on-street parking restrictions along Glen Osmond Road, Kenilworth Road (or any nearby street) to cater for either short term or long term staff / visitor / long term patron parking, given that the applicant's report indicates that there is adequate parking nearby to cater for all parking generated by the development.

Whilst the site is not located within a designated area for parking provision, the applicant has provided bicycle parking in accordance with **Table 3** within **Transport, Access and Parking**. This table identifies the bicycle parking rates that apply to developments. specifying that a tourist accommodation facility is required to provide bicycle parking at the following rate:

- 1 space for every 20 employees plus 2 for the first 40 rooms and 1 for every additional 40 rooms for visitors.

Council's traffic engineer advised that the proposed development should provide at least two (2) off-street bicycle parking spaces. This has been met by the applicant, with the proposed bicycle parking to be located at the rear of the building within the existing car park.

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The traffic and parking implications from the development were raised by the representor. It was advised in the representation that there is limited on-street car parking in the area currently. The proposed use would further exacerbate congestion, particularly during school drop off and pick up times. The traffic implications for the proposal have been assessed by both DIT and Council's traffic engineer with support provided by both.

Building additions and alterations

Built Form

DO 2 – Business Neighbourhood Zone

Buildings of a scale and design that complements surrounding built form, streetscapes and local character and provide for landscaping and open space.

PO 2.1 – Business Neighbourhood Zone

Buildings are of a scale and design that complements surrounding built form, streetscapes and local character.

PO 3.1 – Business Neighbourhood Zone

Buildings are generally of low-rise construction, with taller buildings positioned towards the centre of the zone and away from any adjoining neighbourhood-type zone to positively contribute to the built form character of the locality.

PO 3.2 – Business Neighbourhood Zone

Buildings are set back from primary street boundaries consistent with the existing streetscape.

PO 3.3 – Business Neighbourhood Zone

Buildings set back from secondary street boundaries (other than rear laneways) contribute to a consistent streetscape.

PO 3.6 – Business Neighbourhood Zone

Buildings are set back from side boundaries to provide:

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

PO 3.7 – Business Neighbourhood Zone

Buildings are set back from rear boundaries to provide:

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

The proposal seeks to construct additions to the existing first floor of the building. The additions are to be located on the north-eastern and south-eastern portions of the existing first floor. The proposal is to be constructed of rendered Powerpanel and Colorbond sheeting. The proposed finishes are to be in a neutral and monochromatic colour palette (Alpaca White, Monument). Changes to the ground floor colour palette are also proposed as part of the proposal. The proposal extends the existing first floor with no height increases to the building proposed. This is consistent with both the existing building and the wider built form in the locality.

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The proposal results in no additional site coverage. Furthermore, the entirety of the site is developed with either the building or hardstand with limited opportunities for soft landscaping. This is considered acceptable given that these are existing conditions.

The proposed addition will have a maximum overall height of 8.56m, with the parapet height sitting below the height of the existing building. This is consistent with the scale of built form within the locality. Whilst the site is located opposite a neighbourhood-type zone (Established Neighbourhood Zone), there will be no increase to the existing maximum height of the building. Therefore, the design of the addition is not considered to detract from the character of the locality.

The proposed addition will result in built form that is in line with both the existing primary and secondary street setbacks. This is consistent with the existing built form and streetscape. The side and rear setbacks of the proposed first floor addition are considered sufficient to provide separation and natural light for adjoining properties.

The proposed built form of the proposal is considered to meet the above noted PO's.

CONCLUSION

Whilst the development does not satisfy some of the Designated Performance Features set out within the relevant Performance Outcomes, these shortfalls are not considered to be detrimental to

The matters raised by the representor have been considered in the course of this assessment. Having considered all the relevant assessment provisions, the proposal is considered to satisfy the intent of the Desired Outcomes and Performance Outcomes of the Planning and Design Code for the following reasons:

- On balance the proposed development satisfies the relevant Performance Outcomes of the Business Neighbourhood Zone, Overlays and General Development Policies.
- The proposal has been appropriately designed with consideration given to the predominant built form character and development pattern of the locality and is consistent with the adjacent development.

RECOMMENDATION

It is recommended that the Council Assessment Panel resolve that:

1. The proposed development is not considered seriously at variance with the relevant Desired Outcomes and Performance Outcomes of the Planning and Design Code pursuant to section 107(2)(c) of the *Planning, Development and Infrastructure Act 2016*.
2. Development Application Number 24041265, by Brinz Holdings Pty Ltd is granted Planning Consent subject to the following conditions:

CONDITIONS

Planning Consent

Condition 1

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

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Condition 2

The materials used on the external surfaces of the building and the pre-coloured steel finishes or paintwork must be maintained in good condition at all times to the satisfaction of Relevant Authority.

Condition 3

All stormwater from the building and site shall be disposed of so as not to adversely affect any properties adjoining the site or the stability of any building on the site. Stormwater shall not be disposed of over a crossing place.

Condition 4

Waste collection and general delivery vehicles shall only service the development between the hours of 7am and 7pm on any day.

Conditions imposed by Commissioner of Highways under Section 122 of the Act

Condition 5

All access to/from the site shall be gained via Kenilworth Road only.

Condition 6

Stormwater run-off shall be collected on-site and discharged without impacting the safety and integrity of the adjacent road network. Any alterations to the road drainage infrastructure required to facilitate this shall be at the applicant's cost.

ADVISORY NOTES

Planning Consent

Advisory Note 1

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

Advisory Note 2

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

Advisory Note 3

This consent or approval will lapse at the expiration of 2 years from its operative date, subject to the below or subject to an extension having been granted by the relevant authority.

Advisory Note 4

Where an approved development has been substantially commenced within 2 years from the operative date of approval, the approval will then lapse 3 years from the operative date of the approval (unless the development has been substantially or fully completed within those 3 years, in which case the approval will not lapse).

Advisory Note 5

No signage has been included as part of the subject application, The applicant is advised that some forms of signage (e.g. illuminated signage, signage located above a verandah) will require a separate Development Approval prior to being installed.

ITEM 4.1

DEVELOPMENT APPLICATION – 24041265 – 86-86A GLEN OSMOND ROAD, PARKSIDE

Advisory Note 6

The development (including during construction) must not at any time emit noise that exceeds the relevant levels derived from the *Environment Protection (Commercial and Industrial Noise) Policy 2023*.

Advisory Note 7

Any works undertaken on Council owned land (including but not limited to works relating to reserves, crossing places, landscaping, footpaths, street trees and stormwater connections and underground electrical connections), shall require a separate authorisation from Council. Further information and/or specific details can be obtained by contacting Council's Asset Management department on 8272 5111.

Advisory Note 8

That any damage to the road reserve, including road, footpaths, public infrastructure, kerb and guttering, street trees and the like shall be repaired by Council at full cost to the applicant.

Advisory Note 9

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.

Advisory Notes imposed by Commissioner of Highways under Section 122 of the Act

Advisory Note 10

The Metropolitan Adelaide Road Widening Plan shows a possible requirement for a strip of land up to 2.13 metres in width from the Glen Osmond Road frontage of this site for future road purposes, together with a 4.5 x 4.5 metre cut-off from the Glen Osmond Road/Kenilworth Street corner. The consent of the Commissioner of Highways under the Metropolitan Adelaide Road Widening Plan Act 1972 is required to all building works on or within 6.0 metres of the possible requirement. The attached consent form should be completed by the applicant and returned to DIT (dit.landusecoordination@sa.gov.au), together with a copy of the Decision Notification Form and the approved site plan/s.

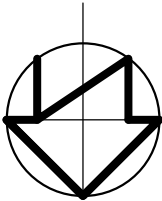
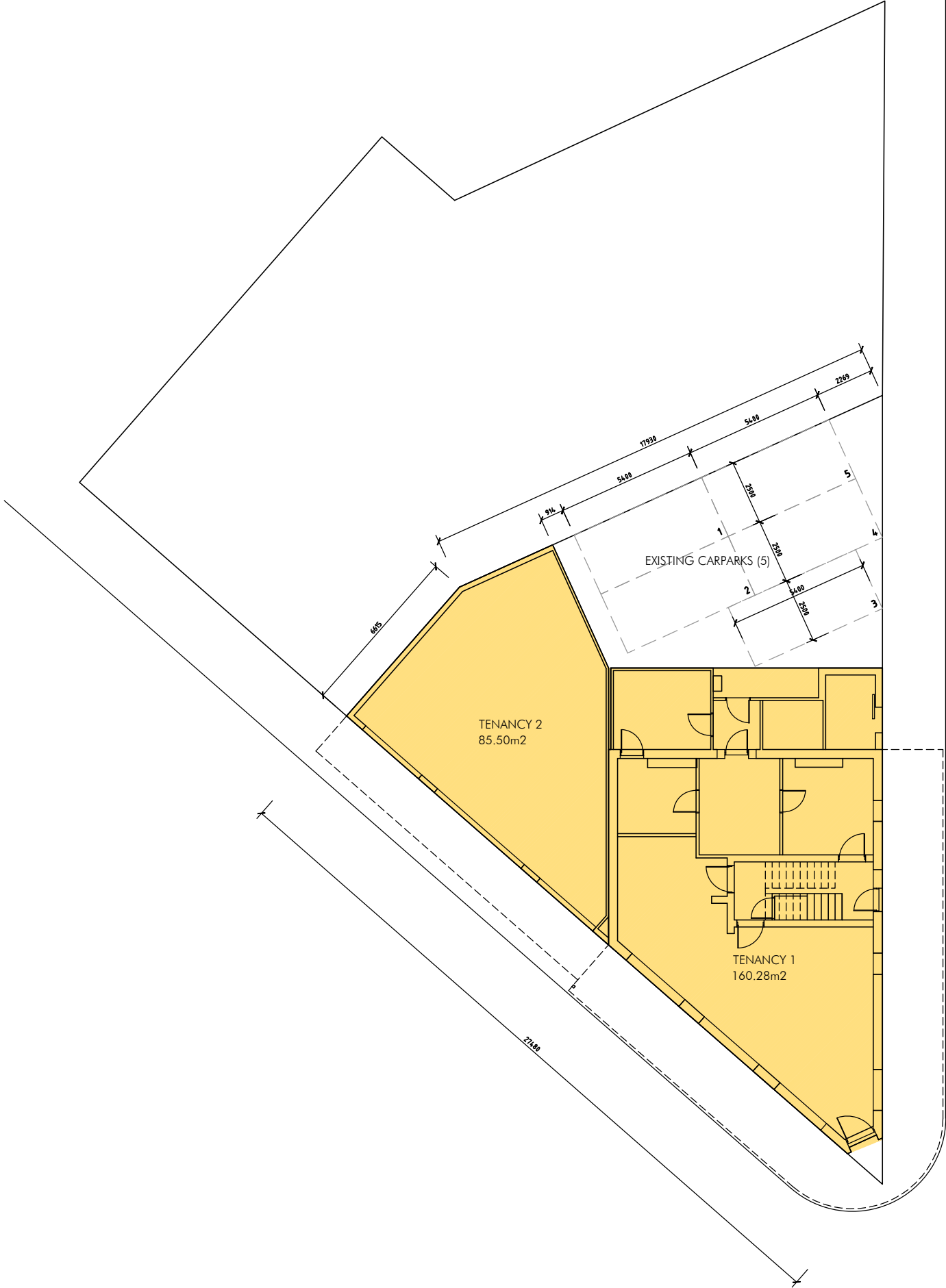
OFFICER MAKING RECOMMENDATION

