CITY OF WEST TORRENS

Notice of Panel Meeting

Notice is Hereby Given that a Meeting of the

COUNCIL ASSESSMENT PANEL

will be held in the George Robertson Room, Civic Centre
165 Sir Donald Bradman Drive, Hilton

on

TUESDAY, 9 APRIL 2019
at 5.00pm

Donna Ferretti
Assessment Manager

City of West Torrens Disclaimer

Council Assessment Panel

Please note that the contents of this Council Assessment Panel Agenda have yet to be considered and deliberated by the Council Assessment Panel therefore the recommendations may be adjusted or changed by the Council Assessment Panel in the process of making the formal Council Assessment Panel decision.

Note: The plans contained in this Agenda are subject to copyright and should not be copied without authorisation.

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1 MEETING OPENED

1.1 Evacuation Procedures

2 PRESENT

3 APOLOGIES

4 CONFIRMATION OF MINUTES

RECOMMENDATION

That the Minutes of the meeting of the Council Assessment Panel held on 12 March 2019 be confirmed as a true and correct record.

5 DISCLOSURE STATEMENTS

In accordance with section 7 of the *Assessment Panel Members – Code of Conduct* the following information should be considered by Council Assessment Panel members prior to a meeting:

A member of a Council Assessment Panel who has a direct or indirect personal or pecuniary interest in a matter before the Council Assessment Panel (other than an indirect interest that exists in common with a substantial class of persons) –

a. must, as soon as he or she becomes aware of his or her interest, disclose the nature and extent of the interest to the panel; and

b. must not take part in any hearings conducted by the panel, or in any deliberations or decision of the panel, on the matter and must be absent from the meeting when any deliberations are taking place or decision is being made.

If an interest has been declared by any member of the panel, the Assessment Manager will record the nature of the interest in the minutes of meeting.

6 REPORTS OF THE ASSESSMENT MANAGER

6.1 19 Tennyson Street, KURRALTA PARK

Application No 211/142/2018

Appearing before the Panel will be:

Representors: **Winsome Clayton** of 2/18 Tennyson Street wishes to appear in support of her representation.

Mick and Laura Sharp of 17 Tennyson Street wish to appear in support of their representation.

Nicholas Resce of 21 Tennyson Street wishes to appear in support of his representation.

Applicant: **Rob McBryde** of Parmac Planning Consultants and /or a representative from D'Andrea Architects wish to appear on behalf of the applicant to respond to the representations.

DEVELOPMENT APPLICATION DETAILS

DESCRIPTION OF DEVELOPMENT	Combined Land division - Community title; SCAP No. 211/C015/18 to create four (4) additional allotments and construction of a residential flat building comprising five (5) dwellings, partially enclosed carports, balconies, front masonry wall (1.8 metres high) and retaining wall and fencing to a maximum height of 2.2 metres.
APPLICANT	Pascale Construction Pty Ltd
LODGEMENT DATE	9 February 2018
ZONE	Residential Zone
POLICY AREA	Medium Density Policy Area 19
APPLICATION TYPE	Merit
PUBLIC NOTIFICATION	Category 2
REFERRALS	Internal • City Assets External • State Commission Assessment Panel (SCAP) • South Australian Water Corporation (SA Water)
DEVELOPMENT PLAN VERSION	6 February 2018
DELEGATION	• The assessment of all applications that are the subject of an unresolved Category 3 representation, or an unresolved Category 2 representation.
RECOMMENDATION	Support with one reserved matter and conditions
AUTHOR	Sonia Gallarello

SUBJECT LAND AND LOCALITY

The subject land is formally described as Allotment 63 Deposited Plan 2478 in the area named Kurralta Park, Hundred of Adelaide, Volume 5312 Folio 667, more commonly known as 19 Tennyson Street, Kurralta Park. The subject site is rectangular in shape with a 19.2 metre (m) wide frontage to Tennyson Street, a site area of 849 square metres (m^2).

There are no easements that traverse the allotment or encumbrances or Land Management Agreements on the Certificate of Title. The site is currently vacant, is relatively flat and is within the 0-0.1m flood affected area. There are no regulated trees on the subject site or on adjoining land that would be affected by the development.

The adjacent allotments to the east and west have both been divided into two smaller allotments accommodating detached dwellings.

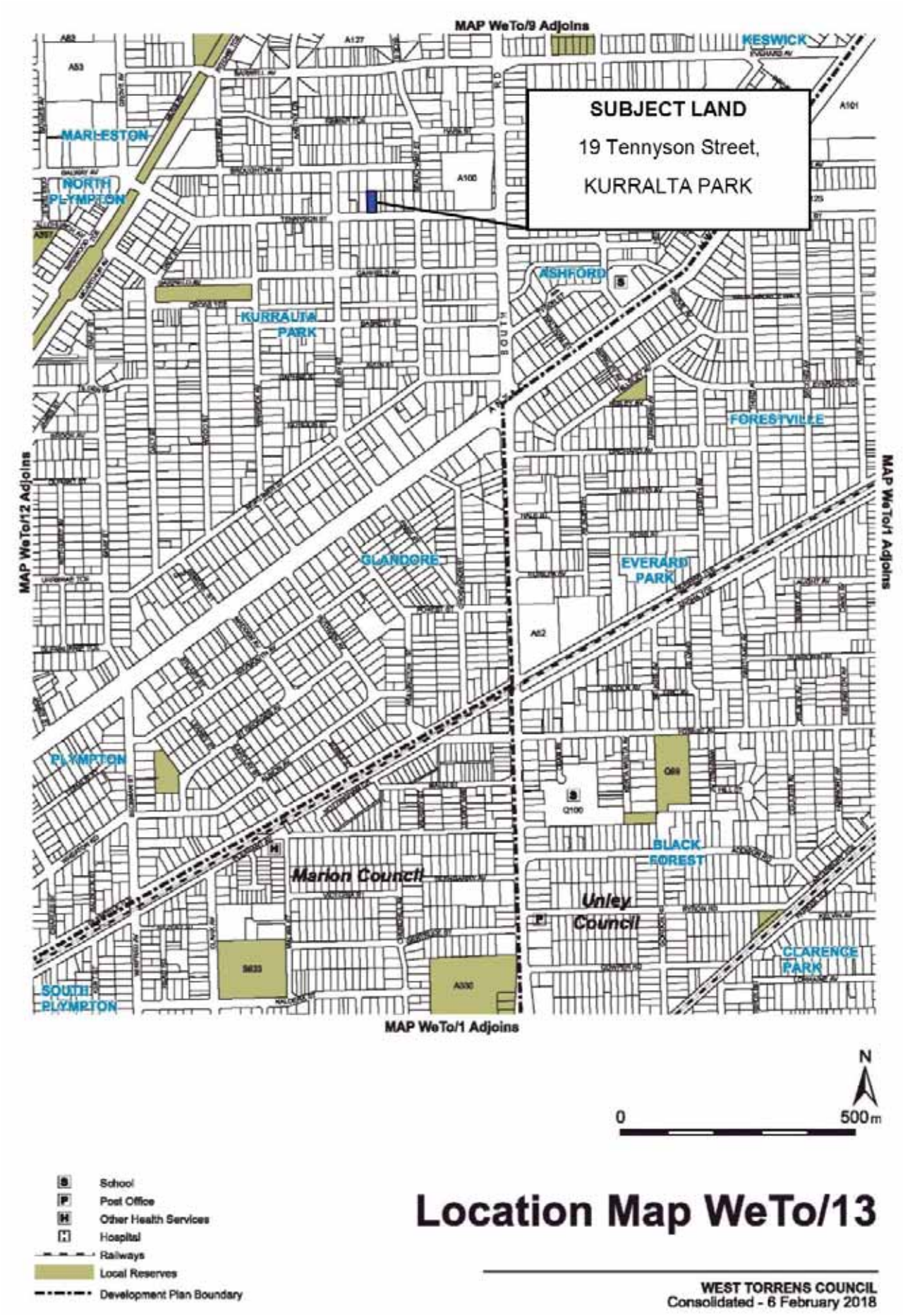
The locality consists of a mix of low density and medium density residential development. In recent years, there has been a progressive increase in density through the division of allotments (mostly one into two) and development of row dwellings and residential flat buildings along Tennyson Street, Broughton Avenue, Kimber Terrace, Selby Street, Beauchamp Street and Garfield Avenue.

The subject land is 250m west of South Road and is located within a 400m Centre Zone buffer from a Neighbourhood Centre Zone which includes the Tennyson Medical Centre. The medical centre is on the corner of Tennyson Street and South Road and experiences a high volume of visitors that often leads to an overspill of vehicles onto Tennyson Street. Tennyson Street is unique in that it has a number of rain garden sections including to the front of the subject land.

The amenity of the locality is moderate consisting of original housing stock from the 1930s and more recently developed medium density dwellings.

The subject land and locality are shown on the aerial imagery and maps below.


MAP WeTo/13
R 19
KURRALTA PARK
HARE STREET
BROUGHTON AVENUE
TENNYSON STREET
BEAUCHAMP STREET
SELBY STREET
GARFIELD AVENUE
BASNETT STREET
SUBJECT LAND
19 Tennyson Street,
KURRALTA PARK
= subject land
= Locality



Location Map WeTo/13

WEST TORRENS COUNCIL
Consolidated - 6 February 2018

RELEVANT APPLICATIONS

DA Number	Description of Development	Decision	Decision Date
211/87/2017	Demolition of dwelling and outbuilding	Approved	8 Feb 2017
211/168/2017	Construction of a two-storey residential flat building containing five (5) dwellings each with garage under main roof	Withdrawn	12 April 2017
211/338/2017	Combined Land division - Community Title; DAC No. 211/C037/17 (Unique ID 57269), Create four (4) additional allotments; and construction of five (5) two-storey dwellings	Withdrawn	22 January 2018
211/1293/2017	Construction of a two-storey residential flat building containing five (5) dwellings each with verandahs to alfresco and single garages; Dwelling 2, 3 and 4 with balconies	Withdrawn	21 May 2018

PROPOSAL

Land Division

The applicant proposes the division of one existing allotment to create five community title allotments with common property in the form of driveway access and landscaping. The dimensions of the proposed allotments are as follows:

Allotment	Allotment Area	Allotment Frontage
1	145m^2	11.8m
2	106m^2	N/A
3	112m^2	N/A
4	112m^2	N/A
5	166m^2	N/A
Common property	208m^2	7.4m

Dwellings

The residential component of the combined application consists of one two storey residential flat building comprising five dwellings.

The ground level of the dwellings consist of one undercover and 1 visitor space, an open living, dining, kitchen area and alfresco with laundry and toilet. Upstairs consists of 3 bedrooms and a bathroom area with an activity room in dwellings 1, 2, 3 and 4. Upper level balconies with overlooking treatments are proposed for dwellings 2, 3 and 4.

The design of the two storey residential flat building is modern with a feature rake roof at 3 degrees, chamfered eaves, white rendered walls, dark scyon cladding, powder coated aluminium windows, timber entrance doors.

Vehicular access is to be gained via a common driveway. This will require alterations to an existing raingarden on the Council verge. The development incorporates a mix of landscaping along the paved driveway (including a section of grasscrete) and lawn, taller landscaping in rear private open space areas and medium to higher level plantings to the front of the development together with a 1.8m high dark render and colorbond© front wall.

The relevant plans and documents are contained in **Attachment 2**.

PUBLIC NOTIFICATION

The application is a Category 2 form of development pursuant to Schedule 9, Part 2 (a) of the *Development Regulations 2008.*

This categorisation includes the retaining wall and fencing to a height of 2.2 metres on the boundary. It is considered that the height of the wall/fencing is of a minor nature and will not unreasonably impact upon the owners or occupiers of land in the locality of the site. Accordingly, the category of notification for the development remained as Category 2.

Representations received outside of the specific time period for this proposal have not been included:

Properties notified	23 properties were notified during the public notification process.
Representations	3 representations were received from this round of notification.
Persons wishing to be heard	3 representors identified that they wish to be heard: • Nicholas Resce • Michael Sharp • Winsome Clayton
Summary of representations	Concerns were raised regarding the following matters: • financial impact on property; • negative impact on privacy and lifestyle; • parking congestion; • future development behind and in the street; • overshadowing; • site coverage; • on-site storage location to be defined; • risk of flooding and stormwater flows onto street; • raingarden is impeded; • inadequate on-site and street parking; • concerns about manoeuvring; • bin location on the eastern boundary, odour, hygiene and waste; • noise pollution from air conditioning units and vehicle manoeuvring; • overlooking concerns toward east - no balcony screening for eastern elevation; east elevation bedroom windows should be opaque or obscure; • front setback is not consistent with streetscape; • overdevelopment of the site; • concern over medium density development in the area; • concerns about pressure on existing infrastructure; • orientation of development and poor energy efficiency; • landscaping does not mitigate heat loads; • the rear setback requirement is not met;

	• private open space has poor orientation and shading; • the bin enclosure area is disproportionate for 5 dwellings and there is concern how waste will be managed in terms of times of collection; • lack of passive solar performance and sustainability; • lack of design for natural ventilation; • heatbox effect; • solar access for clothes drying; • insufficient garage width; • safety of exit re visibility; • emergency services access; • diminished amenity for neighbour to remain in the home and age in place; • increased crime due to higher density; and • sensor lighting concerns.
Applicant's response to representations	• the development complies with site area and frontage width; • site coverage is 38.4% and meets the requirement; • front setback is met; • rear setback is not met but considered acceptable; • dwelling 1 presents to the street; • garage width meets Australian Standards; • all internal manoeuvring allows for standard tuning of a B85 vehicle; • the minor shortfall in parking of 0.25 for the site is acceptable; • $8m^3$ of storage has been provided; • the stormwater and drainage has been managed satisfactorily; • the dwellings will meet the BCA requirements; • overlooking has been addressed in the design of the dwellings; • there is reasonable solar access to the private open space of each dwelling; • domestic waste will be collected internally with no bins required to be placed on street. Condition is recommended for rubbish collection times; • air conditioning units are required to comply with Environment Protection (Noise) Policy 2017; and • each development application is to be considered on its merits.

A copy of the representations and the applicant's response is contained in **Attachment 3**.

INTERNAL REFERRALS

Department	Comments
City Assets	• In order to achieve sufficient space for services and manoeuvring, it was suggested that the front and eastern landscaping strip be reduced to 300mm. This has been included as a condition. • A condition was suggested regarding the private waste collection and its management. • Alterations are required to Council's raingarden. This shall be via an agreement between Council and the developer. • A combination detention/retention system is proposed for stormwater management. No supporting calculations were provided to support this method. A reserved matter was suggested to resolve this matter.

EXTERNAL REFERRALS

Department	Comments
SCAP	• Did not raise any concerns and imposed the standard suite of conditions with respect to the land division component.
SA Water	• Did not raise any concerns and imposed the standard suite of conditions with respect to the land division component.

A copy of the relevant referral responses are contained in **Attachment 4**.

RELEVANT DEVELOPMENT PLAN PROVISIONS

The subject land is located within the Residential Zone and, more specifically, Medium Density Policy Area 19 as described in the West Torrens Council Development Plan.

The relevant Desired Character statements are as follows:

Residential Zone - Desired Character

This zone will contain predominantly residential development. There may also be some small-scale non-residential activities such as offices, shops, consulting rooms and educational establishments in certain locations. Non-residential activities will be complementary to surrounding dwellings.

*Allotments will be at very low**,** low and medium densities to provide a diversity of housing options in different parts of the zone. The range of allotment sizes will support the desired dwelling types anticipated in each policy area, and the minimum allotment sizes shall be treated as such in order to achieve the Desired Character for each policy area and, in turn, reinforce distinction between policy areas. Row dwellings and residential flat buildings will be common near centres and in policy areas where the desired density is higher, in contrast to the predominance of detached dwellings in policy areas where the distinct established character is identified for protection and enhancement. There will also be potential for semi-detached dwellings and group dwellings in other policy areas.*

*Residential development in the form of a multiple dwelling, residential flat building or group dwelling will not be undertaken in a **Historic Conservation Area**.*

Landscaping will be provided throughout the zone to enhance the appearance of buildings from the street as viewed by pedestrians, provide an appropriate transition between the public and private realm and reduce heat loads in summer.

Objectives	*1, 2, 3, 4*
Principles of Development Control	*1, 5, 6, 7, 9, 10, 11, 12, 13*

Medium Density Policy Area 19 - Desired Character
Allotments in this policy area will be at medium density, accommodating a range of dwelling types including semi-detached, row and group dwellings, as well as some residential flat buildings and some detached dwellings on small allotments. There will be a denser allotment pattern close to centre zones where it is desirable for more residents to live and take advantage of the variety of facilities focused on centre zones. *New buildings will contribute to a highly varied streetscape. Buildings will be up to 2 storeys, except for allotments fronting Brooker Terrace, Marion Road and Henley Beach Road, and overlooking the Westside Bikeway, where buildings will be up to 3 storeys in height and provide a strong presence to streets. Garages and carports will be located behind the front facade of buildings.* *Development will be interspersed with landscaping, particularly behind the main road frontage, to enhance the appearance of buildings from the street as viewed by pedestrians, provide an appropriate transition between the public and private realm and reduce heat loads in summer.*

Objectives	*1*
Principles of Development Control	*1, 2, 3, 4*

Additional provisions of the Development Plan which relate to the proposed development are contained in **Attachment 1**.

