



In reply please quote #25038676

Enquiries to Yee-May Chang – dit.landusecoordination@sa.gov.au

16 January 2026

Mr Phil Mabbs  
State Planning Commission  
GPO Box 1815  
ADELAIDE SA 5001

**TRANSPORT  
STRATEGY AND  
PLANNING DIVISION**

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Dear Mr Mabbs,

**Build. Move.  
Connect.**

### SCHEDULE 9 - REFERRAL RESPONSE

<b>Development No.</b>	25038676
<b>Applicant</b>	Southern Cross Care
<b>Location</b>	3 Spence Avenue, Myrtle Bank
<b>Proposal</b>	Retirement Facility and Ancillary Community Hub, Alterations and Additions to State Heritage Place and Tree Damaging Activity

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 has frontages along Glen Osmond Road and Cross Road which are both arterial roads under the care, control and management of the CoH as well as Spence Avenue which is a local road under the care, control and management of City of Unley.

Both Glen Osmond Road and Cross Road are identified as a Major Traffic Route, Primary Freight Route and a Public Transport Route while Cross Road is also identified as a Cycling Route under the Department for Infrastructure and Transport's 'A Functional Hierarchy for South Australia's Land Transport Network'.

At this location Glen Osmond road carries approximately 25,700 vehicles per day (4.5% commercial vehicles) and Cross Road carries approximately 35,300 vehicles per day (3.5% commercial vehicles). Both roads have a speed limit of 60km/h.

#### Road Widening

The Metropolitan Adelaide Road Widening Plan currently shows a possible requirement for a strip of land up to 12.00 metres in width from the Cross Road and Glen Osmond Road frontages of this site for future road purposes. Additionally, the Plan shows a possible requirement for a strip of land up to 4.5 metres in width from both the Cross Road and Glen Osmond Road frontages of this site for future upgrading of the adjacent intersection, together with additional land from the southeastern corner. The consent of the Commissioner of Highways under the Metropolitan Adelaide Road Widening Plan Act is required to all building works on or within 6.0 metres of the possible requirements.

Current planning for the future upgrading of the adjacent intersection indicates that land will be required from the site to facilitate this future work. The current footprint has been identified on the development plans and taken into consideration by the applicant.

It is noted that 18 parking spaces are proposed within the MARWP requirement area. In the event that the adjacent intersection is upgraded, these spaces will either be lost or require reconfiguration. It is understood that this is not fatal to the application as there are sufficient parking spaces being provided to support this development even if the parking spaces are removed due to road widening.

### **Access and Road Safety**

This development is serviced by three access points including a southern access point on Glen Osmond Road that is limited to left turn in and right turn in only, northern access point on Glen Osmond Road that is limited to left turn out movements only and an all-movement access point on Spence Avenue.

The subject application has been supported by a traffic impact assessment that has identified the potential traffic distribution and impacts. This assessment indicates that the development will have limited impact on Glen Osmond Road and that the majority of turning movements will occur at the Cross Road/Spence Avenue junction. Traffic modelling has been undertaken to review these impacts and identifies that the junction will operate acceptably.

It is noted that there is a roundabout proposed within the site immediately adjacent the Glen Osmond Road ingress. Whilst the Department does not object to this, it is recommended that give way line marking and signage be installed to ensure that traffic entering the site from Glen Osmond Road has priority over all other internal traffic.

With respect to the right turn in movement into the site from Glen Osmond Road, this is via existing opening within the solid median. Dependent of the final design of the future upgrade of the adjacent intersection, this median opening may be modified or closed. In which case visitors from Glen Osmond Road can turn right into Cross Road and access the site via Spence Avenue.

### **ADVICE**

DIT supports the proposed development and directs the planning authority to attach the following conditions to any approval:

1. All access to/from the development shall be gained in accordance with the site plan produced by Walter Brooke, Project No. 23- 0628, Drawing No. DA02, Rev A, Dated 29-10-2025.
2. The entry and exit points shall be suitably signed and line-marked to reinforce the desired traffic flow. Appropriate traffic control shall be provided at the roundabout adjacent to the Glen Osmond Road ingress to ensure that vehicles entering the site from Glen Osmond Road have priority over all other traffic.
3. Clear sightlines, as shown in Figure 3.3 'Minimum Sight Lines for Pedestrian Safety' in AS/NZS 2890.1:2004, shall be provided at the property line by the egress point to ensure adequate visibility between vehicles leaving the site and pedestrians on the adjacent footpath.
4. All vehicles shall enter and exit the site in a forward direction. All on-site vehicle manoeuvring areas shall remain clear of any impediments.
5. All off-street car parking shall be designed in accordance with AS/NZS 2890.1:2004 and AS/NZS 2890.6:2022.
6. The largest vehicle permitted to use the access points on Glen Osmond Road shall be restricted to a 7.7 metre vehicle.

7. 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**

- The Metropolitan Adelaide Road Widening Plan currently shows a possible requirement for a strip of land up to 12.00 metres in width from the Cross Road and Glen Osmond Road frontages of this site for future road purposes. Additionally, the Plan shows a possible requirement for a strip of land up to 4.5 metres in width from both the Cross Road and Glen Osmond Road frontages of this site for future upgrading of the adjacent intersection, together with additional land from the southeastern corner. The consent of the Commissioner of Highways under the Metropolitan Adelaide Road Widening Plan Act is required to all building works on or within 6.0 metres of the possible requirements.  
As the proposed development is located within the above areas, the attached consent form should be completed by the applicant and returned to DIT (via email [dit.landusecoordination@sa.gov.au](mailto:dit.landusecoordination@sa.gov.au)), together with a copy of the Decision Notification Form and the approved site plan/s.
- In the event that traffic flows on the abutting roads are impacted during construction of the development the applicant shall notify DIT's Traffic Management Centre (TMC) – Roadworks on 1800 434 058 or email [dit.roadworks@sa.gov.au](mailto:dit.roadworks@sa.gov.au) to gain approval for any road works, or the implementation of a traffic management plan.

Yours sincerely



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