Name: Lauren Cooke

Title: Planning Officer

Date: 20 May 2025

ATTACHMENT 1



salvatore marzullo
building design

196 GILBERT STREET, ADELAIDE SA 5000
Ph: 0412 603 902 email: s.marzullo@bigpond.com

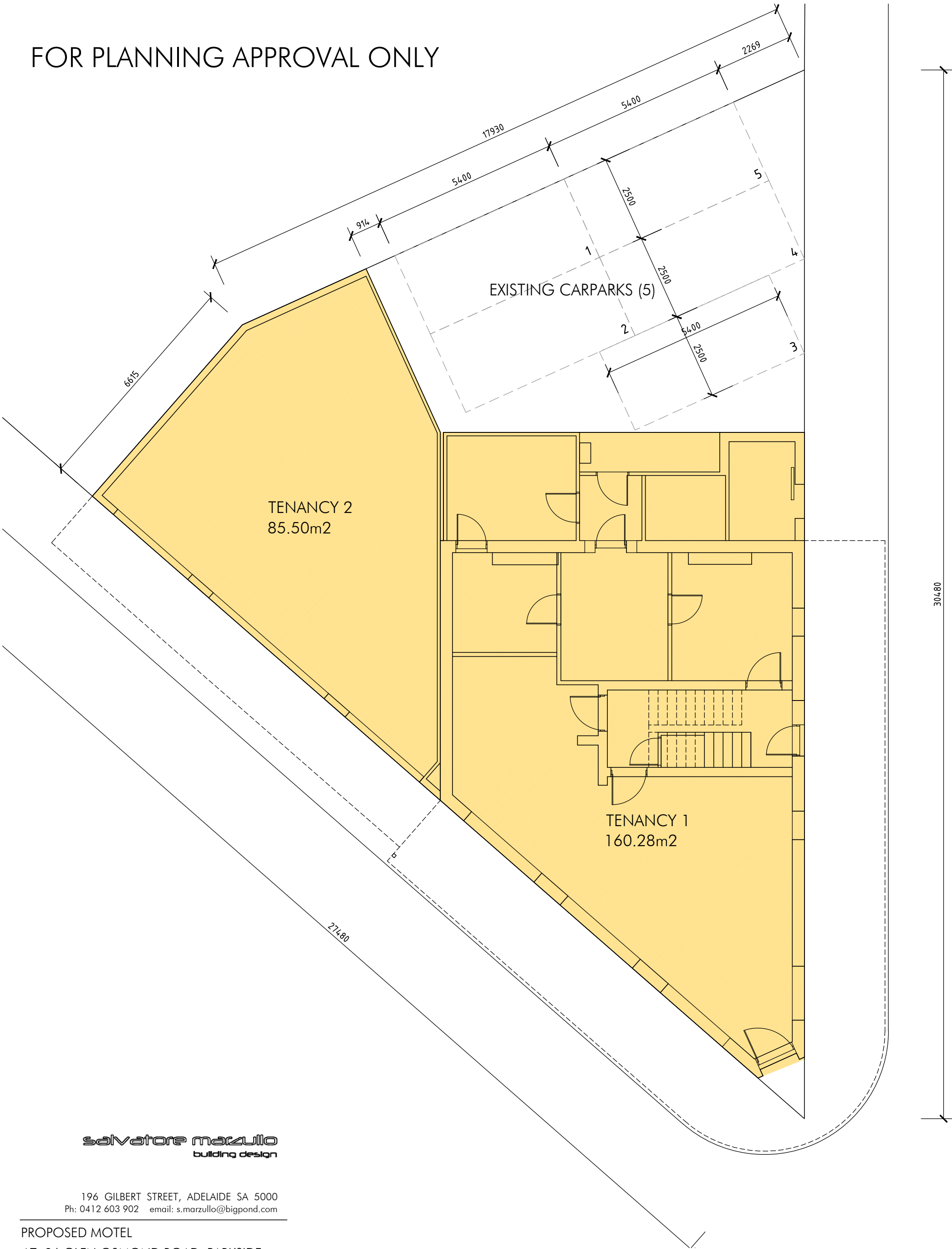
PROPOSED MOTEL
AT: 86 GLEN OSMOND ROAD, PARKSIDE
FOR: BRINZ GROUP PTY LTD

Drawn	SM	Not for construction purposes unless stamped FOR CONSTRUCTION. Verify Dimensions and levels on site before setting out. Do not scale. Refer to figured dimensions - in mm unless otherwise stated.
Scales @ A3	1 : 100	
Issue date		
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project no.	drawing no.	revision
SM-676	WD01	19 C

SITE PLAN 1:200

FOR PLANNING APPROVAL ONLY



salvatore marzullo
building design

196 GILBERT STREET, ADELAIDE SA 5000
Ph: 0412 603 902 email: s.marzullo@bigpond.com

PROPOSED MOTEL
AT: 86 GLEN OSMOND ROAD, PARKSIDE
FOR: BRINZ GROUP PTY LTD

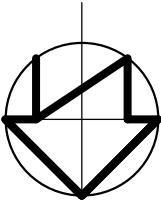
Drawn **SM** Not for construction purposes
unless stamped FOR
CONSTRUCTION.
Verify Dimensions and levels on site
before setting out.
Do not scale.
Refer to figured dimensions - in mm
unless otherwise stated.

Scales @ A3 **1 : 100**

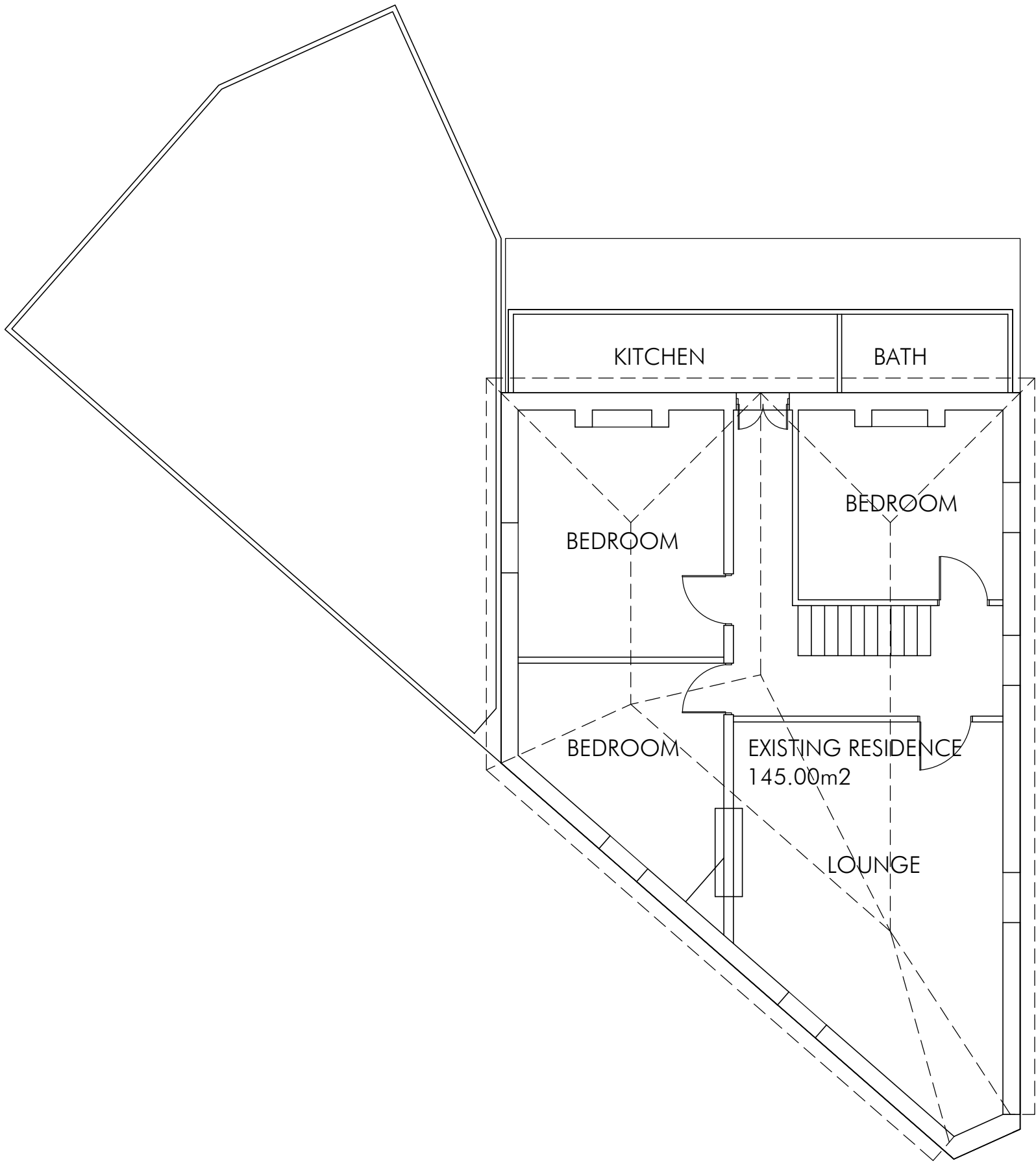
Issue date

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project no. **SM-676** drawing no. **WD02** revision **C**



EXISTING SITE & GROUND FLOOR PLAN 1 : 100



salvatore marzullo
building design

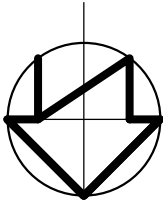
196 GILBERT STREET, ADELAIDE SA 5000
Ph: 0412 603 902 email: s.marzullo@bigpond.com

PROPOSED MOTEL
AT: 86 GLEN OSMOND ROAD, PARKSIDE
FOR: BRINZ GROUP PTY LTD

EXISTING FIRST FLOOR PLAN 1:100

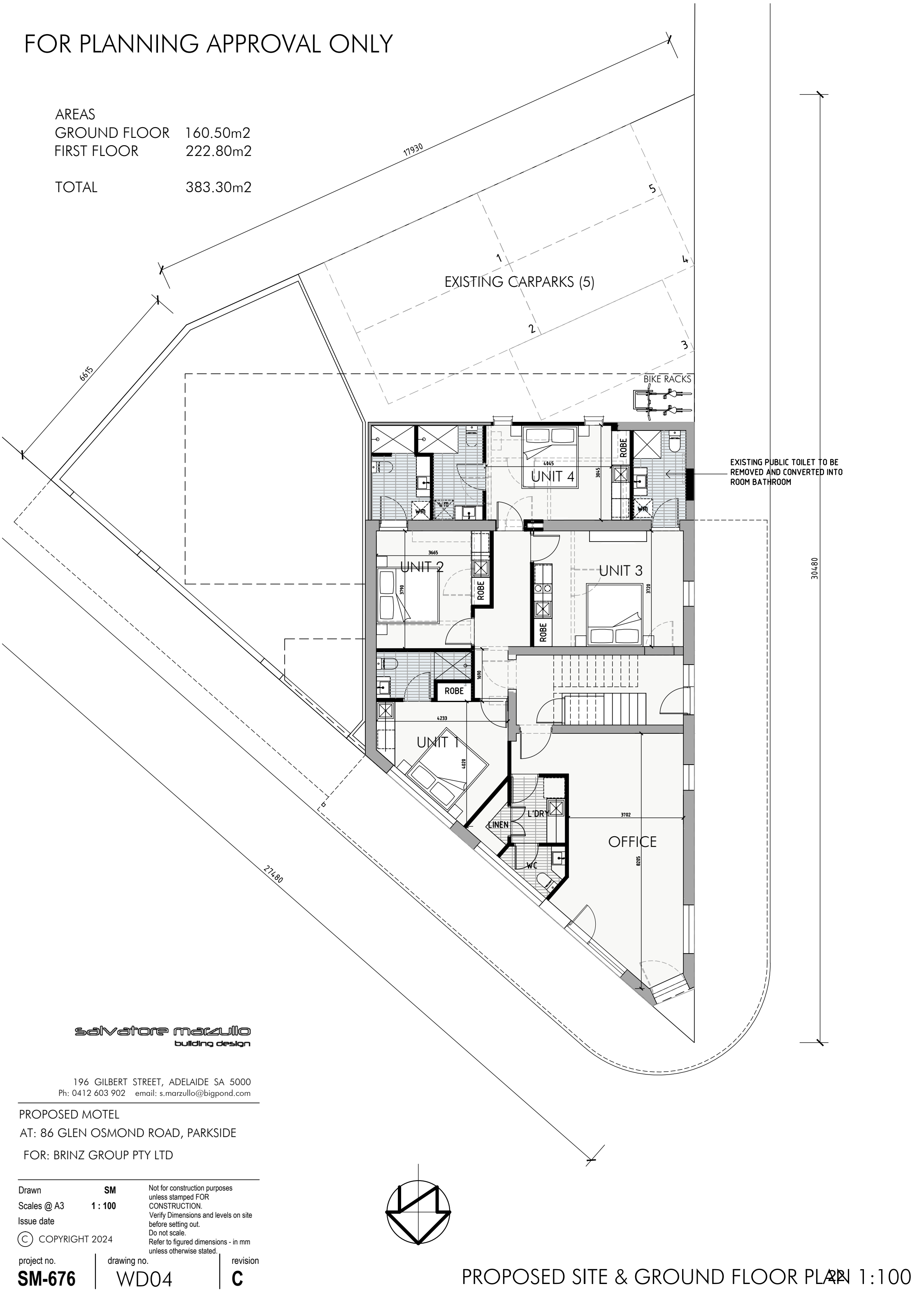
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Scales @ A3	1 : 100	
Issue date		
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project no.	drawing no.	revision
SM-676	WD03	C