QUANTITATIVE STANDARDS

The proposal is assessed for consistency with the quantitative requirements of the Development Plan as outlined in the table below:

DEVELOPMENT PLAN PROVISIONS	STANDARD	ASSESSMENT
SITE AREA *Medium Density Policy Area 19 PDC 5*	150m^2 (average)	169.7m^2 **Satisfies**
SITE FRONTAGE *Medium Density Policy Area 19 PDC 5*	15m (min.)	19.2m **Satisfies**
SITE COVERAGE *Medium Density Policy Area 19 PDC 3*	60% (max.)	42.5% **Satisfies**

PRIMARY STREET SETBACK *Medium Density Policy Area 19 PDC 3*	3m (min.)	3m **Satisfies**
REAR SETBACKS (complete building) *Medium Density Policy Area 19 PDC 3*	6m (min.)	3.6m **Does not Satisfy**
REAR SETBACKS (dwellings) *Medium Density Policy Area 19 PDC 3*	6m (min.)	Dwellings 1 - 5 0.6m **Does not Satisfy**
BUILDING HEIGHT *Medium Density Policy Area 19 PDC 3*	2 storeys or 8.5m (max.)	2 storeys or 6.9m **Satisfies**
SIDE SETBACKS *Residential Zone PDCs 11 & 13*	<u>Ground floor</u> 1m (min.) <u>Upper floor</u> 2m (min.)	<u>Ground floor</u> 0.6m (western) 4.6m (eastern) <u>Upper floor</u> 2m (western) 4.6m (eastern) **Does not Satisfy**
INTERNAL FLOOR AREA *Residential Development PDC 9*	100m^2 (min.)	Dwelling 1 - 117m^2 Dwellings 2-4 - 101m^2 Dwelling 5 - 100m^2 **Satisfies**

PRIVATE OPEN SPACE *Residential Development PDC 19*	24m^2 (min. area) 3m (min. dimension) 16m2 (min. accessible from habitable room)	<u>Dwelling 1</u> 45m^2 (area) 3.0m (dimension) 45m² (accessed from habitable room) <u>Dwellings 2-3</u> 26.7m^2 (area) 4.2m (dimension) 26m² (accessed from habitable room) <u>Dwelling 4</u> 30.7m^2 (area) 4.4m (dimension) 17m² (accessed from habitable room) <u>Dwelling 5</u> 26m^2 (area) 3.6m (dimension) 26m² (accessed from habitable room) **Satisfies**
STORAGE *Residential Development PDC 31*	8m³ (min.)	Dwelling 1 - 8.1m^3 Dwellings 2- 3 - 8.3m^3 Dwelling 4 - 8m^3 Dwelling 5 - 8.9m^3 **Satisfies**
LANDSCAPING *Landscaping, Fences and Walls PDC 4*	10% (min.)	13.6% **Satisfies**
CAR PARKING SPACES *Transportation and Access PDC 34*	11.25 required	11 spaces provided **Does Not Satisfy**

ASSESSMENT

In assessing the merits or otherwise of the application, the proposed development is discussed under the following sub headings:

Land Use

Residential development and residential flat buildings are envisaged within Medium Density Policy Area 19 (the Policy Area) as described in Principle of Development Control (PDC) 1. The proposed land division and land use are considered to be appropriate within this policy area.

Desired Character and Pattern of Development

The desired character statement for the policy area seeks medium density residential development accommodating a range of dwelling types (including residential flat buildings) on generally smaller allotments. The proposal for one two storey residential flat building is consistent with the desired character. The proposed average site areas for the dwellings exceed the quantitative standard and are considered to accord with the medium density intent of the policy area. It is noted that the locality has experienced a reasonable degree of medium density development in recent years, including at 17, 18, 20, 22, 23, 25 and 28 Tennyson Street. Surrounding streets such as Selby Street, Broughton Avenue, Beauchamp Street, Warwick Avenue and Garfield Avenue have also experienced recent medium density development of a similar ilk to this proposal.

As the site is located within 400m of a Centre Zone and in close proximity to a primary arterial road, it is highly accessible to a variety of facilities (including high frequency public transport services) where smaller site areas are considered reasonable and appropriate. As such, the proposed development is considered to meet Objective 1 and PDC 1 of the Policy Area.

Land Division

The land division component of the application is to create 4 additional allotments from 1 in order to create 5 separate parcels for dwellings together with the common property. The development is considered to be orderly and would utilise existing infrastructure therefore meeting Objective 1 of the Land Division module.

The common property in this division constitutes around 208m^2 and includes service areas, manoeuvring areas and landscaping. This area will require some adjustment at the final plan stage as the visitor park and associated manoeuvring area should be included in the common area to allow access to all occupants. A condition to this effect has been incorporated into the recommendation.

Built Form

The proposal provides for a medium density modern development with a design that creates interest and is not repetitive. The residential flat building comprises 5 dwellings and while the development does not match the older dwelling stock in the area, it is respectful of adjacent development.

The mass of the building is broken up with a raked roof at 3 degrees pitch, vertical and horizontal elements with different window and material treatments. Articulation is provided via protruding elements, setback variations of the different built form elements to create shade and it is this variety that adds visual interest and presents well to the street.

The front wall provides for an area of private open space for dwelling 1 and is thoughtfully considered as the wall and fence have been staggered with landscaping added to the street along the front western edge.

Accordingly, the development is considered to meet PDCs 4, 5 and 6 of the Residential Development section of the Development Plan.

Setbacks

The development meets the front setback requirement with both the ground and upper level setbacks at 3m. The front yard is to be used as part of the private open space for dwelling 1 and this is deemed to be useable, functional and acceptable.

The rear setback for the complete building and individual dwellings do not meet the 6m requirement of PDC 3 of the Policy Area. In relation to the building, the development achieves a rear setback of 3.6m to the north. In relation to the dwellings, the development achieves a rear setback of 0.6m to the west.

Despite the deficiency, the setback area to the north is well landscaped with taller plantings along the boundary. This area also contains a pergola, a visitor parking space and a small garden shed in the north-western corner. The upper level is thoughtfully setback 5.4m with the majority of the upper level setback at 6m. This minimises the impact of the proposed development on the dwelling at 10A Broughton Avenue which is setback around 2.5m. It is noted that the primary private open space area of this dwelling is to the west. As a result, the proposed residential flat building will have minimal impact on this dwelling in terms of visual impact and overshadowing.

The deficiency in rear setbacks of the dwellings is mitigated to an extent by these areas comprising private open space, small alfresco areas, open carports and taller landscape plantings along the edges of dwellings 2, 3 and 4. The internal living areas for these dwellings are setback around 4.2m from the western boundary which meets the minimum dimension requirement for private open space and provides a reasonable separation to the adjacent dwelling of around 5.2m. The private open space of dwelling 5 is oriented to the north which allows for increased benefits in terms of solar access to the dining and living areas of this dwelling. It also provides a degree of separation away from the private open space area for the dwelling at 21 Tennyson Street.

The upper level for the whole building on the western side is setback a minimum of 2m which complies with the Residential Zone requirement.

Despite some shortfalls, the proposed setbacks of the residential flat building and the dwellings contained within it are deemed to be acceptable given the built form design, overlooking treatments and landscaping.

Overlooking

The building has been designed to avoid overlooking of the adjacent dwellings via appropriate window treatments. To the rear, the upper level windows have a sill height of 1.7m. To the east and west, windows that are considered to be in locations that would cause overlooking have been designed either with a higher sill height or with fixed obscure glass (as nominated by 'FOG' on the plans). These windows have been conditioned accordingly. The windows that have not been treated for overlooking are either in locations that are obscured by the built form in terms of protruding walls or in locations that are not deemed to be an overlooking concern (e.g. toward the street). Similarly, upper level balconies facing west have been treated with obscure glass while those facing east have been designed in a manner to ensure there is minimal overlooking impact.

Overshadowing

The overshadowing diagram demonstrates that the majority of overshadowing associated with the proposal will be toward the street during the winter solstice. The adjacent properties will maintain sufficient solar access during the winter solstice in accordance with PDCs 10, 11, 12 and 13 of the Residential Development module.

Landscaping

Proposed landscaping around the building and along the driveway meets the general intent of the desired character statement in terms of contributing positively to the built form and reducing urban heat loads.

Including the sections of grasscrete in the driveway, the development provides 22.6% landscaping. Without the grasscrete, the development provides 13.6% landscaping which meets the requirement of PDC 4 of the Landscaping, Fences and Walls module. The development provides two areas of grasscrete within the driveway, a 600mm wide strip to the eastern side of the driveway consisting of lavender and screenmaster plants. On the opposite side of the driveway, the development proposes English box hedges and lavender surrounding the front edges of the dwellings. A Manchurian pear tree is proposed at the front of the development (mature height of 3-4m). Plantings are proposed to the rear of the development which will assist in softening the built form and fence line in this location.

Overall the development provides sufficient landscaping to both soften the built form and assist in mitigating heat loads.

Parking and Access

The development provides one undercover and one visitor space per dwelling. In addition, one visitor space is provided at the rear of dwelling 5. The 0.25 space shortfall is considered to be satisfactory given the on-site car parks provided.

Access to the site requires widening of the existing crossover which will impact a small portion of the raingarden on the Council verge. These works are to be carried out by Council at the developer's expense via an agreement with City Assets to ensure the ongoing integrity of the raingarden.

The expanded crossover will provide sufficient space to allow for a private waste collection to occur within the site. A garbage truck will be required to reverse into the space to collect bins and exit in a forward direction.

It is understood from discussions with representors and their written representations that there are a number of parking issues within Tennyson Street and the surrounding streets. This appears to be related to the high demand for car parking associated with the medical centre on the corner of Tennyson Street and South Road. City Assets are aware of this issue and are considering their options in seeking to address this matter.

Waste Management

The applicant has agreed to have a private waste collection (Solo Waste) with space allocated along the eastern side of the driveway for the on-site collection of 10 bins on a weekly basis. This arrangement allows for the storage of bins in the rear yard of each dwelling with residents to place the bins in the allocated space on the relevant waste collection day.

To maintain the amenity of the locality, the hours of waste collection have been conditioned.

Stormwater Management

The applicant has included information regarding a detention / retention tank to manage stormwater but has not provided any supporting calculations. In order to ensure satisfactory stormwater management across the site, City Assets will need to assess the calculations. A reserved matter finalising this aspect of the proposal is deemed to be acceptable.

SUMMARY

The proposed development is supported on the basis that it is medium density development in a medium density policy area. The built form has been designed in a manner that respects the adjacent buildings and occupants. The design of the building is modern with a mix of materials and articulation that creates visual interest. Sufficient landscaping has been proposed in suitable locations across the site that will assist in improving the overall visual impact of the development and mitigating heat loads.

Having considered all the relevant provisions of the Development Plan, the proposal is not considered to be seriously at variance with the Development Plan.

On balance the proposed development sufficiently accords with the relevant provisions contained within the West Torrens Council Development Plan Consolidated 6 February 2018 and warrants Development Plan Consent and Land Division Consent.

RECOMMENDATION

The Council Assessment Panel, having considered all aspects of the report, the application for consent to carry out development of land and pursuant to the provisions of the *Development Act 1993* resolves to GRANT Development Plan Consent for Application No. 211/142/2018 by Pascale Construction Pty Ltd to undertake a Combined Land division - Community title; SCAP No. 211/C015/18 to create four (4) additional allotments and construction of a residential flat building comprising five (5) dwellings, partially enclosed carports, balconies, front masonry wall (1.8 metres high) and retaining wall and fencing to a maximum height of 2.2 metres at 19 Tennyson Street, Kurralta Park (CT 5312/667) subject to the following conditions of consent (and any subsequent or amended condition that may be required as a result of the consideration of reserved matters under Section 33(3) of the Development Act):

Reserved matter:

1. Prior to the lodgement for full development approval, a stormwater management plan and calculations for the site must be provided and assessed to the reasonable satisfaction of the Manager, City Development.

Development Plan Consent Conditions:

1. The development shall be undertaken, completed and maintained in accordance with the following plans and information detailed in this application except where varied by any condition listed below:
   a) Survey Plan by Alexander Symonds Surveying consultant, Ref A131217.00CT, Drawing No. A131217PROP1(F), Revision F;
   b) Site ground/floor plan and elevations by D'Andrea and Associates, Sheets 1 and 2 of 2, Revision G - 22-2-2019;
   c) Swept path assessment by GTA Consultants, Sheets 1-4 of 04;
   d) shadow diagrams by D'Andrea Architects; and
   e) Civil details - 1, 2 by SCA Engineers, Drawing No. 171010-C1/C & 171010-C2/A.

   Reason: To ensure the proposal is developed in accordance with the plans and documents lodged with Council.

2. Prior to the occupation or use of the development, the following overlooking treatments shall be applied:
   - upper storey windows on elevation 3 (rear elevation) shall be fitted with raised sill heights to a minimum height of 1.7 metres;
   - upper storey windows on elevation 2 (western elevation) nominated with 'FOG' on the elevations plan Sheet 2 of 2 by D'Andrea and Associates, Revision G - 22-2-2019 shall be fitted with fixed obscure glass;
   - upper storey windows on elevation 4 (eastern elevation) nominated with 'FOG' on the elevations plan Sheet 2 of 2 by D'Andrea and Associates, Revision G - 22-2-2019 shall be fitted with fixed obscure glass;
   - upper storey window for the 'activities room' for Dwelling 1 on elevation 4 shall be fitted with a raised sill height to a minimum sill height of 1.7 metres; and
   - upper storey windows on elevation 2 (western elevation) nominated with 'FOG' on the elevations plan Sheet 2 of 2 by D'Andrea and Associates, Revision G - 22-2-2019 shall be fitted with fixed obscure glass.

   The glazing in all windows shall be maintained in good condition at all times to the satisfaction of Council.

   Reason: To minimise the impact on privacy to residents of adjoining dwellings.

3. Prior to the occupation or use of the development, all driveways, parking and vehicle manoeuvring areas shall be constructed and surfaced with concrete, bitumen or paving, and shall be drained and maintained in a good condition at all times to the satisfaction of Council.

   Reason: To provide safe and convenient parking and manoeuvring areas for users of the development.

4. The garden bed along the eastern side of the driveway from the front property boundary to the bin collection area is to be reduced to 300mm in width.

   Reason: To allow sufficient space for manoeuvring and services within the entrance area.

5. All landscaping shown on the plans forming part of this application shall be established prior to the occupation or operation of the development and shall be maintained in good health at all times to the satisfaction of Council. Any plants that become diseased or die shall be replaced with a suitable species.

   A watering system shall be installed at the time landscaping is established and operated so that all plants receive sufficient water to ensure their survival and growth.

   Reason: To enhance the amenity of the site and locality and mitigate against heat loading.

6. All external materials, surface finishes and colours shall be consistent with the information detailed in this application and shall be maintained in a good condition at all times to the satisfaction of Council.

   Reason: To ensure a high standard of materials and finishes are used in the final presentation of the building.

7. Prior to the occupation or use of the development, all stormwater design and construction shall be to the satisfaction of Council to ensure that stormwater does not adversely affect any adjoining property or public road and, for this purpose, stormwater drainage shall not at any time:
   a) Result in the entry of water into a building; or
   b) Affect the stability of a building; or
   c) Create insanitary or dangerous conditions on the site or within the building; or
   d) Flow or discharge onto the land of an adjoining owner; or
   e) Flow across footpaths or public ways.

   Reason: To ensure that adequate provision is made for the collection and dispersal of stormwater.

8. During construction, stormwater from the site shall be managed to ensure that it does not cause nuisance to any adjoining property until the site is stabilised. Temporary drainage measures shall be installed as soon as the roof is constructed to ensure debris, litter, sediment, fuels and oil products from the construction site do not enter Council's stormwater system, neighbouring properties or the road network.

   Reason: To provide adequate protection against the possibility of stormwater inundation to neighbouring properties.

9. Waste collection from the site shall be by a private contractor and not from a Council based waste collection service. All costs shall be borne by the property owners or body corporate that relates to the dwellings.

   The collection of waste from the site shall occur only between the hours of:

   - 7am - 7pm - Monday to Friday
   - 9am - 5pm - Saturday

   Reason: To ensure the amenity of surrounding uses is maintained.

10. The service vehicle for the waste collection shall be restricted to reversing into the site and exiting in a forward direction.

    Reason: To ensure the ongoing safety of the street for travellers.