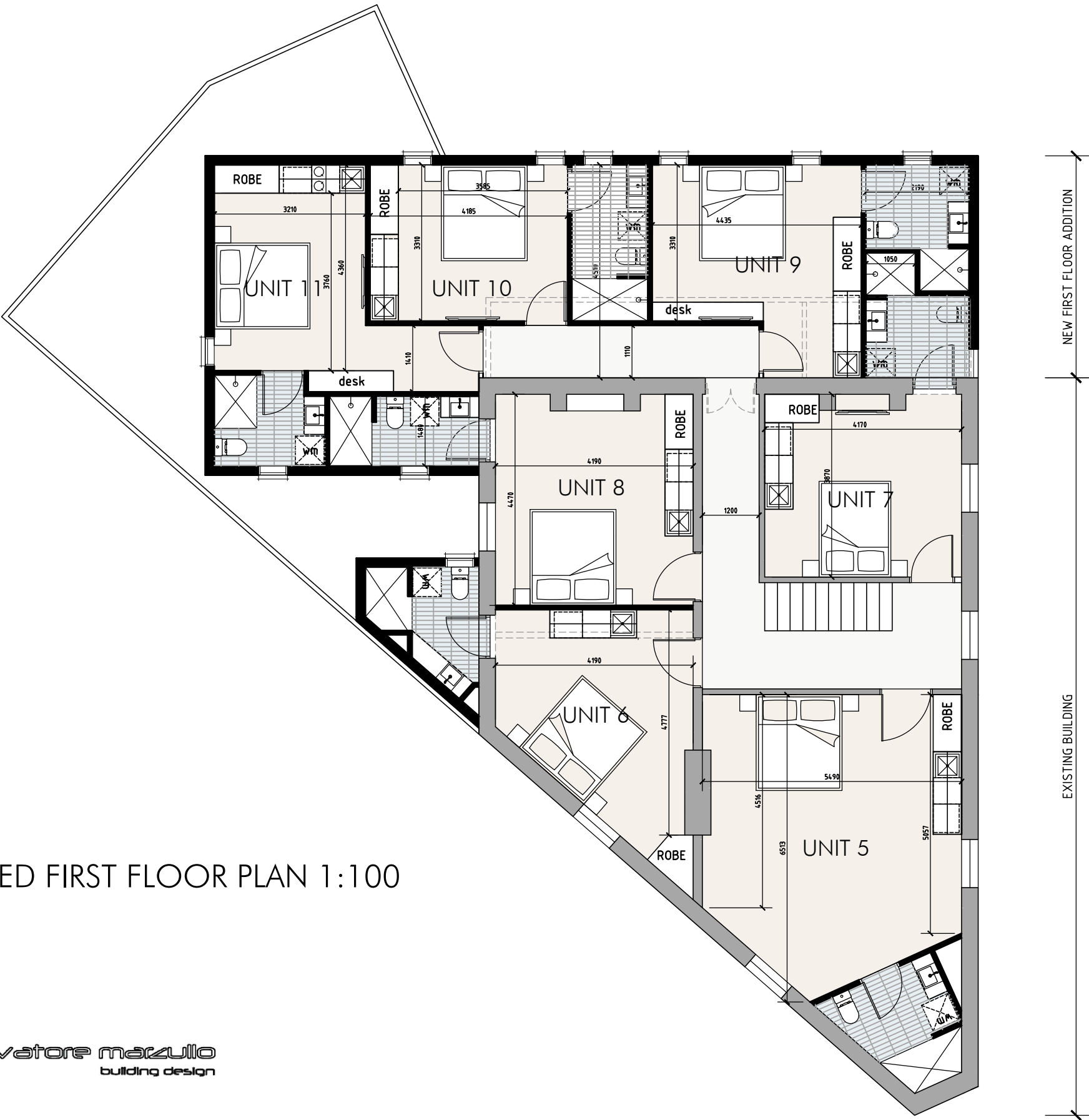
FOR PLANNING APPROVAL ONLY

AREAS	
GROUND FLOOR	160.50m2
FIRST FLOOR	222.80m2
TOTAL	383.30m2



FOR PLANNING APPROVAL ONLY

AREAS	
GROUND FLOOR	160.50m2
FIRST FLOOR	222.80m2
TOTAL	383.30m2



PROPOSED FIRST FLOOR PLAN 1:100

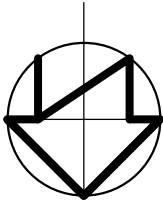
salvatore marzullo
building design

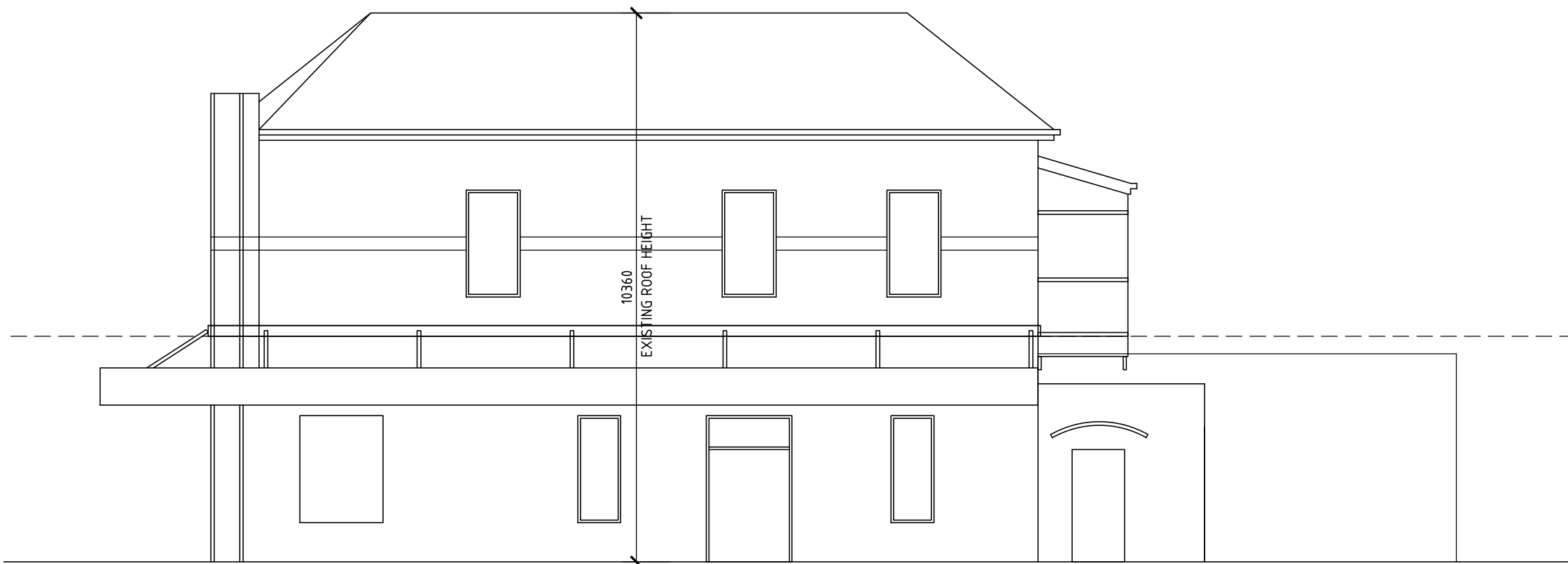
196 GILBERT STREET, ADELAIDE SA 5000
Ph: 0412 603 902 email: s.marzullo@bigpond.com

PROPOSED MOTEL
AT: 86 GLEN OSMOND ROAD, PARKSIDE
FOR: BRINZ GROUP PTY LTD

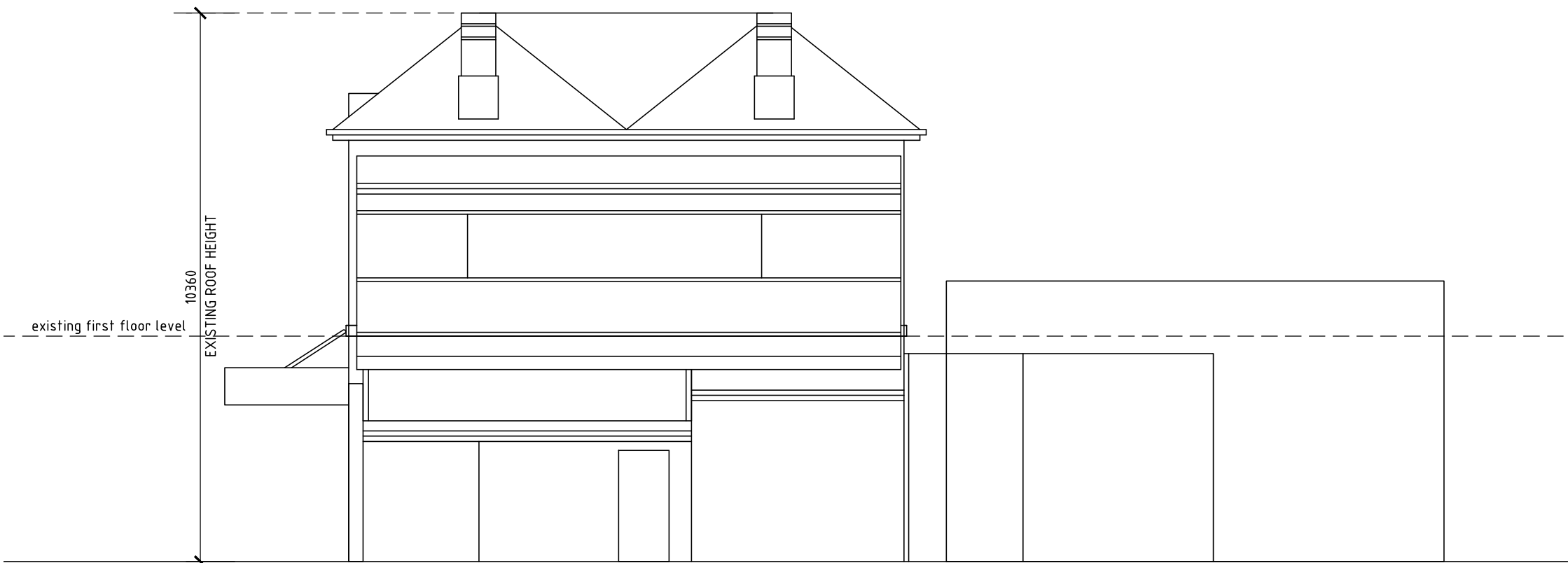
Drawn **SM** Not for construction purposes
Scales @ A3 **1 : 100** unless stamped FOR
Issue date CONSTRUCTION.
Verify Dimensions and levels on site
Do not scale.
Refer to figured dimensions - in mm
unless otherwise stated.

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project no. **SM-676** drawing no. **WD05** revision **C**





EXISTING WEST ELEVATION 1:100



EXISTING SOUTH EAST ELEVATION 1:100

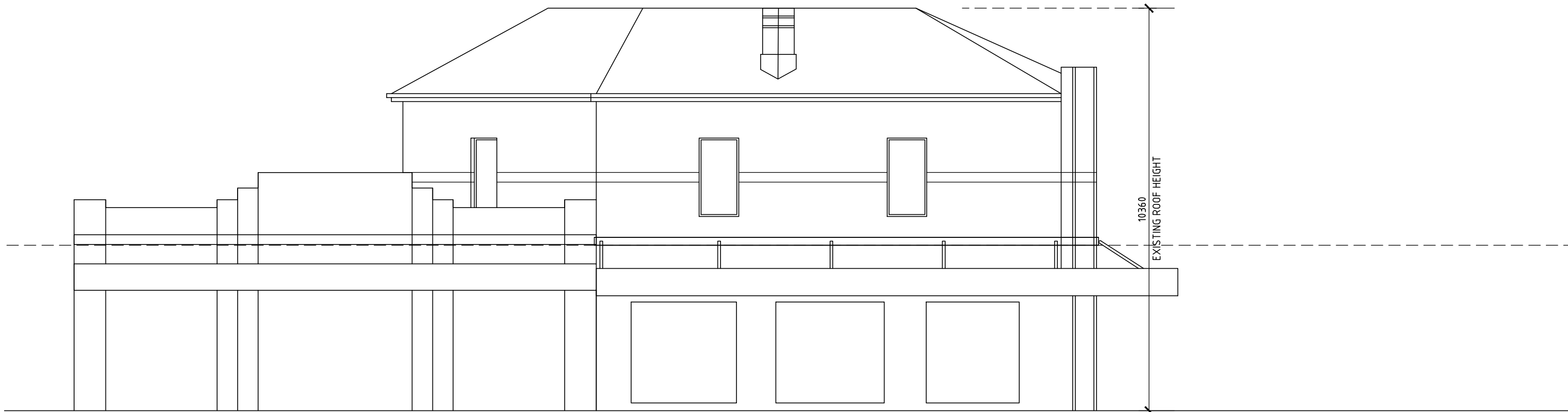
salvatore marzullo
building design

196 GILBERT STREET, ADELAIDE SA 5000
Ph: 0412 603 902 email: s.marzullo@bigpond.com

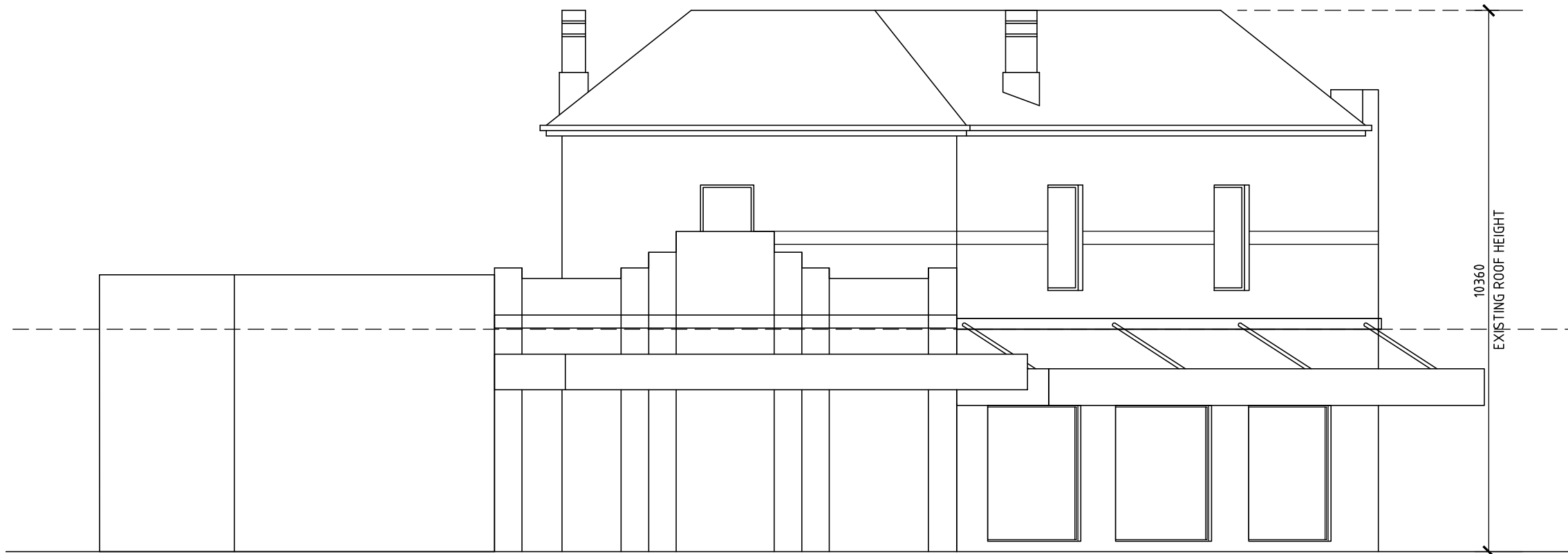
PROPOSED MOTEL
AT: 86 GLEN OSMOND ROAD, PARKSIDE
FOR: BRINZ GROUP PTY LTD

Drawn	SM	Not for construction purposes unless stamped FOR CONSTRUCTION. Verify Dimensions and levels on site before setting out. Do not scale. Refer to figured dimensions - in mm unless otherwise stated.
Scales @ A3	1 : 100	
Issue date		
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project no.	drawing no.	revision
SM-676	WD06	C



EXISTING NORTH EAST ELEVATION 1:100



EXISTING EAST ELEVATION 1:100

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building design

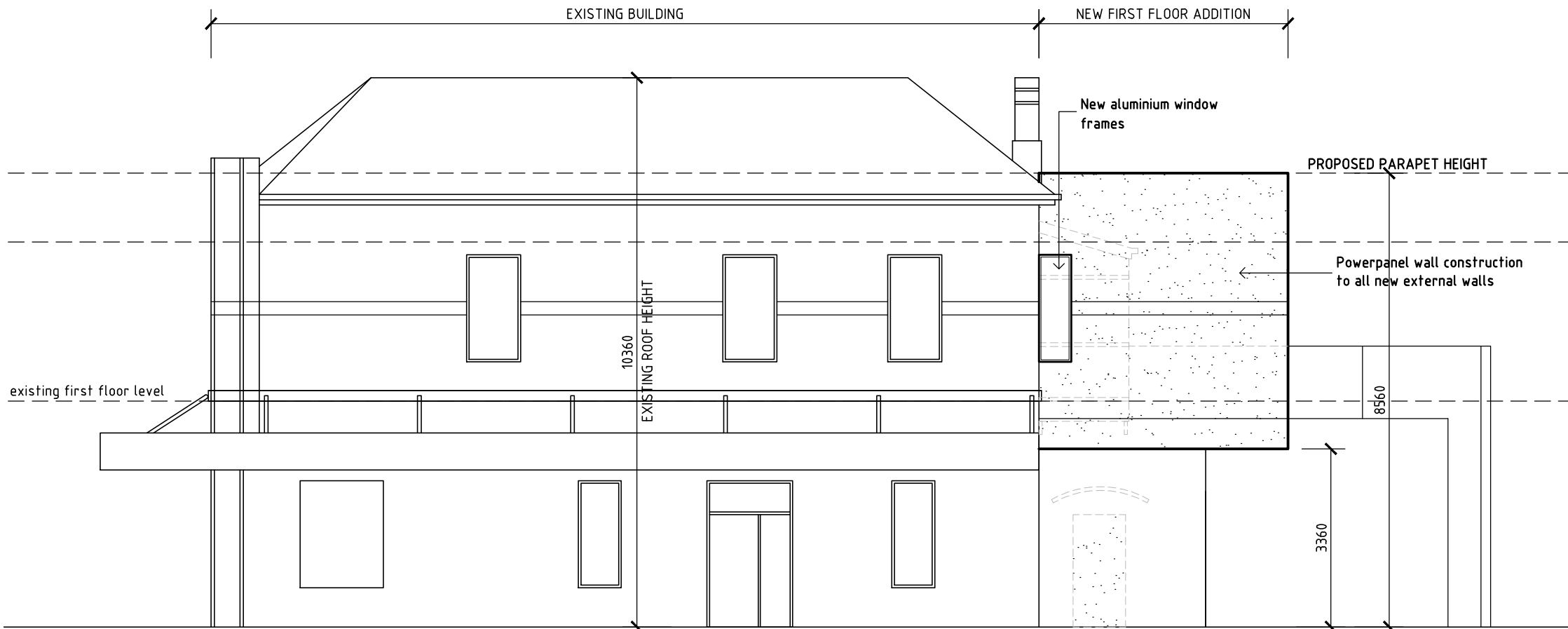
196 GILBERT STREET, ADELAIDE SA 5000
Ph: 0412 603 902 email: s.marzullo@bigpond.com

PROPOSED MOTEL
AT: 86 GLEN OSMOND ROAD, PARKSIDE
FOR: BRINZ GROUP PTY LTD

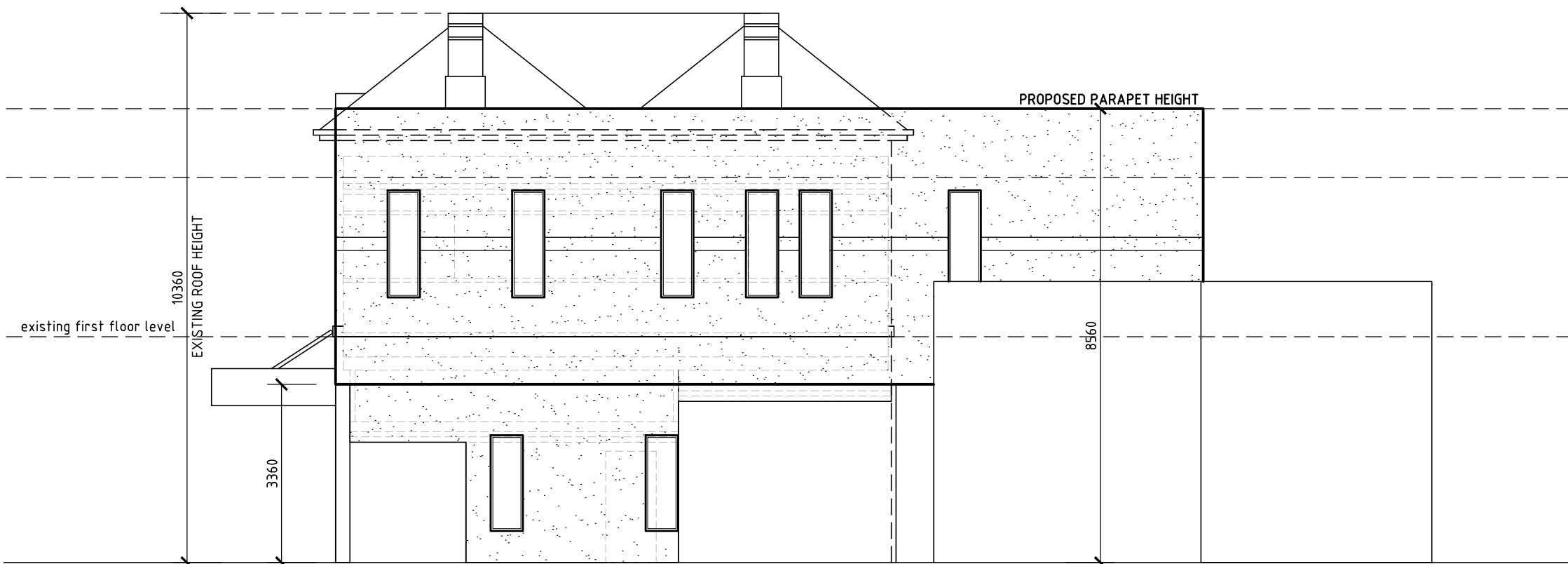
Drawn **SM** Not for construction purposes
Scales @ A3 **1 : 100** unless stamped FOR
Issue date CONSTRUCTION.
Verify Dimensions and levels on site
before setting out.
Do not scale.
Refer to figured dimensions - in mm
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project no.	drawing no.	revision
SM-676	WD07	25 C



PROPOSED WEST ELEVATION 1:100



PROPOSED SOUTH EAST ELEVATION 1:100

FINISHES:

WALL FINISH: (refer to elevations)

Ground floor walls:

- **Rendered masonry** -Alpaca White
(all existing and new walls)

First floor walls:

- **Rendered Powerpanel** -Alpaca White
(all existing and new walls)

EXISTING VERANDAH CANOPY -Alpaca White

WINDOWS:

NEW ALUMINIUM AWNING WINDOWS & EXISTING
TIMBER WINDOWS/DOORS AS SHOWN ON
ELEVATIONS - COLOUR- Satin Black

ROOF:

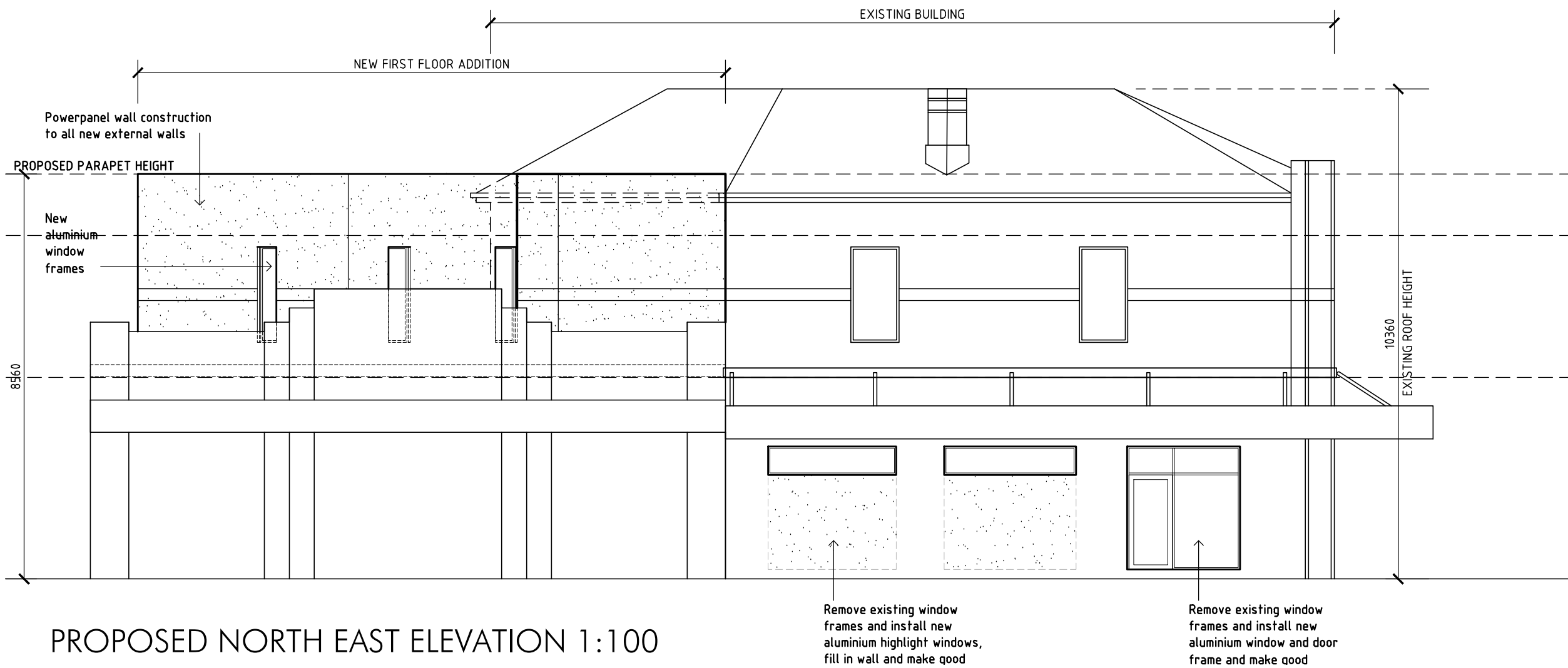
Colorbond roof sheeting on on existing roof Colour -
Monument

salvatore marzullo
building design

196 GILBERT STREET, ADELAIDE SA 5000
Ph: 0412 603 902 email: s.marzullo@bigpond.com

PROPOSED MOTEL
AT: 86 GLEN OSMOND ROAD, PARKSIDE
FOR: BRINZ GROUP PTY LTD

Drawn	SM	Not for construction purposes unless stamped FOR CONSTRUCTION. Verify Dimensions and levels on site before setting out. Do not scale. Refer to figured dimensions - in mm unless otherwise stated.
Scales @ A3	1 : 100	
Issue date		
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project no.	drawing no.	revision
SM-676	WD08 26	C



FINISHES:

WALL FINISH: (refer to elevations)

Ground floor walls:

- **Rendered masonry** –Alpaca White
(all existing and new walls)

First floor walls:

- **Rendered Powerpanel** –Alpaca White
(all existing and new walls)

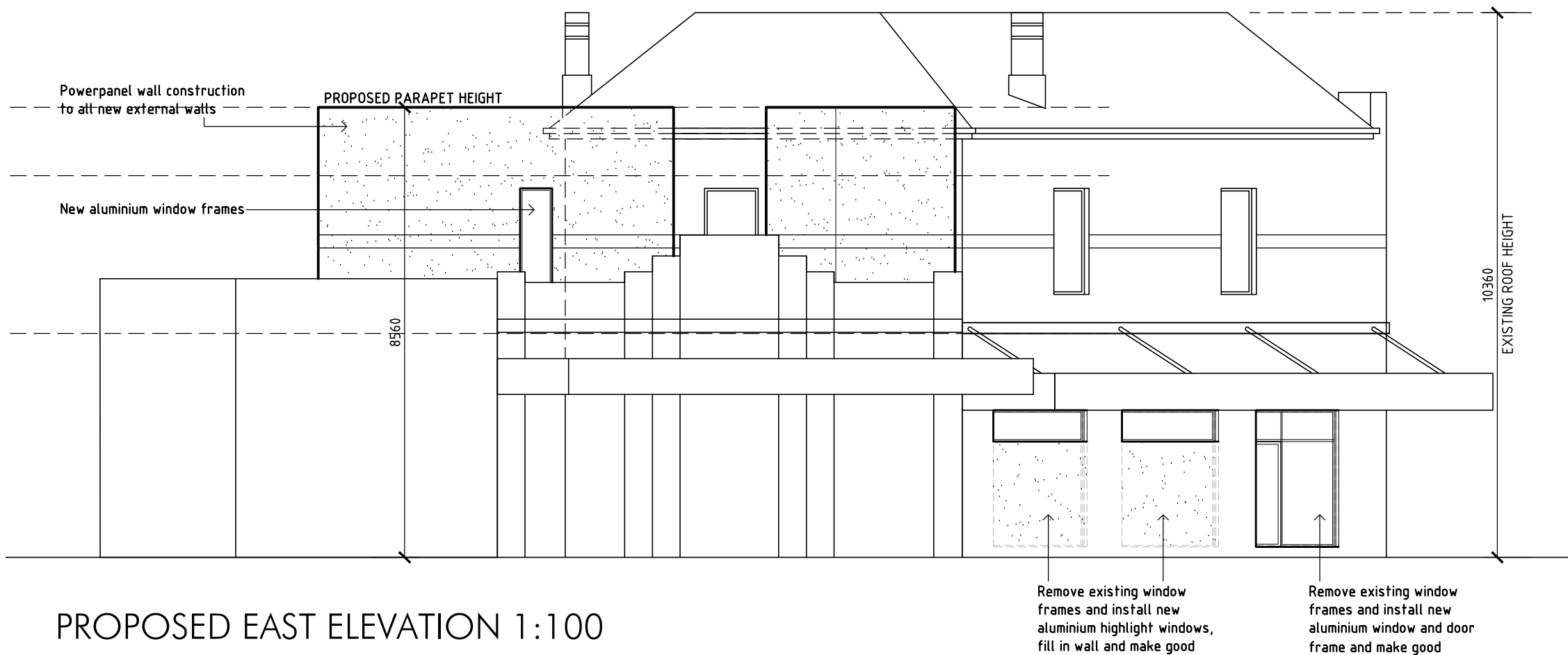
EXISTING VERANDAH CANOPY –Alpaca White

WINDOWS:

NEW ALUMINIUM AWNING WINDOWS & EXISTING
TIMBER WINDOWS/DOORS AS SHOWN ON
ELEVATIONS – COLOUR- Satin Black

ROOF:

Colorbond roof sheeting on on existing roof Colour –
Monument



salvatore marzullo
building design

196 GILBERT STREET, ADELAIDE SA 5000
Ph: 0412 603 902 email: s.marzullo@bigpond.com

PROPOSED MOTEL

AT: 86 GLEN OSMOND ROAD, PARKSIDE

FOR: BRINZ GROUP PTY LTD

Drawn

SM

Scales @ A3

1 : 100

Issue date

© COPYRIGHT 2024

project no.

SM-676

drawing no.

WD09

revision

27 C

Not for construction purposes
unless stamped FOR
CONSTRUCTION.
Verify Dimensions and levels on site
before setting out.
Do not scale.
Refer to figured dimensions - in mm
unless otherwise stated.

12 March 2025

Lauren Cooke
Planning Officer
City of Unley
(08) 8372 5111
lcooke@unley.sa.gov.au

Applicant: Brinz Holdings Pty Ltd
Application ID: 24041265
Subject Land: 86 -86A GLEN OSMOND RD PARKSIDE SA 5063

Dear Lauren,

Please find our response to the queries dated 20, February 2025

1. Refer to elevations for materials.
2. Refer to revised labeling
3. The motel will run as traditional short term stay motel 7 days a week with check out 10am and check in from 2pm.

2 on site people manning the reception between 9.00am-5.00pm - 5 days a week, and the motel being run with self-check in 7 days a week and out of the hours above.

2 daily cleaners will be on site to clean required rooms; they will attend to cleaning of rooms and leave the premises upon completion
4.
 - A. refer to comments above
 - B. refer to plans for proposed bike parking
 - C. comments noted.
 - D. comments noted.

Hope the above and attached information clarifies any concerns and queries and should you require any further information please do not hesitate in contacting me.

I trust you find the foregoing acceptable and look forward to your call.

Yours sincerely

Salvatore Marzullo
M: 0412 603 902

ATTACHMENT 2

Details of Representations

Application Summary

Application ID	24041265
Proposal	Partial change of use from consulting room and dwelling to tourist accommodation (motel), and construction of first floor additions and alterations
Location	86 -86A GLEN OSMOND RD PARKSIDE SA 5063

Representations

Representor 1 - [REDACTED]

Name	[REDACTED]
Address	[REDACTED]
Submission Date	04/03/2025 12:07 PM
Submission Source	Online
Late Submission	No
Would you like to talk to your representation at the decision-making hearing for this development?	Yes
My position is	I oppose the development

Reasons

[REDACTED], we do not support the proposed development. Our reasons for this include the following and I am happy to talk to it - Safety and Security is our primary concern. The accommodation being proposed faces our school oval, which is our main area for play. We do not know the cliental that would be accessing the motel and therefore be in close contact with our students who are aged from 5 to 11 years of age. Parents would certainly have an issue with this as well. This is a huge safety concern and our Governing Council would be advocating for this development to not go ahead. -Carparking - we already have limited carparking available in this area and this would cause even more traffic congestion during school drop off and pickup times. We do not believe the data collected on parking is accurate to what we see.

Attached Documents

ATTACHMENT 3

8 April 2025

City of Unley
181 Unley Road
UNLEY SA 5061

Response to Representations - Development Application 24041265
86-86A Glen Osmond Road Parkside

Introduction

This document provides a formal response to the representation received from [REDACTED], [REDACTED], in relation to Development Application 24041265. The application seeks approval for a partial change of use from consulting room and dwelling to tourist accommodation, along with associated first floor additions and alterations, at 86–86A Glen Osmond Road, Parkside.

The representor has expressed opposition to the proposed development. The concerns raised are acknowledged and have been reviewed in the context of the Planning and Design Code and the policies applicable to the subject land, which is located within the Business Neighbourhood Zone.

Summary of Concerns Raised

The representation identifies the following key issues:

- **Safety and Security:**
Concern regarding the close proximity of the proposed tourist accommodation to the school oval, which is the main outdoor play area for students aged 5 to 11 years. The representor notes uncertainty about the future clientele and their proximity to school children, raising potential risks to student safety.
- **Car Parking and Traffic Congestion:**
Concern that the proposed development will exacerbate existing car parking constraints and increase traffic congestion, particularly during school drop-off and pickup times. The representor expresses doubt over the accuracy of the parking data submitted with the application.

Safety and Security

The concerns raised regarding the safety and security of students at Parkside Primary School are acknowledged and understood, particularly given the site's proximity to the school oval.

However, it is important to clarify that the statutory planning framework does not allow for assumptions or subjective judgements regarding the behaviour or character of potential visitors to be considered in the assessment of development applications. Planning decisions must be made based on objective, policy-aligned criteria, including land use compatibility and the intent of the applicable zone.

The subject land is located within the Business Neighbourhood Zone, which supports a mix of residential and low-impact commercial land uses. The proposed tourist accommodation use is consistent with the zone's intent, specifically:

- **PO 1.1**, which encourages accommodation types appropriate to the locality that do not materially impact residential amenity; and
- **PO 1.3**, which supports land use transitions between similar businesses and promotes the efficient reuse of commercial premises.