11. The final plan of division shall include the visitor parking space adjacent Dwelling 5 within the common property.

    Reason: To ensure visitor parking is accessible to all occupants.

Land Division Consent Conditions
Council Requirements

Nil

SCAP Requirements

12. The financial requirements of the SA Water Corporation shall be met for the provision of water supply and sewerage services. (SA Water H0069104)

    SA Water advises on receipt of the developer details and site specifications an investigation will be carried out to determine if the connections to your development will be standard or non-standard fees.

    The developer must inform potential purchasers of the community lots in regards to the servicing arrangements and seek written agreement prior to settlement, as future alterations would be at full cost to the owner/applicant.

    Reason: To satisfy the requirements of SA Water.

13. Payment of $27,320.00 into the Planning and Development Fund (4 allotments @ $7253.00 /allotment). Payment may be made by credit card via the internet at www.edala.sa.gov.au or by phone (7109 7018), by cheque payable to the State Planning Commission marked “Not Negotiable” and sent to GPO Box 1815, Adelaide 5001 or in person, by cheque or credit card, at Level 5, 50 Flinders Street, Adelaide.

    Reason: To satisfy the requirements of the State Commission Assessment Panel.

14. A final plan complying with the requirements for plans as set out in the Manual of Survey Practice Volume 1 (Plan Presentation and Guidelines) issued by the Registrar General to be lodged with the State Commission Assessment Panel for Land Division Certificate purposes.

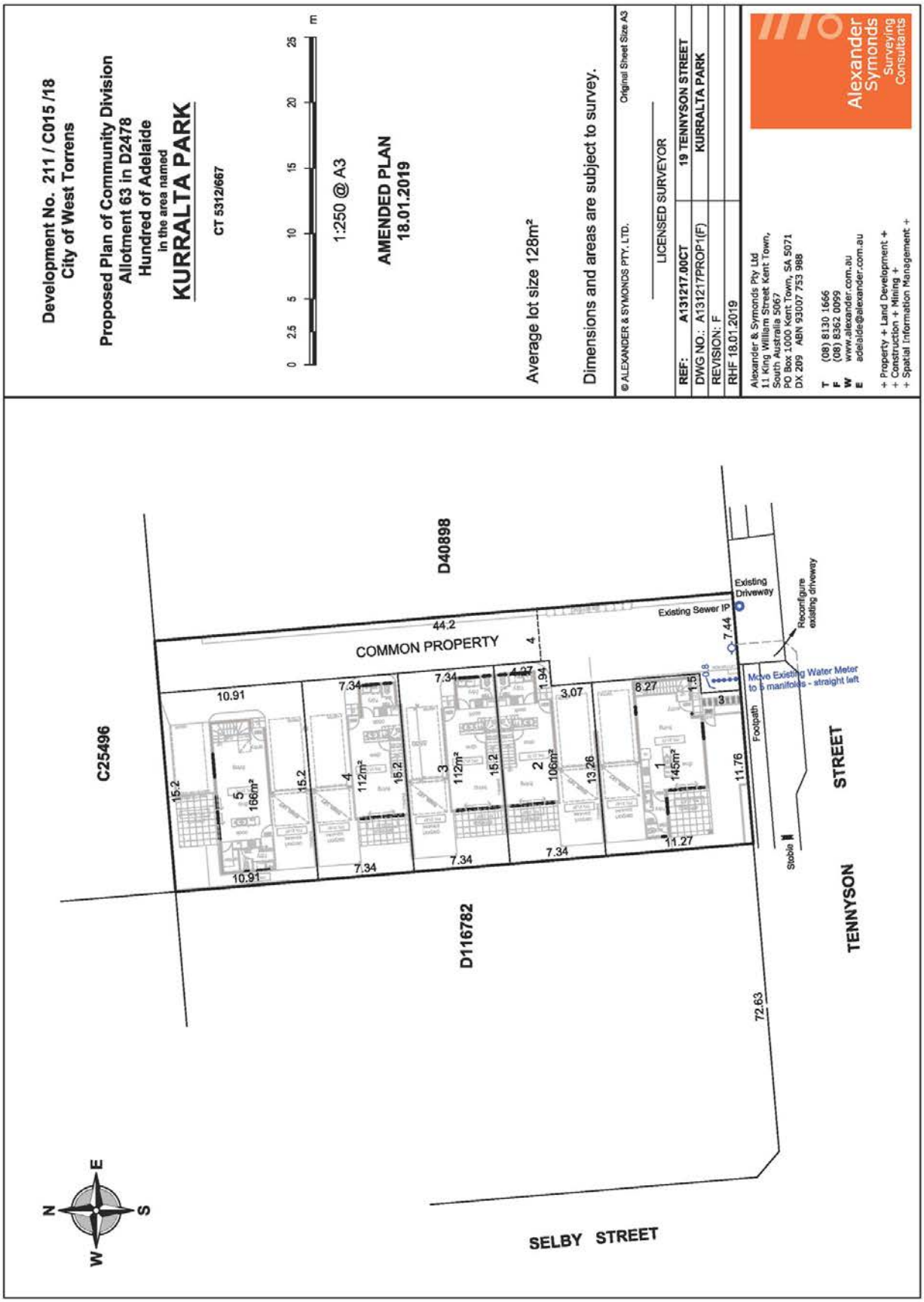
    Reason: To satisfy the requirements of the State Commission Assessment Panel.

Attachments

1. **Assessment table**
2. **Proposal plans and details**
3. **Representations and response to representations**
4. **Internal and external referrals**

Relevant Development Plan Provisions

General Section		
Crime Prevention	*Objectives*	*1*
	Principles of Development Control	*1, 2, 3, 6, 7, 8*
Design and Appearance	*Objectives*	*1, 2*
	Principles of Development Control	*1, 2, 3, 5, 9, 10, 11, 12, 13, 14, 15, 16*
Energy Efficiency	*Objectives*	*1*
	Principles of Development Control	*1, 2*
Infrastructure	*Objectives*	*3*
	Principles of Development Control	*1, 5, 6, 8, 12, 16*
Land Division	*Objectives*	*1, 2, 3, 4*
	Principles of Development Control	*1, 2, 4, 5, 6, 8, 12, 16, 17*
Landscaping, Fences and Walls	*Objectives*	*1, 2*
	Principles of Development Control	*1, 2, 3, 4, 6*
Orderly and Sustainable Development	*Objectives*	*1, 2, 3, 4, 5*
	Principles of Development Control	*1*
Residential Development	*Objectives*	*1, 2, 3, 4*
	Principles of Development Control	*1, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13, 14, 15, 16, 18, 19, 20, 21, 27, 28, 29, 30, 31*
Transportation and Access	*Objectives*	*2*
	Principles of Development Control	*1, 8, 10, 11, 14, 24, 32, 34, 35, 36, 37, 37, 40, 43, 44, 45*
Waste	*Objectives*	*-*
	Principles of Development Control	*2, 6*


Development No. 211 / C015 /18
City of West Torrens
Proposed Plan of Community Division
Allotment 63 in D2478
Hundred of Adelaide
in the area named
KURRALTA PARK
CT 5312/667
0 2.5 5 10 15 20 25 m
1:250 @ A3
AMENDED PLAN
18.01.2019
Average lot size 128m²
Dimensions and areas are subject to survey.
© ALEXANDER & SYMONDS PTY. LTD.
Original Sheet Size A3
LICENSED SURVEYOR
REF: A131217.00CT
19 TENNYSON STREET
DWG NO.: A131217PROP1(F)
KURRALTA PARK
REVISION: F
RHF 18.01.2019
Alexander & Symonds Pty Ltd
11 King William Street Kent Town,
South Australia 5067
PO Box 1000 Kent Town, SA 5071
DX 209 ABN 93007 753 988
T (08) 8130 1666
F (08) 8362 0099
W www.alexander.com.au
E adelaide@alexander.com.au
+ Property + Land Development +
+ Construction + Mining +
+ Spatial Information Management +
Alexander Symonds Surveying Consultants
D40898
C25496
COMMON PROPERTY
44.2
Existing Driveway
Existing Sewer IP
Reconfigure existing driveway
Move Existing Water Meter to 5 manifolds - straight left
Footpath
Stobie
TENNYSON STREET
D116782
SELBY STREET
72.63
10.91
7.34
15.2
166m²
112m²
106m²
145m²
3.07
13.26
8.27
11.76
11.27
1.94
4.97
7.44
1.5
0.8
N
E
S
W


19 TENNYSON ST KURRALTA PARK
sheet 01 of 02
PLANNING APPLICATION - 19-10-2017
REV A - 24-05-2018
REV B - 25-06-2018
REV C - 08-07-2018
REV D - 30-11-2018
REV E - 11-12-2018
REV F - 07-02-2019
REV G - 22-03-2019
letter box elevation
upper floor plan
site ground/floor plan
RETAINING WALL UNDER FENCE
VACANT
ADJACENT DWELLING
OCCUPIED
EXISTING VERANDAH
EXISTING HOUSE
EXISTING CARPORT
FOOTPATH
TENNYSON STREET
TBM RL 21.457
RANSET NAIL IN KERB AHD
SEWER
21.536 TOP
19.928 INV.
D'ANDREA AND ASSOCIATES
PROPOSED 5 TWO STOREY DWELLINGS AT: NO. 19 TENNYSON ST KURRALTA PARK
FOR MR R.ZANCHETTA

19 TENNYSON ST KURRALTA PARK

PLANNING APPLICATION - 19-10-2017
REV A - 24-05-2018
REV B - 26-06-2018
REV C - 08-07-2018
REV D - 30-11-2018
REV E - 11-12-2018
REV F - 07-02-2019
REV G - 22-02-2019