To address privacy and safety concerns, the applicant has amended the design and confirmed the following measures will be implemented:

- All guests will be required to provide valid identification during the booking process, ensuring that all individuals on-site are known and accounted for.
- Camera surveillance will be installed to enhance the safety of guests and to monitor the premises, improving security and oversight.
- The existing external toilet facility fronting Kenilworth Road on the lower northern façade of the building will be removed, reducing the potential for non-guests to access the site and strengthening access control.

These measures provide a strong level of operational control and demonstrate the applicant's commitment to ensuring the development integrates safely and appropriately with its surroundings. Further, the applicant has no objection to the Council placing a condition on approval for the obscuring of upper level windows that face the school.

Traffic and Car Parking

Concerns regarding car parking and traffic impacts, particularly during school drop-off and pickup periods are acknowledged.

A comprehensive traffic and parking assessment was prepared by Empirical Traffic Advisory (ETA) in October 2024 to inform the development proposal. The report concludes:

- The proposed use results in a net increase of only four (4) car parking spaces compared with the existing approved land uses on the site.
- Tourist accommodation generally results in low and staggered traffic movements, which are unlikely to coincide with peak school-related traffic.

- On-street parking surveys were undertaken over multiple days within a 150–300m walking catchment of the site.
- The surveys identified sufficient available parking, particularly within Zones 7, 8, 9, and 10 (closest to the site), to accommodate the expected parking demand associated with the development.

ETA concluded:

“The proposed development will only have a minor impact on parking within the adjacent road network” and that “more than sufficient parking is available within the on-street catchment to cater for anticipated demands.”

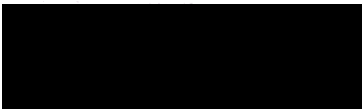
These findings provide an evidence-based assurance that the proposed development will not cause adverse traffic or parking impacts on the local road network or during school operating hours.

Conclusion

The proposed development has been carefully designed and assessed to align with the Planning and Design Code and the intent of the Business Neighbourhood Zone. Both the safety and traffic concerns raised have been appropriately considered and addressed through specific design amendments, operational measures, and independent expert reporting.

Accordingly, the development is considered to be a suitable and policy-compliant land use for the site, with no material impact on the surrounding amenity or operations of Parkside Primary School.

Yours faithfully,



Bill Stefanopoulos, MPIA

BA Planning, Grad Dip Environmental Planning



ATTACHMENT 4



Government
of South Australia

Department for Infrastructure
and Transport

In reply please quote #2025/00119/01, ID: 2775

Enquiries to Jaswanth Lella – dit.landusecoordination@sa.gov.au

7 March 2025

Ms Lauren Cooke
City of Unley
PO Box 1
Unley SA 5061
lcooke@unley.sa.gov.au

Dear Ms Cooke,

**TRANSPORT
STRATEGY AND
PLANNING DIVISION**

GPO Box 1533
Adelaide SA 5001
DX 171

T 1300 872 677
W dit.sa.gov.au

ABN 92 366 288 135

**Build. Move.
Connect.**

SCHEDULE 9 - REFERRAL RESPONSE

Development No.	24041265
Applicant	City of Unley
Location	86-86a Glen Osmond Road, Parkside (CT 5873/604)
Proposal	Partial change of use from consulting room and dwelling to tourist accommodation (motel), and construction of first floor additions and alterations

The above application has been referred to the Commissioner of Highways (CoH) in accordance with Section 122 of the *Planning, Development and Infrastructure Act 2016*, as the prescribed body listed in Schedule 9 of the *Planning, Development and Infrastructure (General) Regulations 2017*.

CONSIDERATION

The subject site abuts Glen Osmond Road an arterial road under the management of the Commissioner of Highways (CoH). Glen Osmond Road is identified as a Major Traffic Route, Primary Freight Route, a Priority Public Transport Corridor, Peak Hour Route, a High Frequency Public Transport Corridor and a High Activity Pedestrian Area under the Department for Infrastructure and Transport's (DIT) '*A Functional Hierarchy for South Australia's Land Transport Network*'. At this location, Glen Osmond Road carries approximately 25,300 vehicles per day (with 4.5% commercial vehicles) and has a posted speed limit of 60km/h.

Access and Parking

The subject site is a triangular shaped allotment with all access via Kenilworth Road. The proposed development involves the addition of rooms to the first floor, resulting in a total of 11 rooms available for tourist accommodation.

Currently, the site is served by five parking spaces arranged in a stacked configuration. The traffic report provided includes a parking assessment against the Planning and Design Code, which identifies an undersupply of car parking spaces once the development is complete. Additionally, the traffic report includes a parking survey that identifies the 300m walking catchments for on-street parking.

Whilst the development is unlikely to impact on the operation of Glen Osmond Road and the Glen Osmond Road/Kenilworth Road junction, it is likely that patrons will expect direct access to parking rather than having to walk from a distant car park to the accommodation. Given the strategic nature of Glen Osmond Road, the Department cannot guarantee the ongoing presence of on-street parking along Glen Osmond

Road. Consequently, this parking cannot be relied upon to cater for parking demands associated with the development and Council will need to ensure that sufficient parking is available to service the development.

Road Widening

The Metropolitan Adelaide Road Widening Plan shows a possible requirement for a strip of land up to 2.13 metres in width from the Glen Osmond Road frontage of the subject site, together with a 4.5 metres x 4.5 metres corner cut-off at the Glen Osmond Road/Kenilworth Street corner for future road purposes.

Whilst the Department would prefer all building works to be located outside of this area, given that the works do not result in a change in the building footprint, the Department is prepared to permit the proposed building works.

ADVICE

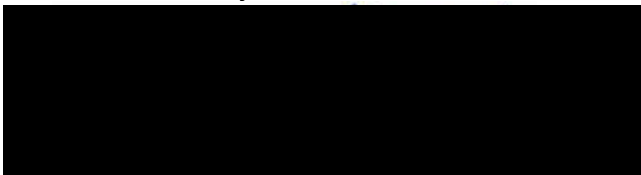
The Department for Infrastructure and Transport supports the proposed development and directs the planning authority to attach the following conditions and note to any approval:

1. All access to/from the site shall be gained via Kenilworth Road only.
2. Stormwater run-off shall be collected on-site and discharged without impacting the adjacent road network. Any alterations to the road drainage infrastructure required to facilitate this shall be at the applicant's cost.

The following note provides important information for the benefit of the applicant and is required to be included in any approval:

- a. The Metropolitan Adelaide Road Widening Plan shows a possible requirement for a strip of land up to 2.13 metres in width from the Glen Osmond Road frontage of this site for future road purposes, together with a 4.5 x 4.5 metre cut-off from the Glen Osmond Road/Kenilworth Street corner. The consent of the Commissioner of Highways under the Metropolitan Adelaide Road Widening Plan Act 1972 is required to all building works on or within 6.0 metres of the possible requirement. The attached consent form should be completed by the applicant and returned to DIT (dit.landusecoordination@sa.gov.au), together with a copy of the Decision Notification Form and the approved site plan/s.

Yours sincerely



MANAGER, TRANSPORT ASSESSMENT
for **COMMISSIONER OF HIGHWAYS**

Referral Snapshot

Development Application number:
24041265

Consent:
Planning Consent

Relevant authority:
City of Unley

Consent type for distribution:

Referral body:
Commissioner of Highways

Response type:
Schedule 9 (3)(4) Future Road Widening Overlay

Referral type:
Direction

Response date:
7 Mar 2025

Advice:
With comments, conditions and/or notes

Condition 1
All access to/from the site shall be gained via Kenilworth Road only.

Condition 2
Stormwater run-off shall be collected on-site and discharged without impacting the safety and integrity of the adjacent road network. Any alterations to the road drainage infrastructure required to facilitate this shall be at the applicant's cost.

Advisory Note 1

The Metropolitan Adelaide Road Widening Plan shows a possible requirement for a strip of land up to 2.13 metres in width from the Glen Osmond Road frontage of this site for future road purposes, together with a 4.5 x 4.5 metre cut-off from the Glen Osmond Road/Kenilworth Street corner. The consent of the Commissioner of Highways under the Metropolitan Adelaide Road Widening Plan Act 1972 is required to all building works on or within 6.0 metres of the possible requirement. The attached consent form should be completed by the applicant and returned to DIT (dit.landusecoordination@sa.gov.au), together with a copy of the Decision Notification Form and the approved site plan/s.

ATTACHMENT 5

8 November 2024

#eta1000375

Brinz Construct
PO Box 587
Stirling SA 5152
Attention: Mr. Kim Panas

86 GLEN OSMOND ROAD, PARKSIDE PARKING REVIEW

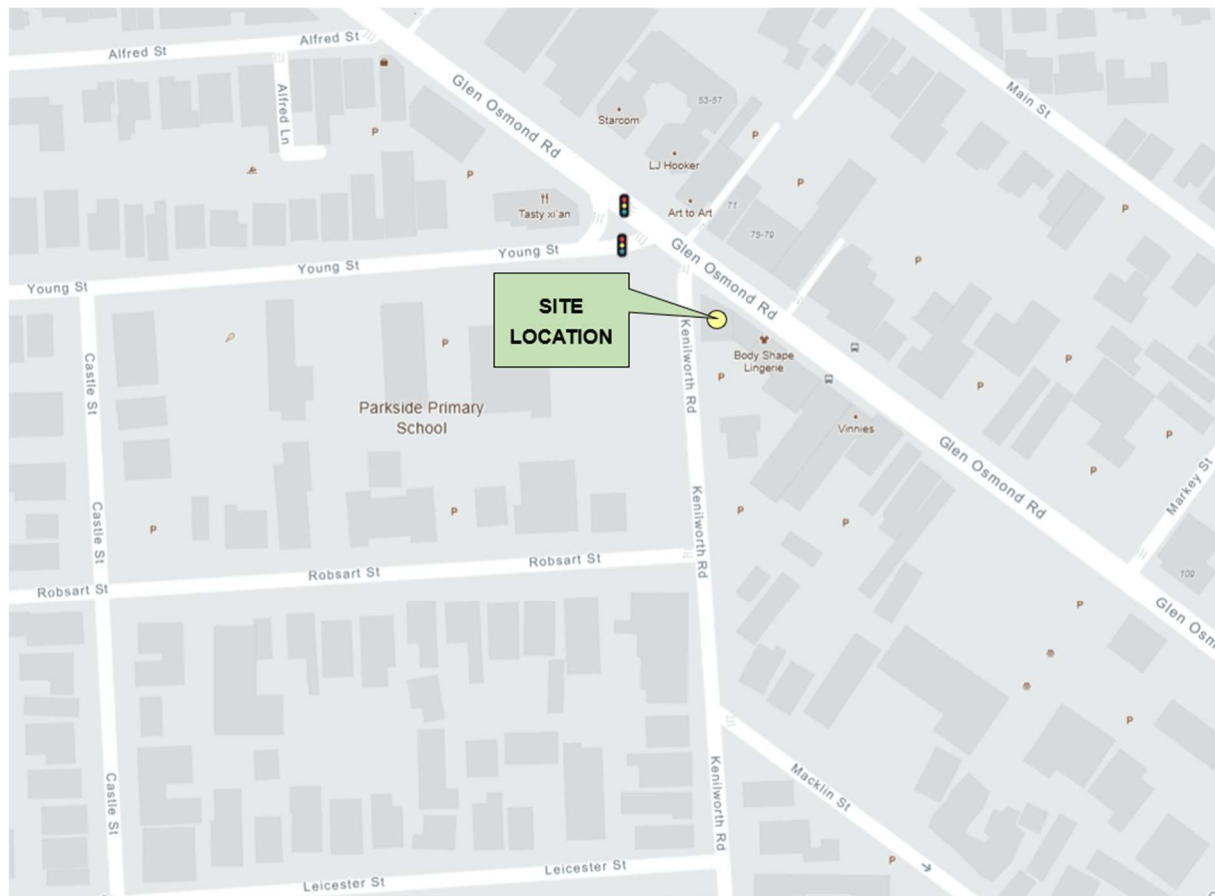
Dear Kim,

I refer to the proposed development located at 86 Glen Osmond Road, Parkside for a proposed tourist accommodation development. As requested, this letter provides the findings of a traffic and parking assessment for the proposed development.

SUBJECT SITE

The subject site is located at 86 Glen Osmond Road in Parkside, on the southern eastern corner of Glen Osmond Road and Kenilworth Street. The Planning and Design Code Identifies the site to be located within a Business Neighbourhood Zone. The site is shown in Figure 1 below.