streetscape elevation

scale 1:100



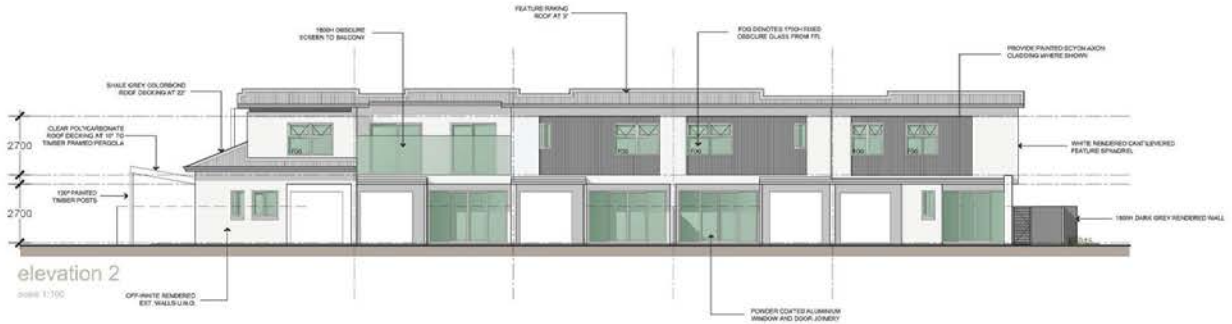
elevation 3

scale 1:100



elevation 4

scale 1:100



elevation 2

scale 1:100

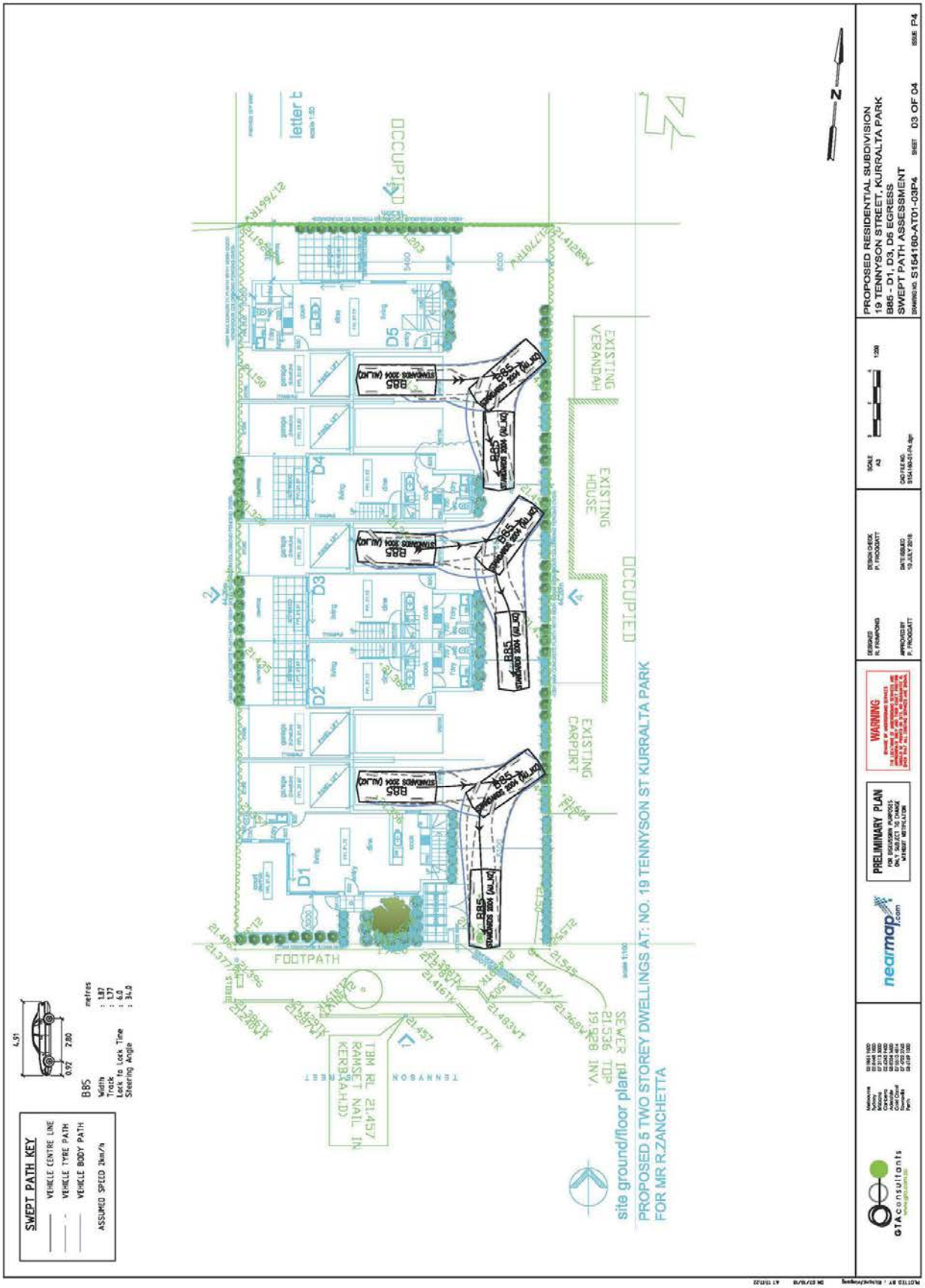


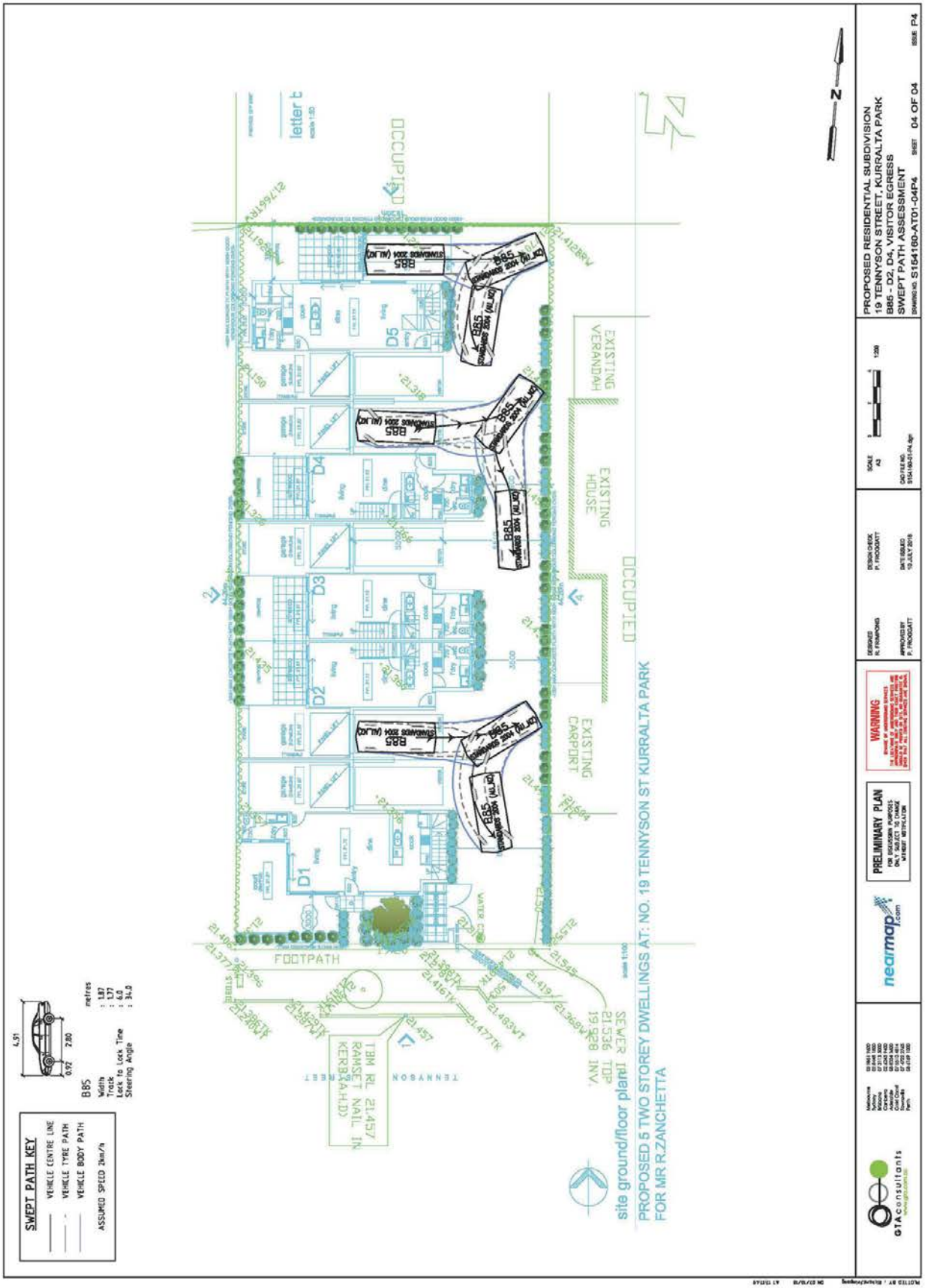
site ground/floor plan

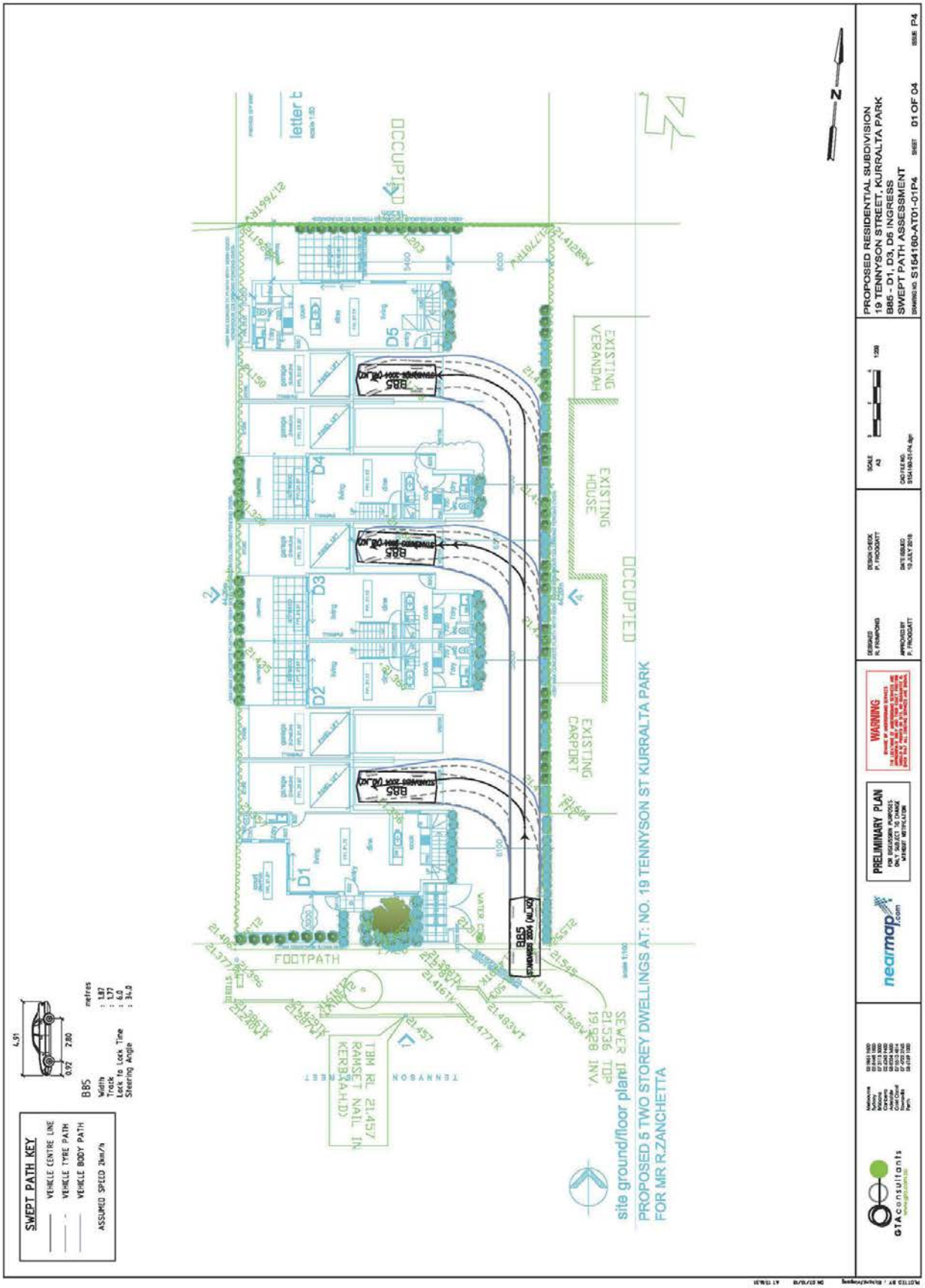
scale 1:100

PROPOSED 5 TWO STOREY DWELLINGS AT: NO. 19 TENNYSON ST KURRALTA PARK
FOR MR R.ZANCHETTA

D'ANDREA AND ASSOCIATES
BUILDING DESIGNERS


PROPOSED RESIDENTIAL SUBDIVISION
19 TENNYSON STREET, KURRALTA PARK
B85 - D1, D3, D5 EGRESS
SWEPT PATH ASSESSMENT
DRAWING NO. S154160-AT01-03P4
SHEET 03 OF 04
ISSUE P4
PRELIMINARY PLAN
WARNING
nearmap.com
GTAconsultants
SWEPT PATH KEY
VEHICLE CENTRE LINE
VEHICLE TYRE PATH
VEHICLE BODY PATH
ASSUMED SPEED 2km/h
B85
Width : 1.87
Track : 1.77
Lock to Lock Time : 6.0
Steering Angle : 34.0
metres
OCCUPIED
EXISTING VERANDAH
EXISTING HOUSE
EXISTING CARPORT
FOOTPATH
TENNYSON STREET
site ground/floor plan
PROPOSED 5 TWO STOREY DWELLINGS AT: NO. 19 TENNYSON ST KURRALTA PARK
FOR MR R.ZANCHETTA
SEWER 21.536 TOP 19.528 INV.
TBM RL 21.457 RAMSET NAIL IN KERB(A.H.D)
D1
D2
D3
D4
D5
B85 STANDARDS 2004 (AU_KZ)


PROPOSED RESIDENTIAL SUBDIVISION
19 TENNYSON STREET, KURRALTA PARK
B85 - D2, D4, VISITOR EGRESS
SWEPT PATH ASSESSMENT
DRAWING NO. S154160-AT01-04P4
SHEET 04 OF 04
ISSUE P4
PRELIMINARY PLAN
WARNING
nearmap.com
GTAconsultants
SWEPT PATH KEY
VEHICLE CENTRE LINE
VEHICLE TYRE PATH
VEHICLE BODY PATH
ASSUMED SPEED 2km/h
B85
Width : 1.87
Track : 1.77
Lock to Lock Time : 6.0
Steering Angle : 34.0
metres
OCCUPIED
EXISTING VERANDAH
EXISTING HOUSE
EXISTING CARPORT
FOOTPATH
TENNYSON STREET
site ground/floor plan
PROPOSED 5 TWO STOREY DWELLINGS AT: NO. 19 TENNYSON ST KURRALTA PARK
FOR MR R.ZANCHETTA
D1
D2
D3
D4
D5
B85
STANDARDS 2004 (AU_NZ)
SEWER 21.536 TOP 19.928 INV.
TBM RL 21.457 RAMSET NAIL IN KERB(A.H.D)


PROPOSED RESIDENTIAL SUBDIVISION
19 TENNYSON STREET, KURRALTA PARK
B85 - D1, D3, D5 INGRESS
SWEPT PATH ASSESSMENT
DRAWING NO. S154160-AT01-01P4
SHEET 01 OF 04
ISSUE P4
PRELIMINARY PLAN
WARNING
nearmap.com
GTAconsultants
SWEPT PATH KEY
VEHICLE CENTRE LINE
VEHICLE TYRE PATH
VEHICLE BODY PATH
ASSUMED SPEED 2km/h
B85
Width : 1.87
Track : 1.77
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EXISTING VERANDAH
EXISTING HOUSE
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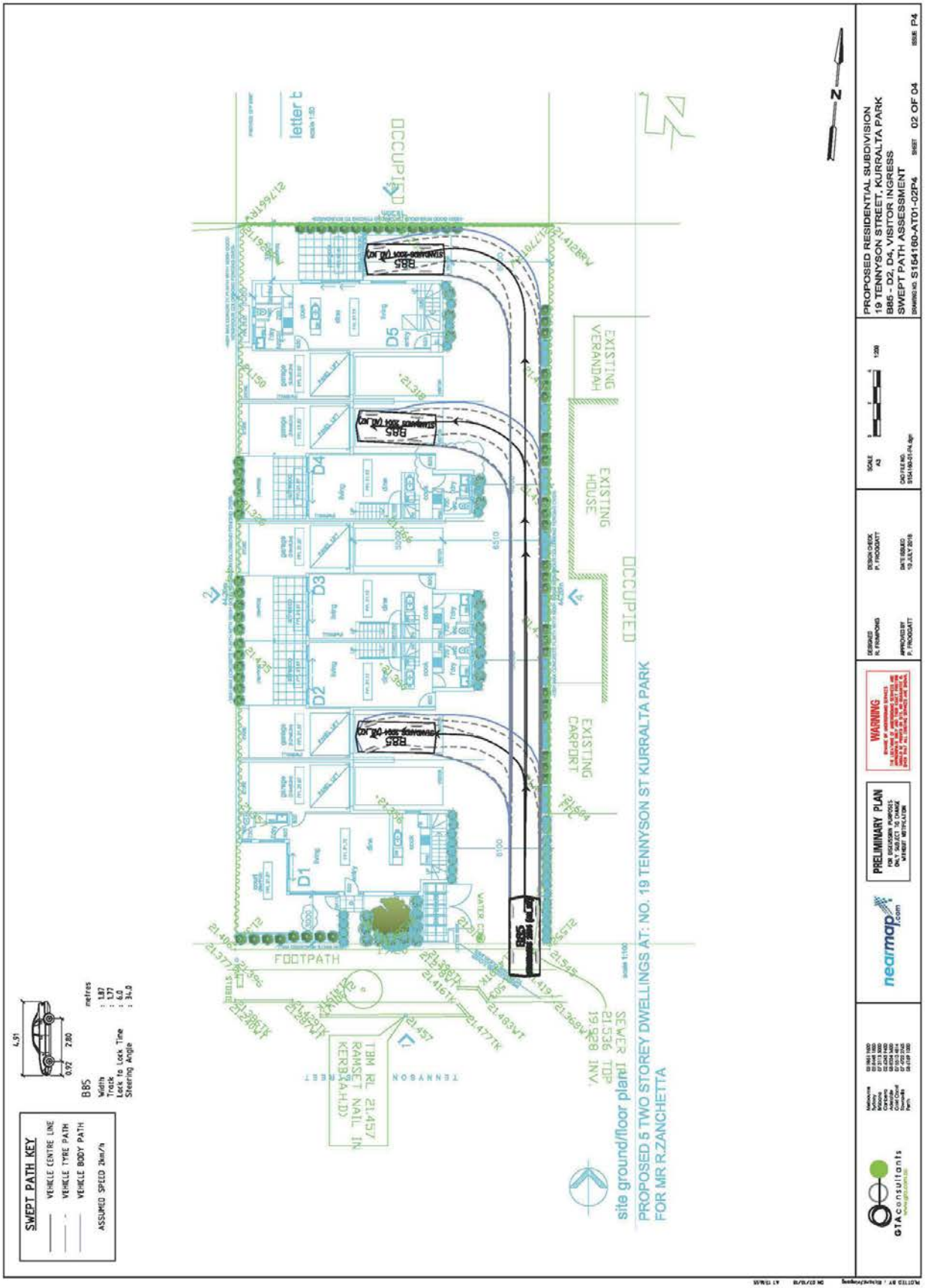
FOOTPATH
TENNYSON STREET
SEWER TOP 21.536 TOP 19.528 INV.
site ground/floor plan
PROPOSED 5 TWO STOREY DWELLINGS AT: NO. 19 TENNYSON ST KURRALTA PARK
FOR MR R.ZANCHETTA
D1
D2
D3
D4
D5
B85


PROPOSED RESIDENTIAL SUBDIVISION
19 TENNYSON STREET, KURRALTA PARK
B85 - D2, D4, VISITOR INGRESS
SWEPT PATH ASSESSMENT
S154160-AT01-02P4
02 OF 04
P4
PRELIMINARY PLAN
WARNING
nearmap.com
GTAconsultants
SWEPT PATH KEY
VEHICLE CENTRE LINE
VEHICLE TYRE PATH
VEHICLE BODY PATH
ASSUMED SPEED 2km/h
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Width : 1.87
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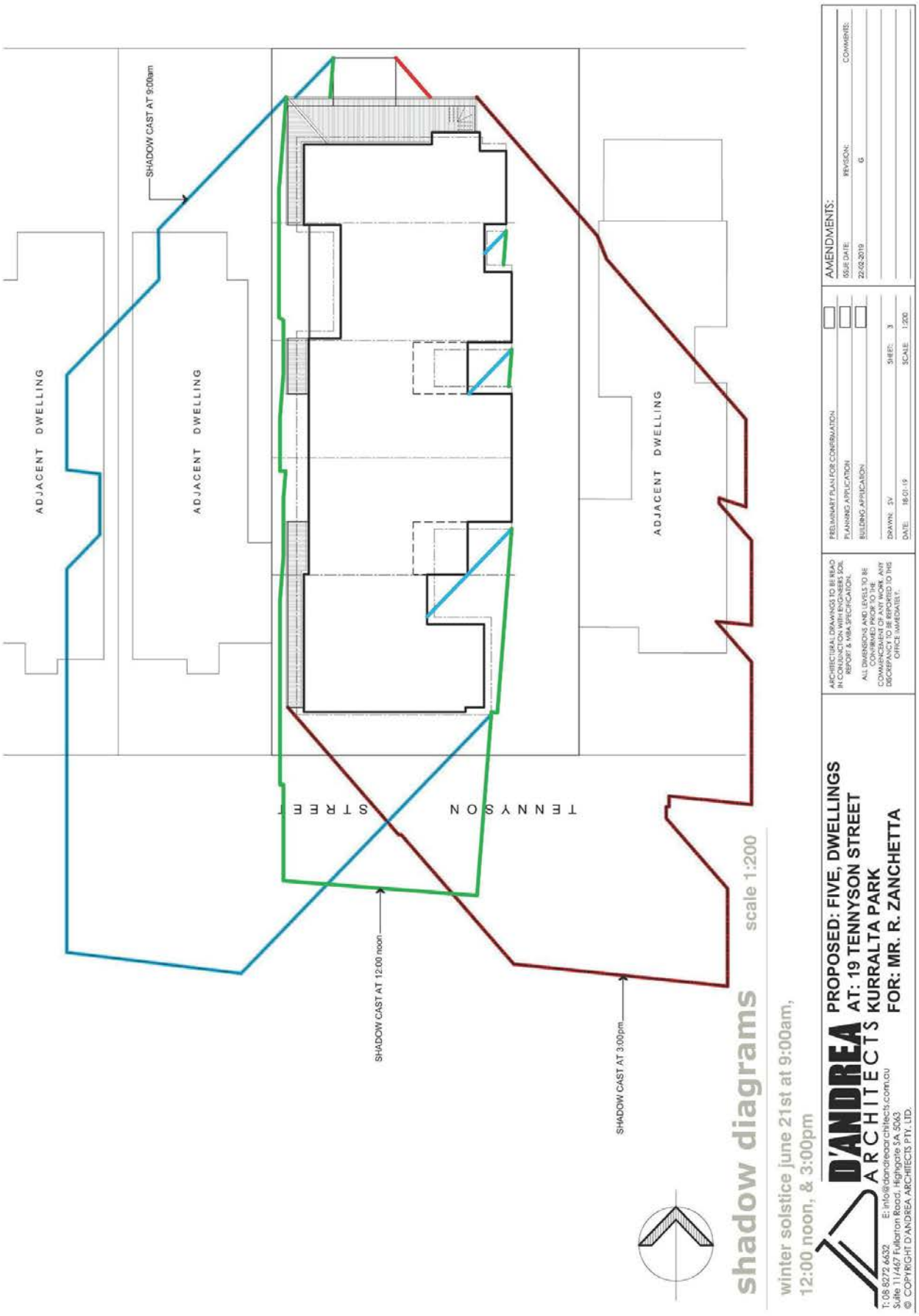
FOOTPATH
D1
D2
D3
D4
D5
B85
TENNYSON STREET
site ground/floor plan
PROPOSED 5 TWO STOREY DWELLINGS AT: NO. 19 TENNYSON ST KURRALTA PARK
FOR MR R.ZANCHETTA

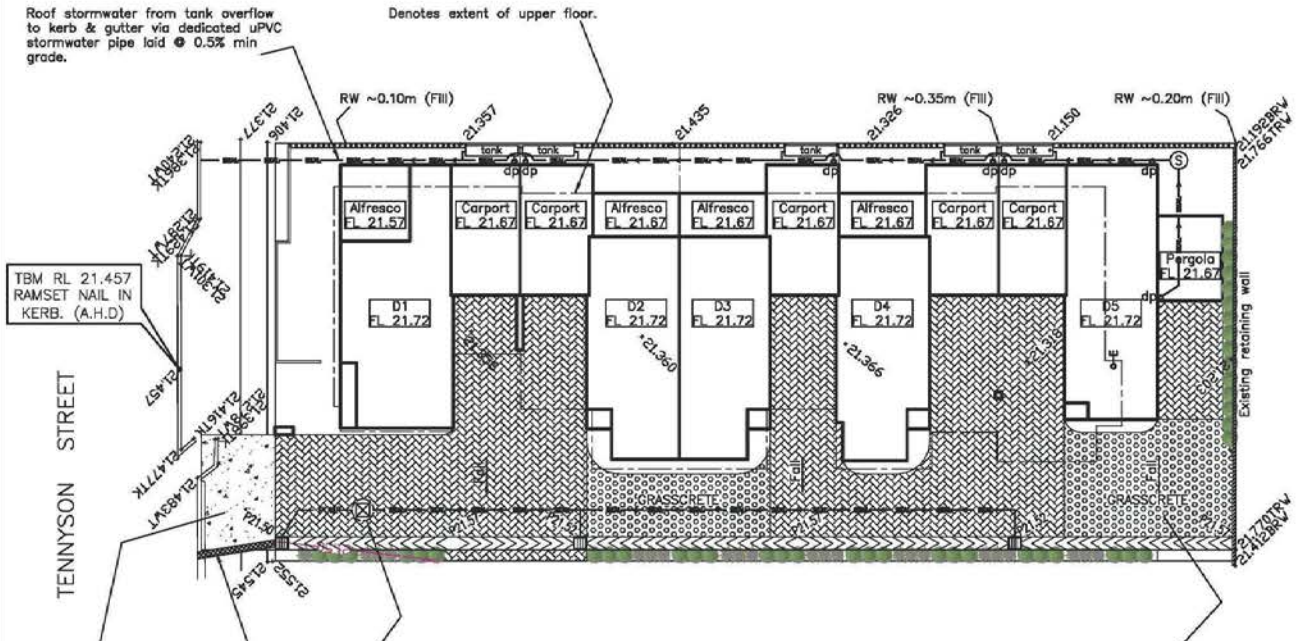

SHADOW CAST AT 9:00am
ADJACENT DWELLING
ADJACENT DWELLING
ADJACENT DWELLING
TENNYSON STREET
SHADOW CAST AT 12:00 noon
SHADOW CAST AT 3:00pm
shadow diagrams
scale 1:200
winter solstice june 21st at 9:00am, 12:00 noon, & 3:00pm
D'ANDREA ARCHITECTS
PROPOSED: FIVE, DWELLINGS
AT: 19 TENNYSON STREET
KURRALTA PARK
FOR: MR. R. ZANCHETTA
T: 08 8272 6432 E: info@dandreaarchitects.com.au
Suite 11/467 Fullarton Road, Highgate SA, 5063
© COPYRIGHT D'ANDREA ARCHITECTS PTY. LTD.
ARCHITECTURAL DRAWINGS TO BE READ IN CONJUNCTION WITH ENGINEERS SOIL REPORT & WBA SPECIFICATION.
ALL DIMENSIONS AND LEVELS TO BE CONFIRMED PRIOR TO THE COMMENCEMENT OF ANY WORK. ANY DISCREPANCY TO BE REPORTED TO THIS OFFICE IMMEDIATELY.
PRELIMINARY PLAN FOR CONFIRMATION
PLANNING APPLICATION
BUILDING APPLICATION
DRAWN: SV
SHEET: 3
DATE: 18-01-19
SCALE: 1:200
AMENDMENTS:
ISSUE DATE: REVISION: COMMENTS:
22-02-2019 G

LEGEND

- uPVC SEWER PIPE
- ø100 CLASS SN4 PVC S/WATER PIPE WITH SOLVENT WELDED JOINTS
- ø40 uPVC PUMP CHAMBER DISCHARGE PIPE
- uPVC STORMWATER PIPE
- PUMP CHAMBER
- EXISTING SURFACE SPOT LEVEL (100.456)
- EXISTING WATER TABLE LEVEL (WTS9.46)
- TN99.61 EXISTING TOP OF KERB LEVEL
- RW99.61 TOP OF RETAINING WALL LEVEL
- P99.61 NEW PAVEMENT LEVEL
- G GAS METER
- S STORMWATER INSPECTION POINT
- 9 STORMWATER ø90 PVC GRATE
- 600 GRATED SUMP (U.N.O)
- dp ø90 DOWNPIPE
- E SPREADER DRAIN
- ETSA PIT/CABLE
- TELSTRA SERVICES
- STOBIE POLE
- "ACO" DRAIN K100s WITH GALVANISED GRATE (150kN)
- PAVING AS SELECTED BY OWNER
- 600 WIDE CONCRETE SPOON DRAIN
- RETAINING WALL
- 100 K+G 100 HIGH KERB & GUTTER
- 100 Kerb 100 HIGH KERB

NOTES:

1. All downpipe connections are to be ø90 uPVC and are to be provided with cleaning eyes.
2. All Stormwater pipes shall be ø90 UNO.
3. All Stormwater pipes shall be laid as per AS 3500 to achieve minimum cover and grade U.N.O. If cover can not be achieved encase pipe in 100 thick concrete.
4. Sumps, gratings & MH's shall be 300sq (UNO) with walls & floors of 100 thick concrete, reinforced with SL72 fabric central + an approved cover/grate & frame.
5. Where sumps/grates or the like are cast into a concrete slab, provide 2–N12 crack control bars at the corners of such cast–in items. Bars are to be 1000 long and tied to the top layer of slab reinforcement.
6. Bedding and back–filling around stormwater pipes shall conform to AS 3725–1989.
7. Bedding sand for stormwater pipes shall be coarse, free flowing pit sand, with a plasticity index less than 5. The material shall be clean with 100% passing the 6.7mm sieve and not greater than 10% passing a 0.075mm sieve. It shall have a minimum compacted depth of 75mm.
8. Boundary Locations are based on fences/stakes only. It is recommended that an identification survey be done to establish true boundaries.
9. Provide 40mm thick lagging to all pipe penetrations through footing beams.
10. " tank " Denotes 3000litre combination detention/retention tank. In accordance with the amended requirements of the BCA ensure tank water is
i) Plumbed to at least a water closet or a water heater or all laundry cold water outlets.
ii) The inlet and overflow of the tank must be fitted with mosquito–proof, non degradable screens formed from ø0.315mm material and have a minimum of 6x7 openings sqcm.



SITE LAYOUT PLAN
1:200 @ A3

Amend	Date	Description
C	18.01.19	Extra dwelling added as instructed by Architect
B	24.10.18	Overall redesign as requested by Architect
A	29.6.18	Overall amendment as requested by council.

SCA PTY LTD ENGINEERS
SUITE 3, 76 OSMOND TERRACE NORWOOD SA 5067
T:08 83310126 E:office@scaengineering.com.au

PROPOSED RESIDENTIAL DEVELOPMENT AT 19 TENNYSON STREET KURRALTA PARK FOR MR R.ZANCHETTA

Title:	CIVIL DETAILS – 1		
Design:	DZ	Scale:	SHOWN
Drawn:	DZ	Dwg No:	
Date:	DEC 17	171010–C1/C	

In accordance with the amended requirements of the BCA, ensure tank water is
i) Plumbed to at least a water closet or a water heater or all laundry cold water outlets.
ii) The inlet and overflow of the tank must be fitted with mosquito-proof, non-degradable screens formed from ø0.315mm material and have a minimum of 6x7 openings per cm2.
Emergency Overflow: Tank overflow to be directed to on-site retention areas (garden, lawn or soakage pit) or council infrastructure.
Combination Detention/Retention Tank: 3,000 litres.
On-site detention min. 1,500 litres storage.
On-site retention 1,500 litres permanent storage.
Stormwater inflow from roof area.
Leaf guard.
Outlet restriction ø30 orifice to ensure a maximum outflow of 3 litres/sec.
Inspection opening
Restricted stormwater outflow to street water table.
Tap.
COMBINATION DETENTION/RETENTION WATER TANK DETAIL
NTS
A 29.6.18 Overall amendment as requested by council.
Amend Date Description
SCA ENGINEERS
SUITE 3, 78 OSMOND TERRACE NORWOOD SA 5067
T:08 83310126 E:office@scaengineering.com.au
PROPOSED RESIDENTIAL DEVELOPMENT
AT 19 TENNYSON STREET KURRALTA PARK
FOR MR R.ZANCHETTA
Title: CIVIL DETAILS - 2
Design: DZ Scale: SHOWN
Drawn: DZ Dwg No:
Date: DEC 17 171010-C2/A

INDEMNITY NOTICE – PRIVATE PROPERTY

Solo Resource Recovery

86-88 Chinderah Bay Drive
Chinderah NSW 2487
P.O Box 1427
Kingscliff NSW 2487
AUSTRALIA

Services: 02 6676 7647
Admin: 02 6674 7656
Fax: 02 6674 7657
Email: solorr@solo.com.au
Web: www solo com.au

This deed of indemnity is made on:

13/11/2018

Day / Month / Year

Between the parties:

Zanale Pty Ltd

Property Owner

102 Rundle St Kent Town SA 5067

Street Address

And:

Solo Resource Recovery
A company having it's registered office at 86 – 88 Chinderah Bay Drv., Chinderah in the state of New South Wales (hereinafter called "Solo").

Whereas:

(a) The Property Owner has requested Solo to provide waste removal and/or other services to the property owned by:

Zanale Pty Ltd

at: 19 Tennyson St Kurralta Park 5037

(b) Solo has agreed to provide such services subject to the Property Owner entering into this Deed of Indemnity.

The Property Owner(s) agree to:

Indemnify and keep indemnified, Solo it's servants and agents against all liabilities, actions, proceedings, claims, demands, costs and expenses which Solo may now, or at any time hereafter incur or sustain in connection with (or arising from) in respect of damage to any property of the Property Owner that does or may result from the provision of these services.

Solo Resource Recovery

86-88 Chinderah Bay Drive
Chinderah NSW 2487
P.O Box 1427
Kingscliff NSW 2487
AUSTRALIA

Services: 02 6676 7647
Admin: 02 6674 7656
Fax: 02 6674 7657
Email: solorr@solo.com.au
Web: www.solo.com.au

In the witness of the parties:

The Property Owner:

1st Property Owner's signature: _____

1st Property Owner's name (Print): F. Pascale

2nd Property Owner's signature: _____

2nd Property Owner's name (Print): _____

The directors of Solo Waste, by way of their approved agents / representative:

The Company's authorised signature: _____

The Company's representative (Print): JONATHAN ROSE

Note: Please email completed form to compliance@solo.com.au

STATEMENT OF REPRESENTATION
Pursuant to Section 38 of the Development Act 1993

Received
- 5 FEB 2019
City of West Torrens
Information Management

City of West Torrens
0 5 FEB 2019
City Development

TO Chief Executive Officer
City of West Torrens
165 Sir Donald Bradman Drive
HILTON 5033

DEVELOPMENT No. 211/142/2018
PROPERTY ADDRESS: 19 Tennyson Street, KURRALTA PARK SA 5037

YOUR FULL NAME	NICHOLAS RESCE
YOUR ADDRESS	21 TENNYSON ST. KURRALTA PK.
YOUR PHONE No	[redacted]
YOUR EMAIL	
NATURE OF INTEREST	Adjoining Resident. *(eg. Adjoining resident, owner of land in the vicinity etc.)*

REASON/S FOR REPRESENTATION

(1) Financial Impact on my property
(2) Loss of Privacy
(3) Loss of sunlight / Affecting Cooling & Heating
(4) Major Parking Congestion - (No Road Reserve)
(5) Future Development behind me + in the street.

MY REPRESENTATIONS WOULD BE OVERCOME BY
(state action sought)

Less Dwellings - 3. in Total.

Please indicate in the appropriate box below whether or not you wish to be heard by Council in respect to this submission:

I DO **NOT** WISH TO BE HEARD ☐
I DESIRE TO BE HEARD PERSONALLY ☒
I DESIRE TO BE REPRESENTED BY _____ ☐
(PLEASE SPECIFY)

SIGNED _____
DATE 2/2/19

Responsible Officer: Sonia Gallarello
Ends: Friday 15 February 2019

If space insufficient, please attach sheets

STATEMENT OF REPRESENTATION
Pursuant to Section 38 of the Development Act 1993

TO Chief Executive Officer
City of West Torrens
165 Sir Donald Bradman Drive
HILTON 5033

RECEIVED - CWT IM
12 FEB 2019

DEVELOPMENT No. 211/142/2018
PROPERTY ADDRESS: 19 Tennyson Street, KURRALTA PARK SA 5037

YOUR FULL NAME	Michael SHARP.
YOUR ADDRESS	17 Tennyson Street, KURRALTA PARK. 5037.
YOUR PHONE No	[redacted]
YOUR EMAIL	
NATURE OF INTEREST	adjoining resident (owner) *(eg. Adjoining resident, owner of land in the vicinity etc.)*

REASON/S FOR REPRESENTATION

See attached ~~Statements~~. (5 pages).

City of West Torrens
13 FEB 2019
City Development

RECEIVED CSU WTCC
AM 8 9 10 11 12
PM 1 2 3 4 5
12 FEB 2019

MY REPRESENTATIONS WOULD BE OVERCOME BY
(state action sought)

2 single attached dwellings.

Please indicate in the appropriate box below whether or not you wish to be heard by Council in respect to this submission:

I DO **NOT** WISH TO BE HEARD ☐
I DESIRE TO BE HEARD PERSONALLY ☑
I DESIRE TO BE REPRESENTED BY _____ ☐
(PLEASE SPECIFY)

SIGNED M J Sharp.
DATE 11.2.19.

Responsible Officer: Sonia Gallarello
Ends: Friday 15 February 2019

If space insufficient, please attach sheets

Statement of Representation

Development Number: 211/142/2018

Property Address: 19 Tennyson Street Kurralta Park _07/02/2019

1. **Shadow diagram**
   a. Why does the shadow diagram show the adjacent block on the west elevation as a vacant block when there are two detached single storey dwellings on the block that were constructed 12months ago? Both set back at 6.2m?

2. **Site Coverage? (How has site coverage been calculated?)**
   The Upper floor canter levers over the lower floor increasing the footprint or site coverage of the dwellings.
   The Existing block is 19.2 x 44.2,
   Total Area of allotment 848.64m².
   Policy Area 19 allows for a maximum site coverage of 60%, the maximum site coverage appears to have been exceeded by at least 20%, the average site area is 113m² and should not be less than the less than a minimum average 150m² per site.

   a. Dwelling 1. Site Coverage approx. 91m²; Lot size approx. 138m²
   b. Dwelling 2. Site Coverage approx. 89m²; Lot size approx. 100m²
   c. Dwelling 3. Site Coverage approx. 89m²; Lot size approx. 100m²
   d. Dwelling 4. Site Coverage approx. 94m²; Lot size approx. 105m²
   e. Dwelling 5. Site Coverage approx. 92m²; Lot size approx. 125m²
      Total Site Coverage 455m² Total Lot Area 568.00m²
   f. Driveway Total Driveway Area approx. 280.64m²
      Allotment Area Total 848.64m²

   Maximum Site coverage and minimum average site area do not comply with Policy Area 19.

   What method has been used to accurately calculate minimum average site area & maximum site coverage?

3. **Onsite storage per residence (Not shown on drawings)**
   a. Where is the onsite storage per dwelling located?