Figure 1: Subject Site and Environs



(source: NHVR [Nov 2024])

EXISTING SITUATION

Glen Osmond Road is an arterial road managed by the Department for Infrastructure and Transport . It provides a connection from the Adelaide Hills area to the Adelaide CBD. The road comprises a wide single carriageway with two lanes in each direction totalling a road width approximately 14m wide and set within a 20m wide (approximate) road reserve.

There are formal footpaths in the verge on either side of the road. Timed parking restrictions existing on both sides of Glen Osmond Road (clearway inbound 7am to 10am Mon-Fri, and clearway outbound 3pm to 7pm Mon-Fri) . Glen Osmond Road carries approximately 25,300 vehicles per day (DIT, 2021).

Kenilworth St, Young Street, Robsart Street are local streets managed by the City of Unley. They provide connections to the residential developments, rear of commercial developments, a place of worship and Parkside Primary School. The roads comprise of single carriageways with a single lane in each direction, with footpaths on either side of the road. On-street parking is generally permitted on either side of the roads near the subject site and comprises a mix of permit parking, school times restricted parking (Mon-Fri) , 2 and 3 hour timed parking (Mon-Fri) and all day parking spaces.

PARKING ASSESSMENT

A review of parking for the existing and proposed development against the Planning and Design Code as referenced in *Table 1 - General Off-Street Car Parking Requirements in Part 4 - General Development Policies - Transport, Access and Parking* and *Table 2 - Off-Street Car Parking Requirements in Designated Areas in Part 4 - General Development Policies - Transport, Access and Parking* is shown in Table 1 and Table 2.

Table 1: Existing Parking Requirements

Use	Size (sq. m)	P&D Code Requirement (spaces per 100sq.m)	Parking Spaces Required
Ground – Shop/Retail	160.5	3 per 100sq.m	5
First Floor – Residential (3 Bdr)	1	1.25 per unit	2
TOTAL			7

The assessment has identified 7 spaces are required for the existing development.

Table 2: Proposed Parking Requirements

Use	Qty (units)	P&D Code Requirement (spaces per 100sq.m)	Parking Spaces Required
Ground (Tourist Accommodation)	4	1 per unit]	4
First Floor (Tourist Accommodation)	7	1 per unit	7
TOTAL			11

The assessment has identified 11 spaces are required for the proposed development.

This results in a differential parking of 4 additional parking spaces being required for the proposed development when compared to the existing land uses.

It should be noted that at the timing on which the survey period was undertaken, the former Physiotherapy Pilates Proactive ground floor tenancy was not operating nor was the first floor residential occupied. It is also noted that there are 5 informal stacked parking spaces existing on the site, which are understood to be associated with the existing hairdresser located on the same subject site (which is not proposing to be altered).

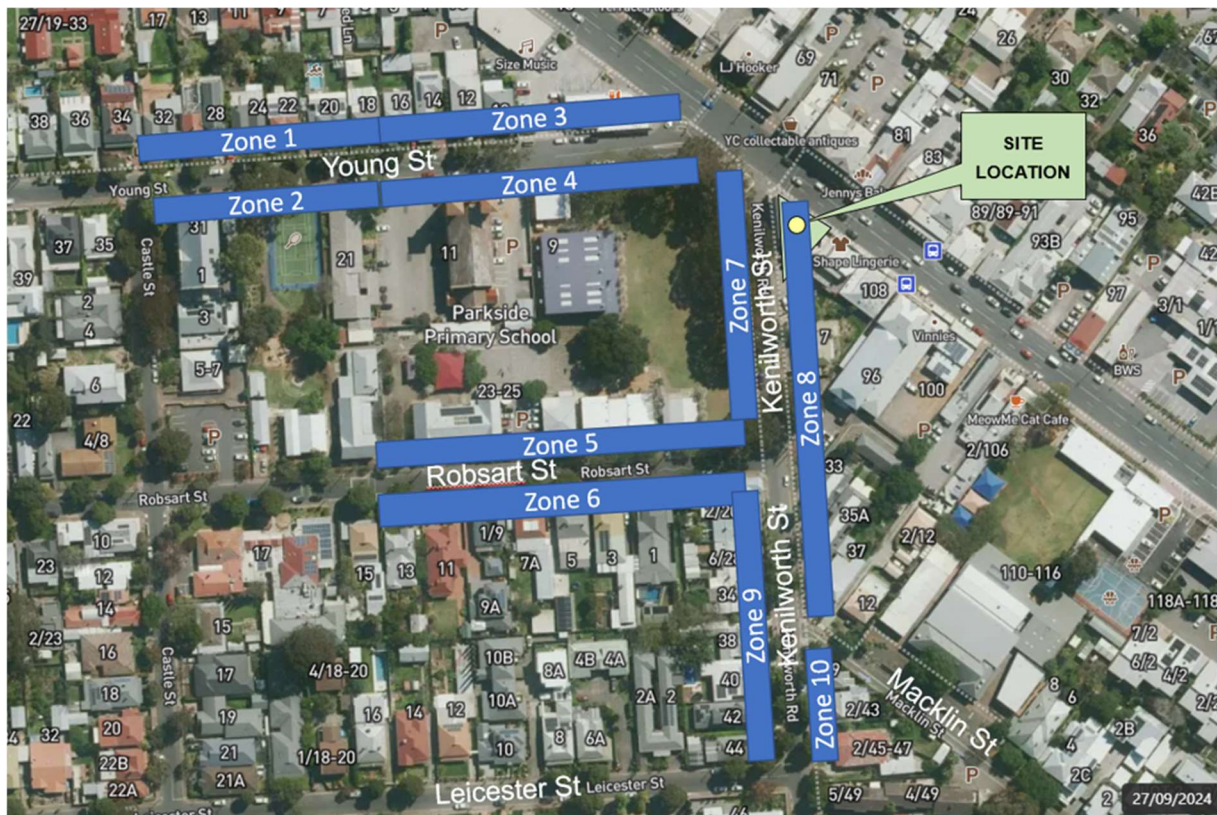
Due to the proposed use being a tourist accommodation, which does not typically work with a stacked parking arrangement, the parking assessment has been based on all the parking required for the proposal to be provided within the on-street network as a conservative assessment.

PARKING SURVEY

In order to ascertain whether 11 on-street reliant parking spaces can be accommodated, on-street parking surveys were undertaken on a Thursday, Friday, Saturday and Sunday between 18 October through to 27 October 2024.

Whilst the City of Unley has typically accepted a walking catchment of between 150m and 300m, ETA has only considered undertaking this catchment range on the southern side of Glen Osmond Road as the on-street catchment. The extents of the parking survey are as illustrated in Figure 3.

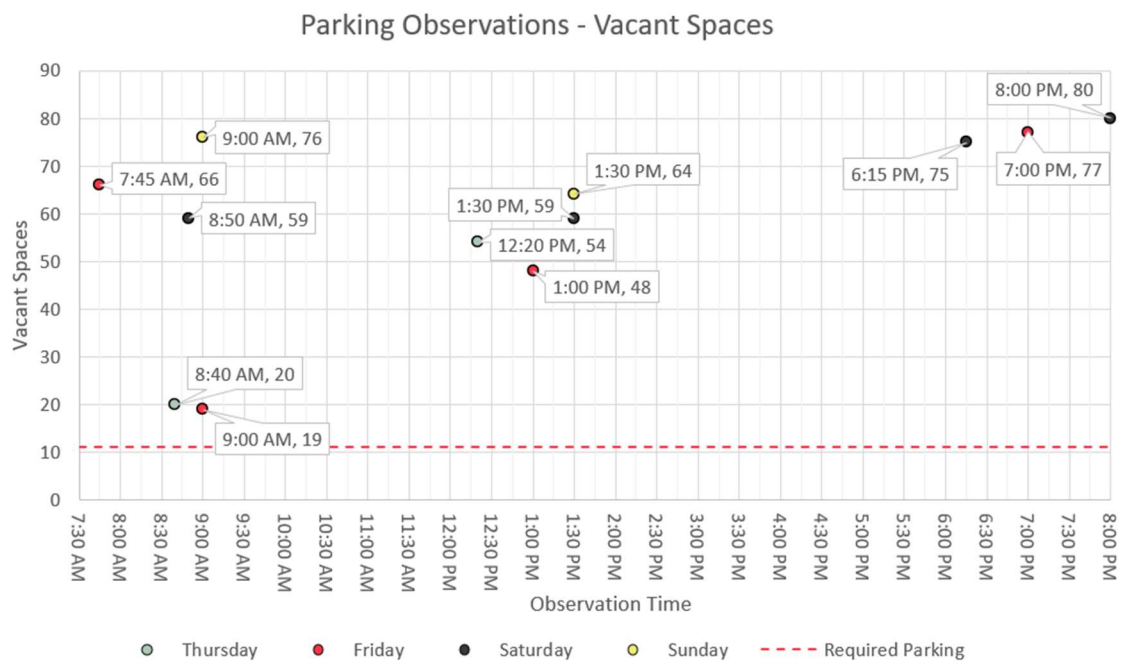
Figure 3: Parking Survey Extents



Other areas which could have been included within this walking catchment (e.g. Glen Osmond Road, Alfred Street, Markey Street) has been excluded from this on-street parking assessment as they are highly trafficked routes or anti-directional to access the site.

The peak parking observations is shown in Figure 4, and the survey data is enclosed at the end of this letter.

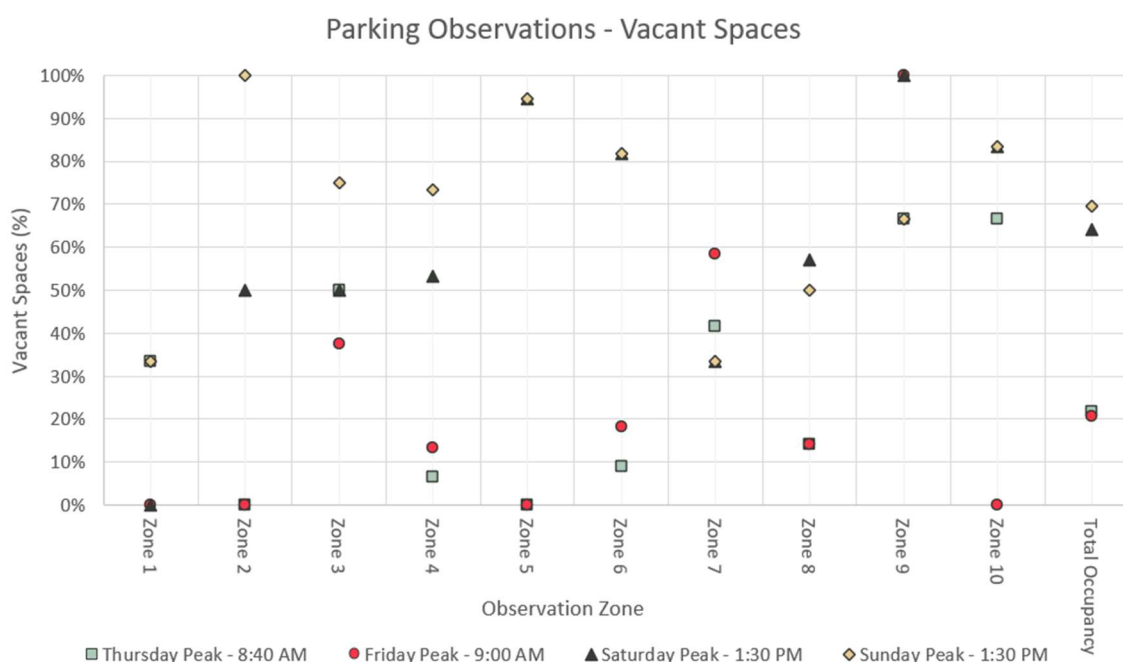
Figure 4: On-street Parking Analysis



ADEQUACY OF PARKING

With consideration to respective on-street parking zones only, the analysis of parking surveys and the additional on-street parking reliance indicates there will be more than sufficient parking within this catchment to cater for anticipated parking demands within this parking survey catchment, as shown in Figure 4 for the overall survey area, and Figure 5 for the peak parking observation per day, broken down per zone.