4. **Stormwater & Site Drainage**
   a. General lay of land slopes toward eastern boundary.
   b. Eastern adjoining property is lower than proposed development site.
   c. Increased risk of flooding and damage to eastern adjoining property.
   d. The site is mostly hard covered by roof and driveway increasing storm water flows to the street placing additional pressure on existing storm water infrastructure.
   e. Any stormwater sump or pump must have alternative power source in event of a storm & any power failure preventing storm water from being pumped into the street.

f. Is there any Storm water retention and detention tanks and if so, will they adequately reduce stormwater flows overloading street storm water infrastructure?

5. Visitor Parking

a. Street Stormwater Garden impedes visitor parking and driveway access.
b. Inadequate onsite parking
c. Crowded street parking will negatively impact local residences ability to park in front of their residences including disrupting general everyday traffic and parking in close proximity to the proposed development.

6. On Street Parking in front of proposed development.

a. No space available due to council street storm water garden.

7. Driveway

a. **Ingress – Egress,**
    i. Council Street Stormwater Garden impedes ingress and egress by reducing the width of accessible to the drive way to the proposed development.
b. **Res 5** will find turning around to drive out facing forward difficult if all drive way visitor parking spaces are filled.

8. Waste bins

a. Number of waste bins 15? i.e. Waste, Green & Recyclables
b. Waste bin storage location is unsuitable. 15 bins placed along the eastern boundary. Odours should be considered summer or winter.
c. Waste Bin Collection; what are the written guarantees on weekly collection and by whom give there is now room for bins to be place in the street for collection.
d. Waste Odours drifting over to adjoining property on eastern boundary given the sites are so small and tight there does not appear to a sensible place for each property to store there bins on site which would reduce any fowl odours drifting our way by such a large number of waste bins stored along our adjoining boundary.
e. Who will be responsible for bin storage and general hygiene and waste disposal?
f. No room to place bins in the street for kerb side area to collect any number of waste bins.

9. Noise

a. What has been proposed to reduce air conditioning noise from 5 residences?
b. Additional vehicle movement from five residences most likely to be disruptive during the day and or evening due to the tight access as well as the number of vehicles likely to be allowed per residence.

10. Privacy

a. No provision for balcony privacy screening to eastern elevation.
b. East elevation bedroom windows should be opaque or obscure glazing.

11. Front Boundary Set back

a. **3.0 m setback not in keeping with the streetscape**. (average setback of adjacent rule should apply to maintain a consistent front garden streetscape)
   i. Western adjacent home set back at 6.2m "**not shown on the site plan**".
   ii. Eastern adjacent home setback 8.1m

Summary

There are too many dwellings compressed onto this allotment with issues that will negatively impact the enjoyment of existing neighbours on their land as well as falling well short of the minimum site area and maximum site coverage per dwelling as outlined for Policy Area 19 and numerous other concerns as outlined above.

Further facts re objections at No. 19 Tennyson Street, KURRALTA PARK.

I reside at No. 17 Tennyson Street, Kurralta Park. (on the eastern side of No. 19).
I wish to point out the following facts:-

Between Beauchamp Street and Selby Street, there were 7 house blocks on the south side of Tennyson Street and 8 house blocks on the northern side of the street.
There are now 18 different entities on the south side and 16 entities on the northern side of the street.
All of these entities have motor vehicles and are struggling to maintain access to the front of their respective residences.

In one incident recently, I had three different persons coming to my residence to perform tasks.....Two cancelled their respective appointments due to lack of parking and arranged for a further time and the third person actually walked half a block, (after obtaining a park in Beauchamp Street), with his equipment so as to perform his tasking.

I question the definition of " medium density" in this situation and the word "GHETTO" raises it's ugly head.
Surely that is more than enough development in this particular area of the street.

I am forever loosing parking facilities in front of my residence due to people going to and from the Tennyson Medical Center, (located on the corner of South Road & Tennyson Street).

Further to this situation re motor vehicles, I have to reverse into my own driveway, so as to drive forward, out of the driveway, in a safe way. Not only having to contend with parked vehicles, and new buildings almost to the footpath, west of my driveway, there are side fences as well.

Coupled up the above facts, there is busy traffic in the area, and this street is part of a major bus route from the City to Marion Shopping center and return.
It is dangerous manoeuvre at the best of times.

I also point out that despite all of the developments in this area the Infrastructure has not been built up, let alone adjusted. E.g. My water pressure fluctuates all of the time and has been so, for some considerable time. My toilets do not flush consistently and my watering system on my back lawn does not have any pressure at all.

I have resided at this address for approximately the last 45 years and am totally disillusioned with what has been happening over the last number of years.

Please take into consideration the above facts, as this development will severely impact on our privacy and lifestyle.

Yours sincerely,
Michael Sharp.
11/2/2019.

RECEIVED CSU WTCC
AM 8 9 10 11 12
PM 1 2 3 4 5
15 FEB 2019

STATEMENT OF REPRESENTATION
Pursuant to Section 38 of the Development Act 1993

RECEIVED - CWT IM
18 FEB 2019

TO Chief Executive Officer
City of West Torrens
165 Sir Donald Bradman Drive
HILTON 5033

DEVELOPMENT No. 211/142/2018
PROPERTY ADDRESS: 19 Tennyson Street, KURRALTA PARK SA 5037

YOUR FULL NAME	Winsome Clayton
YOUR ADDRESS	unit 2, 18 Tennyson ST KURRALTA PARK
YOUR PHONE No	[redacted]
YOUR EMAIL	
NATURE OF INTEREST	owner @ 18 Tennyson St. *(eg. Adjoining resident, owner of land in the vicinity etc.)*

REASON/S FOR REPRESENTATION

See attached.

City of West Torrens
18 FEB 2019
City Development

MY REPRESENTATIONS WOULD BE OVERCOME BY
(state action sought)

see attached.

Please indicate in the appropriate box below whether or not you wish to be heard by Council in respect to this submission:

I DO **NOT** WISH TO BE HEARD ☐
I DESIRE TO BE HEARD PERSONALLY ☑
I DESIRE TO BE REPRESENTED BY _____ ☐
(PLEASE SPECIFY)

SIGNED _____
DATE 3/2/19

Responsible Officer: Sonia Gallarello
Ends: Friday 15 February 2019

If space insufficient, please attach sheets

DEVELOPMENT APPLICATION 211/142/2018

DEVELOPMENT NO:	211/142/2018
APPLICANT:	PASCALE CONSTRUCTIONS PTY LTD
SUBJECT LAND:	19 Tennyson Street, KURRALTA PARK
CERTIFICATION TITLE:	CT-5312/667

STATEMENT OF REPRESENTATION: **WINSOME CLAYTON**
ADJACENT OWNER: **Unit 2, 18 Tennyson Street**

BACKGROUND

The proposed development is for five, two storey dwellings on a single housing allotment. Four of these dwellings have three bedrooms + activity room on the upper level (U5 has no activity room on the upper level). These dwellings have been designed as multiple person dwellings (ie families).

The SA Government released its *30 Year Plan for the Greater Adelaide Area* in 2010. The 2017 Update document, advises that the infill target of 80% has already been met across the greater Adelaide area. Therefore, there is no imperative to meet this target with this development.

Tennyson Street was originally 60 housing allotments. Redevelopment over time has meant that 40 of those allotments already have multiple dwellings. Infill within the WTC area does not have to be medium density; this is a **maximum** that **may be approved by Council/CAP**. Kourakis J (as he then was) in the Full Bench decision of the Supreme Court in the matter of *Development Assessment Commission v A & V Contractors Pty Ltd* summarised that a Development Plan's objectives and principles apply as general rules and not inviolable prescriptions. Therefore, precedent exists not to approve this medium density development.

30YP - Implementation Plan - ***Item A3*** - *... to ensure infill development is sensitively interfaced with existing suburbs.* This proposed development does not interface sensitively with the remaining dwellings in Tennyson Street. The application will create nothing more than five "flats" albeit with five owners.

WTCC Development Plan states, "*Development Plans are the key on-the-ground development assessment documents in South Australia. They contain the rules that set out what can be done on any piece of land across the state, and the detailed criteria against which development applications will be assessed.*" Also at p6, "***All*** *sections and* ***all*** *relevant provisions within each section of the Development Plan must be considered in relation to a development proposal or application.*" No one section of the WTCC Development Plan is predominate and all sections must be considered equally. This application presents a scenario that appears to have only focussed mainly on some of the metrics and not the detail of the Development Plan.

DEVELOPMENT APPLICATION CONCERNS

Again, I would raise the scale used on the drawings shown as 1:100. This appears to misrepresent the actual drawings. The drawings Rev E sheet 1:2 and 2:2 should show the scale as **1:200.**

The adjacent building shown, as #21 is incorrect as this is now two new courtyard homes (#21 and #21A).

There is no provision for individual storage areas and location of water tanks on the plan.

1 NON COMPLIANT WITH THE WTCC DEVELOPMENT PLAN

b) Relationship to the Street and Public Realm

"Buildings... should be designed so that the main façade faces the primary street frontage of the land on which they are situated." The proposed building has an east/west orientation on an east/west street. **THIS PROPOSED DEVELOPMENT DOES NOT COMPLY WITH THE WTCC DEVELOPMENT PLAN.**

b) Setbacks from Road Boundaries

Medium density dwellings should be planned to be no closer to the primary road frontage, than either of the adjoining dwellings (or the average - using the formula). However, developments located within Centre Zones do not have this particular advantage. The proposed building will be 3 metres from the street boundary. This does not sensitively interface with adjoining dwellings. If the Centre Zone caveat were removed, the proposed building would be located approximately 7 metres from the primary road frontage (average of the distances of the two adjoining dwellings). This modification would more sensitively interface with the dwellings in the area. **THIS PROPOSED DEVELOPMENT DOES NOT COMPLY WITH THE WTCC DEVELOPMENT PLAN.**

c) Land Division

One of the clear objectives of the WTCC Development Plan is to have *"Land division layout that is optimal for energy efficient building orientation."* Also that *"land division should facilitate optimum solar access for energy efficiency."* In addition, *"Allotments should have an orientation, size and configuration to encourage development that: ...faces abutting streets and open spaces...will not overshadow, dominate, encroach on or otherwise detrimentally affect the setting of the surrounding locality."* Optimum block configurations at land division stage can facilitate the best house orientation/design for achieving energy efficiency – and cost effective compliance with 6-star "energy efficiency" requirements. To achieve this it requires north facing living areas and north facing courtyards within the private open space.

Because of the high exposure of west facing windows to mid-late afternoon summer sun, the number and size of glass doors and windows facing west should be kept to a minimum and preferably none at all. Unit 4 (U4) will have full glass sliding doors onto the balcony, which will create a hotbox effect for the dwelling's upper level. In addition, there is insufficient ventilation of the bathroom and ensuite in that dwelling, giving rise to potentially health concerns with mould.

This building is planned with an east/west orientation on an east/west street. Therefore it is non-compliant with the WTCC's Development Plan's expectations regarding energy efficiency, land division and overshadowing. Kitchens for U2-3 will have no direct sunlight and

Kitchens in U2-4 will have no direct sunlight and power will be needed illuminate the room sufficient to make morning coffee or read the paper in winter. **THIS PROPOSED DEVELOPMENT DOES NOT COMPLY WITH THE WTCC DEVELOPMENT PLAN.**

d) Design and Appearance – Landscaping

The WTCC Development Plan outlines that *"Developments should incorporate open space and landscaping and minimise hard paved surfaces in order to: complement built form and reduce the visual impact of larger buildings (eg taller and broader plantings against taller and bulkier building components....maximise shade and shelter... assist in climate control within and around buildings... minimise heat absorption."* The proposed development has English Box and Lavender plants at the front of each dwelling. This will not provide any shade to the mostly solid east facing dwelling frontages. The alternate planting of batches of Lavender and Screen Master along the driveway fence

line between #17 and #19 will do very little to alleviate the heat load of the driveway. Mitigation via the proposed grasscrete will have little to no effect unless it is maintained as "green". **THIS PROPOSED DEVELOPMENT DOES NOT COMPLY WITH THE WTCC DEVELOPMENT PLAN p56.**

Design elements and security consideration for balconies are covered in the WTCC Development Plan, as *"Balconies should include balustrade detailing that enables line of sight to the street."* Each of the three balconies (U2, U3, and U4) has no line of sight to the street. **THIS PROPOSED DEVELOPMENT DOES NOT COMPLY WITH THE WTCC DEVELOPMENT PLAN.**

e) Residential Development

The WTCC Development Plan described several objectives for developments in the council area. The first of which was that developments be *"Safe, convenient, pleasant and healthy-living environments that meet the full range of needs and preferences of the community."* Council also determined that there would be ***Principles of Development Control.*** These controls included "Residential allotments and sites should maximise solar orientation and have the area and dimensions to accommodate: (a) the siting and construction of a dwelling and associated ancillary outbuildings (b) the provision of landscaping and private open space". The metrics for the control of developments are:

Dwellings should be designed within the following parameters:	
Minimum setback from primary road frontage	3 metres
Minimum setback from secondary road frontage	2 metres
Minimum setback from back boundary	6 metres

The development does not comply with the 6 metre setback from the back boundary of the property in any of the iterations of their plans. If approved at a setback of only 3.6m from the back boundary fence to U5's external wall, there will be insufficient spatial separation between this dwelling and that of the adjacent neighbour at the back boundary. The existing building at 10 Broughton Street, has already been approved and built with a significantly less than the 6 metre buffer. **THIS PROPOSED DEVELOPMENT DOES NOT COMPLY WITH THE WTCC DEVELOPMENT PLAN.**

The ground floor level at the western aspect is located only 1 metre from the fence line. The location of the toilet and laundry of U5 will be directly in view from the private open space of #21 as well as their living area. There is no vegetation planted here at the fence line and similarly for U1 (albeit this adjoins the parking space of #21).

f) Visual Privacy

The overshadowing of upstairs living areas and balconies creates a lack of privacy and amenity for existing neighbours. The balcony of U4 overlooks the living area window and private open space of #21. The balcony of U2 has the ability to overlook Bedroom 3 of U1.

There is no indication on the plans that all *"upper level windows, balconies, … that overlook habitable room windows or private open space of dwellings should maximise visual privacy through the use of measures such as sill heights of not less than 1.7 metres or permanent screens having a height of 1.7 metres above finished floor level."* **THIS PROPOSED DEVELOPMENT DOES NOT COMPLY WITH THE WTCC DEVELOPMENT PLAN.**

g) Private Open Space

The poor site orientation of the proposed development does not address key elements of the WTCC Development Plan with regard to private open space (available for exclusive use by residents of each dwelling). The Development Plan says that POS should *"be provided for each dwelling and should be sited and designed: … to have a northerly aspect to provide for comfortable year round use … not to be significantly shaded during winter by the associated dwelling or adjacent development."* More than 80% of the POS of U1 will shaded all year round. Similarly, POS for U2-4 will also face significant periods of shadowing throughout the day/year. Alfresco areas for U1-4 will be cold and damp in

winter and there will be no passive solar heating of the areas through winter. **THIS PROPOSED DEVELOPMENT DOES NOT COMPLY WITH THE WTCC DEVELOPMENT PLAN.**

Using solar energy to dry clothes will be mostly negligible especially during winter given the shadow diagram and the development's site orientation.

h) Overshadowing

The WTCC Development Plan contemplated neighbours in existing dwellings when it outlined that *"The design and location of buildings should ensure that direct winter sunlight is available to adjacent dwellings, with particular consideration given to: (a) windows of habitable rooms, particularly living areas (b) ground-level private open space ... (d) access to solar energy."* There is considerable overshadowing of #21 and the subject dwellings themselves caused by poor site orientation. Each of the balconies will have limited winter sunlight because of overshadowing. **THIS PROPOSED DEVELOPMENT DOES NOT COMPLY WITH THE WTCC DEVELOPMENT PLAN.**

i) Access

The WTCC Development Plan outlined that developments should only be approved, where there is safe and convenient access which *"avoids unreasonable interference with the flow of traffic on adjoining roads....* In addition, *"volume of traffic likely to be generated by the development or land use and minimises induced traffic through over-provision ...is sited and designed to minimise any adverse impacts on the occupants of and visitors to neighbouring properties."* This development will negatively influence the access and parking for neighbouring properties. The same on-street spaces cannot repeatedly be included for each new development application to meet the WTCC on-street parking provisions. Those on adjoining properties are to be afforded the same provision of one on-street space per two dwellings. ***Attachment 2* & 3** **THIS PROPOSED DEVELOPMENT DOES NOT COMPLY WITH THE WTCC DEVELOPMENT PLAN.**

j) Waste Management

The ***bin enclosure*** dimensions are disproportionate to the number of bins required for a five dwelling development (ie 15 bins). The proposal may have a requirement for the five tenants to share bin facilities (although it is silent on this). This has a considerable environmental impact as co-responsibility relies on goodwill from every tenant to own the situation and put the bins out on bin night (and bring them back in). If shared bins are proposed, it will likely be the recyclable and green bins. It is quite possible then that tenants will put their recyclables and green waste into their general waste, so as not to require them to own the shared responsibility for the collective bins. This is not environmentally responsible.

If tenants expect, as is their right, three bins per dwelling, there will be 10 bins for collection each week. The width of the frontage of #19, with the rain garden removed, is not sufficient to support placement of 10 bins for collection each week. There is already an issue along Tennyson Street with the impact of the Tennyson Centre parking. The collection truck is currently issuing notices that if bins are not accessible from the truck, rubbish will not be collected. The on-street parking area and cycle lane has become the new location for bins for collection. This does not provide cyclists with a safe zone. This is particularly problematic at particular times of the year when sunrise/sunset affect E-W visibility.

The bin enclosure in the plan shows 10 spaces - if shown to scale this is ~6.2 metres. This is sufficient to locate 10 bins at a width no greater than 62cm per bin. However, the depth of the green and recycle bins does not appear to be accommodated in the depth of the garden bed and so will protrude into the driveway space.

The most critical issue with the placement of the bins is the actual location. WTCC Development Plan states that *"site facilities for … residential flat buildings should include: …household waste and recyclable material storage areas **away from dwellings**"*. The placement of the bin/refuse area is located on the fence line of the adjoining property. It nonsensical that it is a requirement to be "away from dwellings" for the proposed development and yet this does not equally apply for an adjoining neighbour. Particularly as neighbours have no control over what detritus will be placed into the bins.

Also of significant concern is waste removal if this is outsourced to a private contractor - there can be no collection before 9am so that adjoining shift worker neighbours do not have interrupted sleep. The collection vehicle will not be able to back out of the driveway. How will this be accomplished? **THIS PROPOSED DEVELOPMENT DOES NOT COMPLY WITH THE WTC DEVELOPMENT PLAN.**

2 ENVIRONMENTAL CONCERNS

k) Sustainable housing

The Australian Government Guide to Environmentally Sustainable Homes acknowledges our climate today and the impact of climate change into the future. Climate change is also recognised within the WTCC Development Plan. Developers need to consider passive solar performance for new buildings. This proposed development is not a responsive design to climate change. The proper site orientation is critical, there are overshadowing issues on the adjoining property and questionable cross ventilation issues due to the closeness and density of the design.

One of the objectives in the WTCC Development Plan is that developments will be designed and sited to conserve energy. The Principles of Development Control around this include ensuring that Developments provide for efficient solar access to buildings. In addition, those buildings should be sited and designed where *"open spaces associated with the main activity areas face north for exposure to winter sun."*

Land divisions should facilitate optimum solar access for energy efficiency. Should the proposed development proceed then optimum solar access is unobtainable to the five proposed dwellings. In addition, #21 will be overshadowed on the eastern side of the property. This will not allow adequate sun light into the living areas and private open space.

The WTC Development Plan outlines that …*The design and location of buildings should enable direct winter sunlight into adjacent dwellings and private open space and minimise the overshadowing of windows of main internal living areas, ground-level private open space, … solar collectors (such as solar hot water systems and photovoltaic cells)*. **THIS PROPOSED DEVELOPMENT DOES NOT COMPLY WITH THE WTC DEVELOPMENT PLAN.**

l) Natural ventilation

There are insufficient design elements to appropriately address the use of **natural ventilation**. Condensation will have a significant impact in the dwellings. Health considerations of mould growing within dwellings is potentially significant. The cheapest and easiest way of reducing moisture and humidity levels is to ventilate a room by opening a window or door. All areas of the dwellings should have the ability to be continuously ventilated. This is not achievable where sliding patio doors are the main source of ventilation. Airflow is therefore limited to the lifestyle of the occupants.

There is limited airflow through the ground floor of units 2, 3 and 4 particularly during the day while families are at work/school, as there is only a sliding door on the rear of the dwelling (front has only a small high wind out window). In addition, the internal bathrooms on the upper storey (U2 - main bathroom; U3 - main bathroom; U4 - ensuite and main bathroom) have no natural (and free) ventilation.

The WTC Development Plan outlines that...*Residential buildings should have habitable rooms, windows and balconies designed and positioned with adequate separation and screening from one another to provide visual and acoustic privacy and allow for natural ventilation...* **THIS PROPOSED DEVELOPMENT DOES NOT COMPLY WITH THE WTC DEVELOPMENT PLAN.**

m) Heatbox Effect

The driveway surface (full length of the property) will create a thermal heat bank that will radiate heat particularly at night. There is insufficient vegetation along the boundary to absorb this heat – vegetation is limited to 1.8m high on the fence line interspersed with plantings of shrubs at only 0.9m. The impact of this thermal mass is that #17 will experience higher temperatures during summer as the heat radiates (night and day) from the driveway. Owners at #17 will incur higher cooling costs. In addition, the veranda and private open space at #17 will experience higher temperatures. The mitigation of the developers by including "grasscrete" in two sections does nothing to alleviate these concerns, as there is no provision for Council, in perpetuity, to ensure that the grass planted in these two areas will always remain "green" by being well watered and fed.

A development of seven dwellings is under construction two allotments to the west of this proposed development. This is a residential flat building from edge to edge on a corner allotment. This building will create a significant barrier to any sea breezes to cool the four dwellings located at #23 and #21. If the proposed development is approved without any break in the built form this continuous building of five dwellings will create a bubble between #19 and #25, which will significantly raise the temperature of the dwellings located between the two monoliths.

n) Solar Access for Drying Clothes

The plan does not make provision for an outside clothesline. Given the flawed orientation of the building to the block, all owners will have limited outdoor space in winter (in particular) for solar drying.

As these dwellings face E/W their garages are not suitable, as clothes may take 2-3 days to dry because of the lack of ventilation. If however the dwelling's tenants resort to clothes dryers this will have an environmental impact and cost.

3 SOCIAL

o) Privacy

All external private open space should be designed to achieve a high level of privacy. The proposal shows U2 and U3 share a common fence on their outdoor living space. There will be no privacy offered to either occupant. Private open space should avoid overlooking however, the balcony on U4 overlooks #21 and using obscure glass will not prevent voyeurism. Balconies on U2 and U3 overlook the private open space for #17.

p) Noise Pollution

Noise from five dwellings in close proximity to neighbours (at both #19 itself and adjoining homeowners) will affect the quiet amenity that existing neighbours expect and enjoy from their property. The activity room and main bedroom of U4 all front directly onto the balcony. The consequence of this is that acoustic privacy from TVs etc will be non-existent for #21 when these sliding doors are open.

These five dwellings will require air conditioning units. The five external RAC units to cool/heat these dwellings will produce noise that will affect the quiet enjoyment of adjoining properties, particularly #21 as direct neighbours when the external units are located at the rear of each dwelling.

Also five large RAC external units will emit additional heat into a relatively small area adding to the thermal heat mass on the eastern side of #21. There will likely be little or no breeze/ventilation through the N/S corridor between the properties given the proximity of the carports to the fence line. The proposed Colourbond fencing has no noise or thermal attenuation qualities.

Four BBQ/entertaining areas adjoin #21's fence line. This will unnecessarily affect the quiet amenity of the adjoining property owner and the quiet enjoyment of their property.

q) Parking areas/size

The plan appears to have garage panel doors of 2.4m width. The garages/carports shown on the plan are not wide enough to accommodate an average family car. It would seem reasonable to expect when paying $600,000 for a property that you would be able to accommodate your vehicle in the garage.

A compact car (Hyundai Elantra – 1800mm wide) will not fit into the proposed garages with sufficient clearance to open the doors to remove shopping, children etc. Families may well have a larger car/s (ie 4WD). The consequence will mean that there will be a requirement for additional parking on the actual property, with overflow then onto the street. Parking spaces on the street can only be accounted for once. The development of seven dwellings on the corner of Selby/Tennyson will overflow into Tennyson Street, as that section of Selby Street does not have on-street spaces available given the seven crossovers. ***Attachment 1***

While the WTCC Development Plan *outlines that on-street vehicle parking should be provided at a ratio of one car parking space for every two allotments*, the reality is that a family will require two suitably sized parking spaces on the property. If the garage cannot accommodate a compact car with ease, there will be an additional requirement for parking on the street. Using the WTCC Development Plan ratio, two additional on-street parking places will be impossible to achieve across the width of the property and location of the driveway. Therefore, parking spaces on the street, which have already been notionally assigned to other developments and counted for the purposes of their developments, cannot be counted again. This issue is easily addressed at the planning stage if adequate dimensions are allowed for parking (garage + second car/visitor) within the planning approval process. A single garage of 3.5 metres wide by 6 metres long (with a panel door of 2.5m wide) would accommodate most Australian vehicles.

In addition, the turning requirements for U3 are such that there will be no area to turn in and out of the garage comfortably. The parking spaces for U1-2 and U4-5 are paired; this offers some extra access space for manoeuvrability.

The visitor space at the rear of the property (near U5) also has insufficient turning area. Vehicles will not be able to use this area for parking unless parked perpendicular to the back fence. This will require either backing down/out of the driveway. This presents a significant risk for visibility given the dwellings orientation and entry/exit onto the street.

There is a lack of safety for all road users as sightlines are impacted by the proposed 1.8m high fence and Manchurian Pear tree on the street boundary, which will block visibility to the street, which is a bus route. Of note also is that the limited on-street parking for 21, 23 and 25 Tennyson Street caused by an abundance of crossovers, will mean that the sightlines will be further compromised when leaving

the property. At certain times of the year, given the position of the sun and the position of the 1800mm high fence at the street frontage and the Manchurian Pear tree visibility will be severely restricted. The WTCC Development Plan is clear on *"maintaining or enhancing sightlines to ensure safety for all road users."*

On-site visitor parking spaces should be sited and designed to *"be clearly defined as visitor spaces not specifically associated with any particular dwelling."* On the plan, the "visitor" spaces for U1-5 in front of their carports are in effect a "second park" for each dwelling and not visitor parks.

r) Emergency Services Access

In an emergency, access to any BBQ fire/flare up will be through a dwelling, as there is no separation of the dwellings. Consequence of this will be a compromise to the safety of tenants of U2-4 and at #21.

s) Ageing in Place

The opportunity cost of the proposed development at the proposed density, will be the diminished amenity and enjoyment of their properties for existing neighbours - who purchased or built with the intention of 'ageing in place'. The proposed development will severely restrict owners' ability to 'age in place'. The 30Y Plan and the Government's current focus is on encouraging older citizens to age in their own dwellings with support. The proposed development with five families in such a small area does not provide a conducive environment for older neighbours to remain in their homes.

t) Community safety

Higher density areas have a propensity to become higher crime areas and this is exacerbated when the properties are not owner/occupied. The proposed infill density is overloaded. This is potentially creating a slum of the future.

u) Sensor Lighting

If sensor lighting is located at the front of each dwellings this will affect the amenity and enjoyment of sitting outside in the backyard and pergola of #17.

CONCLUSION

Those who live closest will, by the very nature of these poorly designed/sited higher density dwellings, have the enjoyment of their own property significantly diminished. I like others close to the development, have built/purchased with the intent of ageing in place.

There is no "demand" side in the equilibrium equation for obscure glass for bedrooms etc on upper levels. The "supply" side is a mitigation strategy to alleviate the privacy concerns on adjoining neighbours. It is a better strategy not to require mitigation.

Council should not appease developers and take responsibility for addressing the actual cause of these problems, overcrowding on a suburban block, poorly sited/designed dwellings and a development that does not meet Council's own development plan. Mitigating symptoms never addresses the root cause.

DEVELOPMENT APPLICATION 211/142/2018

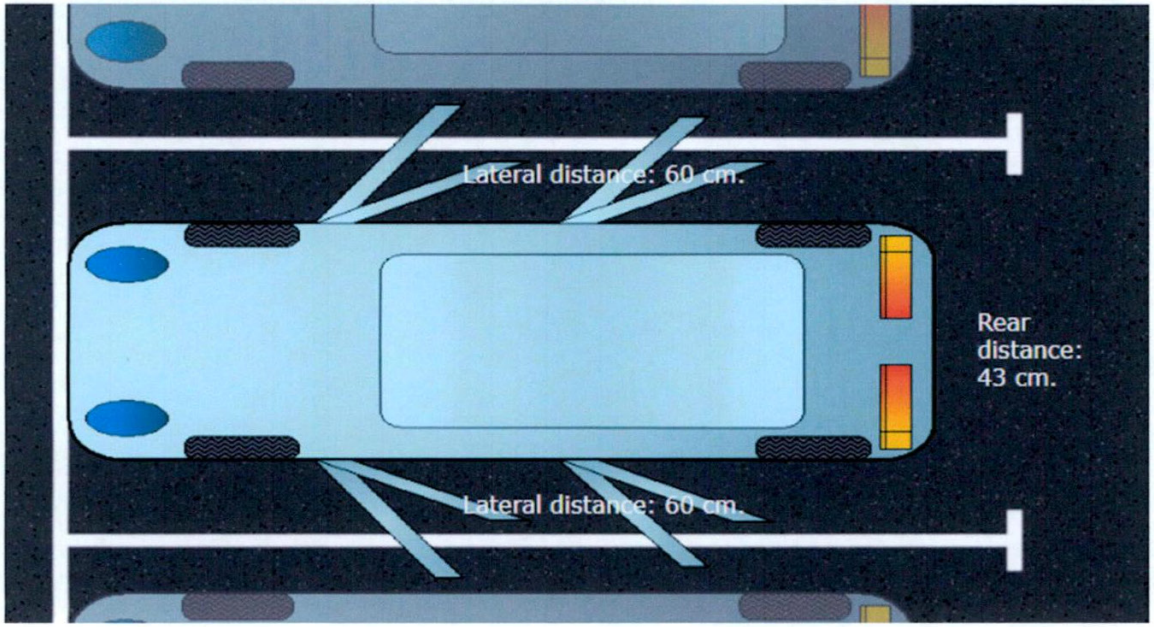
What would overcome my representations?

Three two-storey dwellings, where:

a) All dwellings have a N/S orientation and face the street.
b) All living areas and private open space have a northerly aspect.
c) Removal of the rain garden to allow sufficient on-street visitor parking without the need for spaces elsewhere on the street to be accounted for twice.
d) Any windows and balcony balustrades facing north/west/south above 2m from ground level, will have obscured glass.
e) The dwellings are located at least 6 metres from the back boundary.
f) The front of the building is at least 6 metres from the street boundary.
g) The rubbish bins are relocated away from ALL dwellings.
h) Suitably sized garages are provided for each dwelling so that no on-street parking is required.
i) The issue of how a private contractor will remove the rubbish each week is addressed. There can be no driving up the driveway and then backing out. There is insufficient space to turn. Limit the hours that rubbish is collected - as the rubbish bins, as they are located on the plan, are closer to the sleeping areas at #17 than the living areas @ #19.

Attachment 1 – simulation

Approximate simulation of the space occupied by the **dimensions of Hyundai Elantra-2016** in a **parking spot of 5.00 x 3.00 meters**, including an indicative simulation of complete and partial opening of the doors and a calculation of the lateral and rear clearance distances:



Simulation of average compact car in a garage/parking space where dimensions of the space are 3m x 5m. As you can see there is insufficient space to open the doors fully to remove children/shopping once the vehicle is in the space.

Units 2 and 3 do not have a sufficiently wide enough space for onsite parking for the owner or visitors.

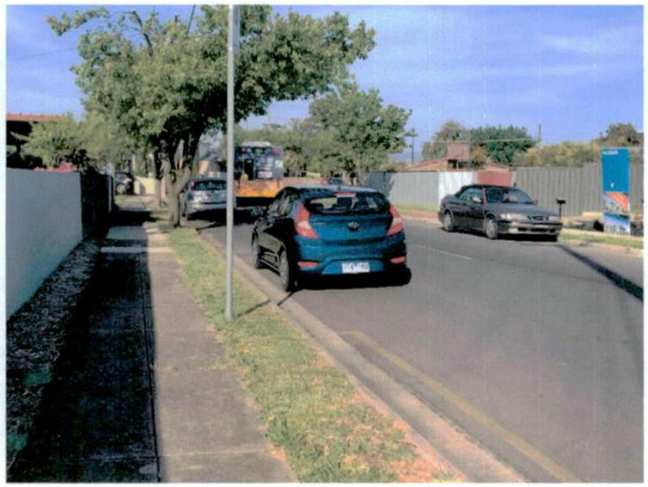




Attachment 2 – Tilden
Traffic flow impeded by overdevelopment along the bus route

east and west views in Tilden St





The corners of Tilden and Gray (looking east to Daly Street). Photos taken at ~ 5.30pm on a Wednesday evening. As you can see there are cars already parked at the curb. The new dwellings on the corner have insufficient off-street parking available for these dwellings and/or it's too dangerous to back out into the road with reduced visibility from traffic on that route. Vehicles trying to enter Tilden Street accommodate buses, larger vehicles by staying where they are (in Daly St in photo 4 – blocking road traffic in Daly) until the larger vehicle has passed. In photo 4 (red 4WD) has had to remain in Daly Street waiting to turn right into Tilden as there was insufficient space in the street for the bus (doing slalom) to pass. Daly Street already has increased traffic due to infill throughout Kurralta Park and surrounding suburbs. Additional dwellings and cars in the area need to travel to the shops. Daly and Beckman Streets are significantly impacted already by the infill development in Kurralta Park.