Figure 5: Peak Parking Survey Zone Observations



Based on the above the theoretical shortfall of 4 additional car parking spaces could be accommodated within the surveyed on-street parking spaces, in particular in Zones 7, 8, 9 and 10, with car parking spaces remaining available for other uses within the vicinity. Zones 7, 8, 9 and 10 are the zones closest to the subject site.

BICYCLE PARKING

The Planning and Design Code identifies a bicycle parking rate (located within the Business Neighbourhood zone) for the following:

- Tourist Accommodation: 1 space for every 20 employees plus 2 for the first 40 rooms and 1 for every additional 40 rooms for visitors.
- Shop/Retail: 1 space for every 300sq.m of gross leasable floor area plus 1 space for every 600sq.m of gross leasable floor area for visitors

Based on the above rates, there would be a theoretical parking requirement for 3 bicycle parking spaces.

Whilst there does not appear to be any bicycle parking proposed to be provided, it is recommended that the proposed development provide 1 bicycle rail (or 2 bicycle parking spaces), noting that for tourist accommodation, most guests are not likely to be travelling by bicycle at this location, rather the provision is likely to be more for staff use.

The demand for bicycle parking can be further reviewed when the site is in operation and if required, additional spaces could be provided across the site to accommodate any additional demands.

CONCLUSIONS

The traffic and parking assessment has found the following:

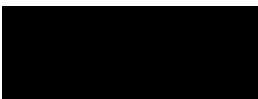
1. The proposed tourist accommodation development will replace an existing 3 bedroom residential development on the subject site at 86 Glen Osmond Road in Parkside.
2. Compared to the existing land uses located on the site, the proposed development will theoretically increase the on-street parking demand by 4 spaces to satisfy the parking requirements of the SA Planning and Design Code.
3. The proposed development will theoretically rely on 11 on-street parking spaces due to the existing stacked car parking arrangement located on the site.
4. The parking surveys identified that there will be parking availability to accommodate the theoretical additional on-street parking reliance within the combined parking survey zones identified within Figure 3 of this report.
5. With consideration to respective on-street parking zones only, the analysis of parking surveys and the additional on-street parking reliance indicates there will be more than sufficient parking within this catchment to cater for anticipated parking demands within this parking survey catchment.
6. Based on the above the theoretical parking increase compared to the existing approvals and the on-street parking demand of 11 spaces, the parking could be accommodated within the surveyed on-street parking spaces, with car parking spaces remaining available for other uses within the vicinity.

Overall the proposed development will only have a minor impact on parking within the adjacent road network.

Should further information be required, please contact the undersigned at your convenience.

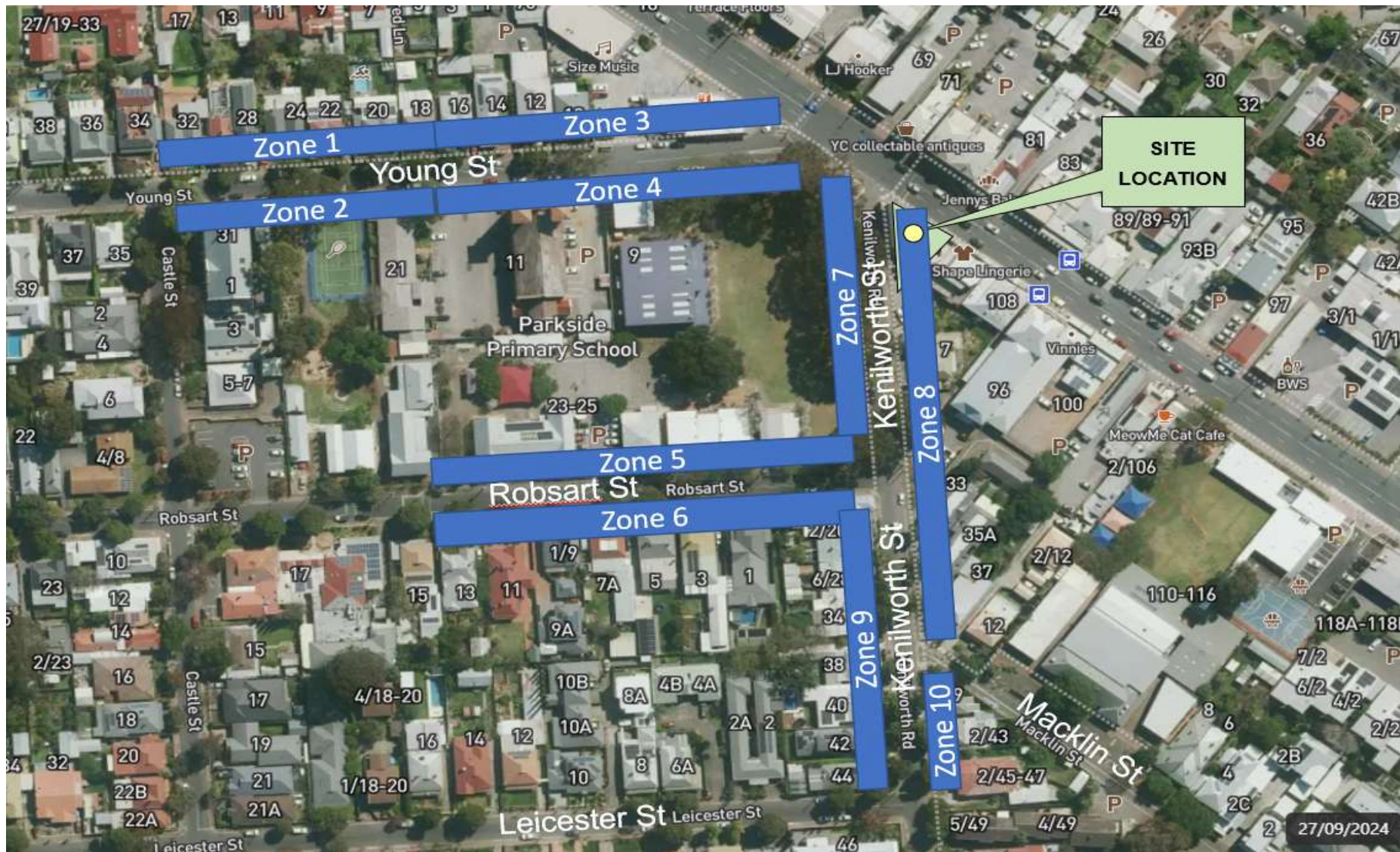
Yours sincerely

EMPIRICAL TRAFFIC ADVISORY



David Kwong
Director

Encl: Parking Vacancy Survey Data



			Thursday - Vacant Spaces	
ZONE	DESCRIPTION	SPACES	8:40 AM	12:20 PM
1	Young St (N): Between House No 32 and House No 18	3x 3hr. Excluding Permit Zone	1	1
2	Young St (S): Between Castle St and School Crossing	2x 3hr	0	0
3	Young St (N): Between House No 18 and Glen Osmond Rd	5x 3hr, 3x unrestricted. Excluding Permit Zone	4	2
4	Young St (S): Between School Crossing and Glen Osmond Rd	7x 3hr, 8x school time restricted. Excluding Permit Zone	1	11
5	Robsart St (N): Between School Crossing and Kenilworth St	18x school time restricted	0	17
6	Robsart St (S): Between School Crossing and Kenilworth St	6x untimed, 5x school time restricted. Excluding Permit Zone	1	6
7	Kenilworth St (W): Between Glen Osmond Rd and Robsart St	12x 2hr parking (Mon-Fri)	5	4
8	Kenilworth St (E): Between Glen Osmond Rd and Macklin St	4x 2hr (Mon-Fri), 10x school time restricted	2	7
9	Kenilworth St (W): Between Robsart St and Leicester St	3x school time restricted. Excluding Permit Zone	2	3
10	Kenilworth St (E): Between Leicester St and Macklin St	6x unrestricted.	4	3
			20	54

			Friday - Vacant Spaces			
ZONE	DESCRIPTION	SPACES	7:45 AM	9:00 AM	1:00 PM	7:00 PM
1	Young St (N): Between House No 32 and House No 18	3x 3hr. Excluding Permit Zone	1	0	0	1
2	Young St (S): Between Castle St and School Crossing	2x 3hr	0	0	0	1
3	Young St (N): Between House No 18 and Glen Osmond Rd	5x 3hr, 3x unrestricted. Excluding Permit Zone	3	3	4	8
4	Young St (S): Between School Crossing and Glen Osmond Rd	7x 3hr, 8x school time restricted. Excluding Permit Zone	12	2	10	13
5	Robsart St (N): Between School Crossing and Kenilworth St	18x school time restricted	17	0	17	17
6	Robsart St (S): Between School Crossing and Kenilworth St	6x untimed, 5x school time restricted. Excluding Permit Zone	8	2	6	11
7	Kenilworth St (W): Between Glen Osmond Rd and Robsart St	12x 2hr parking (Mon-Fri)	10	7	1	9
8	Kenilworth St (E): Between Glen Osmond Rd and Macklin St	4x 2hr (Mon-Fri), 10x school time restricted	11	2	6	12
9	Kenilworth St (W): Between Robsart St and Leicester St	3x school time restricted. Excluding Permit Zone	3	3	3	1
10	Kenilworth St (E): Between Leicester St and Macklin St	6x unrestricted.	1	0	1	4
			66	19	48	77

ZONE	DESCRIPTION	SPACES	Saturday - Vacant Spaces			
			8:50 AM	1:30 PM	6:15 PM	8:00 PM
1	Young St (N): Between House No 32 and House No 18	3x 3hr. Excluding Permit Zone	0	0	1	2
2	Young St (S): Between Castle St and School Crossing	2x 3hr	1	1	1	1
3	Young St (N): Between House No 18 and Glen Osmond Rd	5x 3hr, 3x unrestricted. Excluding Permit Zone	3	4	8	8
4	Young St (S): Between School Crossing and Glen Osmond Rd	7x 3hr, 8x school time restricted. Excluding Permit Zone	8	8	14	14
5	Robsart St (N): Between School Crossing and Kenilworth St	18x school time restricted	18	17	15	18
6	Robsart St (S): Between School Crossing and Kenilworth St	6x untimed, 5x school time restricted. Excluding Permit Zone	7	9	10	11
7	Kenilworth St (W): Between Glen Osmond Rd and Robsart St	12x 2hr parking (Mon-Fri)	7	4	11	11
8	Kenilworth St (E): Between Glen Osmond Rd and Macklin St	4x 2hr (Mon-Fri), 10x school time restricted	7	8	8	9
9	Kenilworth St (W): Between Robsart St and Leicester St	3x school time restricted. Excluding Permit Zone	3	3	2	1
10	Kenilworth St (E): Between Leicester St and Macklin St	6x unrestricted.	5	5	5	5
			59	59	75	80

			Sunday - Vacant Spaces	
ZONE	DESCRIPTION	SPACES	9:00 AM	1:30 PM
1	Young St (N): Between House No 32 and House No 18	3x 3hr. Excluding Permit Zone	1	1
2	Young St (S): Between Castle St and School Crossing	2x 3hr	2	2
3	Young St (N): Between House No 18 and Glen Osmond Rd	5x 3hr, 3x unrestricted. Excluding Permit Zone	7	6
4	Young St (S): Between School Crossing and Glen Osmond Rd	7x 3hr, 8x school time restricted. Excluding Permit Zone	9	11
5	Robsart St (N): Between School Crossing and Kenilworth St	18x school time restricted	16	17
6	Robsart St (S): Between School Crossing and Kenilworth St	6x untimed, 5x school time restricted. Excluding Permit Zone	11	9
7	Kenilworth St (W): Between Glen Osmond Rd and Robsart St	12x 2hr parking (Mon-Fri)	11	4
8	Kenilworth St (E): Between Glen Osmond Rd and Macklin St	4x 2hr (Mon-Fri), 10x school time restricted	11	7
9	Kenilworth St (W): Between Robsart St and Leicester St	3x school time restricted. Excluding Permit Zone	3	2
10	Kenilworth St (E): Between Leicester St and Macklin St	6x unrestricted.	5	5
			76	64

ITEM 6.1**APPLICATIONS BEFORE THE ERD COURT - SUMMARY OF ERD COURT APPEALS**

TO: City of Unley Council Assessment Panel

FROM: Tim Bournier, Assessment Manager

SUBJECT: Summary of ERD Court Appeals

MEETING DATE: May 20th 2025

APPEALS - 1

Development Application / Subject Site	Nature of Development	Decision authority and date	Current status
NIL			