Attachment 4 3
Poor sightlines already – without a 180mm high fence

Trying to exit the driveway at 18 Tennyson Street at 11.15am on a Friday morning. Looking East, you need to be substantially out into Tennyson Street in the bike lane before you can see is there is any oncoming traffic from the right (South Road). Including as in snap #3 a bus. Parking on the street has created poor sightlines for leaving properties trying to enter traffic flow along Tennyson.








PARMAC PLANNING CONSULTANTS
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ABN 26 319 919 715

25 February 2019

Chief Executive Officer
City of West Torrens
165 Sir Donald Bradman Drive
HILTON SA 5033

Attention: Ms S Gallarello
Development Officer - Planning

Dear Sir

DEVELOPMENT APPLICATION 211/142/2018 – COMBINED APPLICATION FOR A COMMUNITY TITLE LAND DIVISION TO CREATE 4 ADDITIONAL ALLOTMENTS AND A TWO-STOREY RESIDENTIAL FLAT BUILDING COMPRISING 5 DWELLINGS WITH ASSOCIATED CAR PORTS, BALCONIES, MASONRY FRONT WALL, RETAINING WALLS AND FENCING TO A MAXIMUM HEIGHT OF 2.2 METRES
19 TENNYSON STREET, KURRALTA PARK

RESPONSE TO REPRESENTATIONS

Introduction/Instructions

I have been engaged by Mr Richard Zanchetta to provide a response to the Category 2 representations received by the Council in respect of the above development application.

The Council advised the applicant by letter dated 20 February 2019 that four representations were received during the public notification period and inviting the applicant to respond.

Amended Plans

The applicant has prepared further amended plans in response to concerns raised in the representations and matters raised by Council.

The amended plans include:-

- Ground and First Floor Plan, PD sheet 1 of 3, Revision G, dated 22 February 2019,prepard by A D'Andrea & Associates Pty Ltd;
- Elevations, PD sheet 2 of 3, Revision G, dated 22 February 2019, prepared by A D'Andrea & Associates Pty Ltd; and
- Shadow Diagrams, PD sheet 3 of 3, Revision G, dated 22 February 2019, prepared by A D'Andrea & Associates Pty Ltd

Representations

Representations were received from the following:-

D S Jobst	18 Tennyson Street, Kurralta Park
W Clayton	2/18 Tennyson Street, Kurralta Park
M J Sharp	17 Tennyson Street, Kurralta Park
N Resce and M E Resce	21 Tennyson Street, Kurralta Park

I understand that the representation by D S Jobst refers to a previous public notification period conducted in late 2018 and not to the current public notification period for the amended plans (albeit in a similar form to the first publicly notified plans).

I further understand that the Council has advised the applicant that the representation by D S Jobst is valid, notwithstanding that the representer has not lodged a representation in respect of the latest public notification for the plans now under consideration.

In my view, as the application has been amended pursuant to Section 39(4) of the Development Act 1993 and the Council has deemed that the public notification process should be repeated by reason of the amendments made to the application, as provided by Development Regulation 20 and the provisions of Part 6, in particular the lodgement of representations pursuant to Development Regulation 35(a), it is clear that a representation to be considered under Section 38 of the Act **must** be lodged with the relevant authority within 10 business days after the day on which notice of the application is given.

In plain terms, any representation must be made in relation to the particular plans the subject of the last public notification process and not to the first public notification period relating to different plans. Therefore the representation by D S Jobst, in relation to the first public notification period is not valid and may not be taken into consideration by the planning authority for the purposes of Development Regulation 35 and Section 38 of the Act.

Notwithstanding, the response to the representations below includes a substantive response to the issues raised in the first representation by D S Jobst.

Nature of Representations

The issues raised by the representers may be summarised as follows:-

- Reduced number of dwellings;
- Site coverage;
- Set back from boundaries;
- Building does not face the street;
- Car port widths;
- Access and on-street parking;
- On-site storage and location of water tanks on the plan;
- Stormwater and site drainage;
- Layout not optimal for energy efficiency;
- Landscaping;
- Balcony orientation;
- Privacy;
- Private open space shading;
- Overshadowing/loss of sunlight;
- Solar access and energy efficiency;

- Waste management and collection times;
- Noise from residents and air conditioning units;
- Emergency service access;
- Precedence;
- Reduction in land values.

Response to Representations

Approach to Assessment

Firstly, it needs to be noted that it is settled law that the policies expressed through a range of relevant Objectives and Principles of Development Control set out in a Development Plan are advisory in nature and not mandatory. A Development Plan is not a legal statute but a guide to development. It is to be used as a practical tool for practical outcomes.

It is not expected that a proposal would comply with every relevant policy. Indeed it is unlikely that any development would comply with all relevant policies in a Development Plan. There will also be instances where to comply with one policy may cause conflict with another.

The question for assessment is whether, on balance, a proposal is of sufficient merit as to warrant Development Plan Consent.

Site Area Averaging – Development Plan Provisions

It is settled law that site area averaging provisions apply to sites where residential dwellings share a common access. The ERD Court recently had cause to re-state this in ***Gregory & Noor V City Of Charles Sturt & George Majda & Associates [2018] SAERDC 37 (13 August 2018)*** when Commissioner Rumsby said:-

> "58. The key feature distinguishing dwellings in the nature of a residential flat building or group dwelling from the other listed dwelling types is that they do not occupy exclusive, street-fronting, dwelling sites but functionally rely on common areas – typically the driveway and associated landscape areas and often visitor parking. In these circumstances, the term 'average' serves little purpose if the common land is excluded from the calculations.
>
> 59. Moreover, some residential flat buildings can involve dwellings which do not have any at-ground 'site' ie where occupying floor levels exclusively above the at-ground floor level. It would be a nullity in these circumstances if the common land is excluded from the calculation of average dwelling site areas."

Zoning

The subject land is situated in the **Residential Zone** and more particularly located within the **Medium Density Policy Area 19 (PA19)**.

In addition, the subject land is situated within 400 metres of a centre zone.

PDC5 for **PA19** provides that dwellings located within 400 metres of a centre zone should have a minimum site area (and in the case of residential flat buildings, an average site area per dwelling) and a frontage to a public road not less than:-

Site area	150 square metres average
Minimum Frontage	15 metres (for complete building)

The subject land has a frontage to Tennyson Street of 19.20 metres and a depth of 44.20 metres with a total site area of 848.64 square metres, thus providing an average site area per dwelling of 169.7 square metres for the five dwellings proposed.

The proposed development therefore complies with the requirements of **PDC5** for site area per dwelling and street frontage width.

Site coverage
The ground floor site coverage is 38.4%, compared with the maximum of 60% contemplated in **PA19 PDC3**.

The proposal complies with the site coverage set out in **PDC3**.

Set back from boundaries
Dwellings within **PA19** are to have a minimum primary road frontage set back of 3 metres as set out in **PDC3**. The proposal complies with the frontage set-back.

PDC3 also provides for a 6 metres set-back from rear boundaries. The development proposal provides for a rear boundary set-back of 3.6 metres at ground level, which exceeds the set-back of the development on the northern boundary at the rear of No. 10 Broughton Street. The upper floor set-back from the rear boundary is generally 6.0 metres. In my view, the proposal will not have any consequential impact on the enjoyment of its northern neighbour by reason of the reduced set-back at ground level in the circumstances and is therefore an acceptable departure from the Development Plan in this instance.

There is no development on either side boundary. Set-backs generally exceed the 1.0 metres minimum set out in **PDC11** for the **Residential Zone**, except for the blade walls dividing the adjacent car ports at 600 mm on the western boundary. The upper floor set-backs from the western side boundary are 2.3 metres, which exceed the 2.0 metres minimum expressed in **PDC11**.

Building does not face the street
The streetscape elevation for the residential flat building clearly shows that dwelling 1 has windows that face the street. The front door of this dwelling also faces the street. The remaining dwellings face the internal driveway. However, dwelling 1 provides passive surveillance of the street and assists in maintaining a streetscape appearance.

As noted in the above ERD Court judgement by Commissioner Rumsby:-

> "The key feature distinguishing dwellings in the nature of a residential flat building or group dwelling from the other listed dwelling types is that they do not occupy exclusive, street-fronting, dwelling sites (my underlining) but functionally rely on common areas – typically the driveway and associated landscape areas and often visitor parking."

Car port widths
The garage doors are a standard width and do not affect the ability for access to a vehicle. The internal garage parking space width behind the garage doors complies with the Australian Standard AS2890.1.

Access and on-street parking
Site access is gained via a common driveway with a 6 metres wide by 6 metres deep entry point to allow for two-way vehicle flow at this point. All vehicles are able to enter and exit in a forward direction, as all internal manoeuvring allows for standard turning for a B85 vehicle.

The site floor plan shows that a special kerbing arrangement comprising a stormwater detention system (locally known as a "rain garden") has been installed by the Council in the street road pavement. There are a number of similar structures installed in other locations throughout the local area.

PDC12 in **Land Division** in the **General Section** of the Development Plan contemplates on-street vehicle parking at a ratio of one car parking space for every two allotments, the Council has clearly undertaken the street detention systems in the full knowledge that this will have some impact on the availability of kerb-side car parking.

The site provides for one under cover car parking space per dwelling and one additional visitor car parking space for each dwelling. In addition, there is a shared visitor car parking space at the rear of the site. Car parking for residents and visitors complies with **Table WeTo/2 – Off Street Vehicle Parking Requirements**, with the exception of a minor shortfall of an additional 0.25 car parking spaces per dwelling (1 space instead of 1.25 spaces).

Given that the subject land is situated in an inner metropolitan location within 400 metres of a centre zone and less than 300 metres from South Road, which has a metropolitan public transport route, the minor shortfall of 0.25 additional shared visitor car parking spaces is not considered to be serious, particularly as most visiting of residents occurs outside of the normal business day and at weekends, thus reducing any likely conflict with other on-street car parking demands.

On-site storage and location of water tanks on the plan

The amended plans show the locations of on-site storage, all of which exceed 8 cubic metres and in compliance with **PDC31** for the **Residential Zone**.

The provision of water tanks for residential development is mandated by the Building Code of Australia (BCA). The amended Civil Details plan, sheet 1, designed by civil engineers SCA Engineers Pty Ltd shows detention water tanks for each of the dwellings as required.

Stormwater and site drainage

The subject land has a slight fall to the northern (rear) boundary. The Civil Details plan, as discussed above, shows that the engineers have designed a stormwater system to capture surface water in sumps and pump it as necessary to the street stormwater system. This is a common design solution adopted across most sites where natural site fall does not go to a street.

Layout not optimal for energy efficiency

The dwellings will perform as required by the BCA in regard to thermal efficiency, including wall and roof insulation.

The roof design is capable of having solar collectors installed to provide energy to each dwelling.

Landscaping

The selection of species for landscaping is a very personal and subjective matter. For spaces such as driveway borders, there is obviously a need for species that will not outgrow the spaces and crowd the driveway.

The proposal includes a Manchurian Pear tree at the entrance to the site. These trees grow well in the Adelaide climate and are a regular choice for Councils as a street tree and are popular with home gardeners for their growing habit, winter leaf fall, spring flowers and summer shade.

The use of grasscrete will break up the massing of driveway hardstand surfaces and provide a softer appearance with micro-climate benefits.

Balcony orientation

Two upper level balconies face east and one faces west for each of three dwellings. Dwellings 1 and 5 do not have balconies, as they both have larger ground floor private open spaces.

The time of year and time of day will have an impact on when balconies are used as external living space.

The site design provides a range of choices for potential residents, based on balancing their personal needs.

Privacy

The privacy of neighbours and occupants of the subject land have been appropriately considered.

Obscure glazing has been specified to a height of not less than 1700mm above floor level where required to protect neighbour privacy from overlooking. The west-facing balcony of dwelling 4 includes an obscure balcony balustrade screen to a height of 1800mm above floor level.

The east-facing balconies of dwellings 2 and 3 do not cause overlooking issues for the eastern neighbour. Both of these balconies are approximately 6.8 metres from the eastern boundary.

The dwelling 2 balcony faces the eastern neighbour's car port and side courtyard, both of which have a polycarbonate side wall screen on the boundary rising to the roof line, which provides weather protection and privacy.

The dwelling 3 balcony is set back from the adjacent building line, which precludes overlooking of the rear yard of the eastern neighbour.

Private open space shading

Private open spaces for dwellings 2 – 4 provide for solar access in the winter from mid-day to 3:00pm and dwelling 5 from 9:00am – 3:00pm. Dwelling 1 has much of its private open space in shadow during the winter months.

On balance, I consider that the design provides for reasonable solar access for the design.

Overshadowing/loss of sunlight

The shadow diagrams forming part of the amended plans prepared by A D'Andrea & Associates, show that partial overshadowing of abutting development occurs during the winter months. However, more than 2 hours of direct sunlight will be available to the ground level open space of existing neighbours (east and west) on 21 June as contemplated by **General Section Residential Development PDC12**. The proposal therefore complies with **PDC12** and generally complies with **PDC10**.

Solar access and energy efficiency

Solar access and energy efficiency have been dealt with under other headings as above.

In summary, the proposal reasonably complies with **General Section Residential Development PDC10** and **12** in respect of solar access.

Energy efficiency is largely managed by compliance with the BCA in regard to use of materials including insulation and thermal properties of other building materials used in the construction.

Waste management and collection times

The applicant has provided the Council with a signed agreement with a licenced waste management contractor to make collections of domestic waste. The rubbish collection vehicle is to reverse onto the site to make the pick-up at controlled times and to drive out of the site in a forward direction.

All domestic waste will be collected internally, with no bins required to be put out in the street.

The Council is able to add a condition to any consent, nominating rubbish collection times and that vehicles will reverse into the property and drive out forwards.

Noise from residents and air conditioning units

There is unlikely to be any more noise from occupants of the proposed development than there is from the occupants of any other residential dwelling in the locality.

In regard to air conditioning, all air conditioners are required to comply with the Environment Protection Authority mandatory *Environment Protection (Noise) Policy 2007*.

Council may add a condition or note to any consent, to re-state the requirement to comply with the Environment Protection (Noise) Policy.

Emergency service access

Access to the building for emergency services such as fire, must comply with the BCA. This is a building code matter.

Precedence

There is no concept of precedence for consideration of development applications as determined by case law. Each development application is required to be considered on merit individually in accordance with Section 33(1)(a) of the Development Act 1993.

Reduction in land values

Land valuation is not a matter for consideration in respect of any development application as the South Australian planning system does not provide for it.

Attendance At CAP Meeting Hearing

As some representers have expressed a wish to attend the CAP meeting to be personally heard in respect of their representation, would you kindly advise of the date, time and place of the meeting so that the applicant or representative may also attend to respond to any verbal submissions as provided pursuant to Section 38(11) of the Development Act 1993.

Yours faithfully

R J McBryde

Robert J McBryde, Dip Tech Planning, MPIA

Preliminary Traffic, Flooding & Stormwater Assessment

Development Application No: 211/142/2018

Assessing Officer:	Sonia Gallarello
Site Address:	19 Tennyson Street, KURRALTA PARK SA 5037
Certificate of Title:	CT-5312/667
Description of Development	Combined Land division - Community Title; SCAP No. 211/C015/18 to create four (4) additional allotments and construction of a residential flat building comprising five (5) dwellings, partially enclosed carports, balconies, front masonry wall (1.8 metres high) and retaining wall and fencing to a maximum height of 2.2 metres

TO THE TECHNICAL OFFICER - CITY ASSETS

Please provide your comments in relation to:

☐ Site drainage and stormwater disposal

☐ Required FFL

☐ On-site vehicle parking and manoeuvrability

☐ New Crossover

☐ Your advice is also sought on other aspects of the proposal as follows:

.....
.....

PLANNING OFFICER - Sonia Gallarello DATE 21 March, 2019

City of West Torrens
Between the City and the Sea

Memo

To	Sonia Gallarello
From	Andrew King
Date	22-Mar-2019
Subject	211/142/2018, 19 Tennyson Street, KURRALTA PARK SA 5037

Sonia Gallarello,

The following City Assets Department comments are provided with regards to the assessment of the above development application:

1.0 Flood Consideration – Finished Floor Level (FFL) Requirement – up to 100mm Zone

1.1 Portions of the development are located within the 'up to 100mm' area of flood effect from Keswick and Brown Hill Creek flood plain mapping as nominated in Council's Development Plan.

1.2 Previous feedback has clarified that the minimum acceptable FFL for each of the new dwellings should be 21.72m to satisfy typical flood protection requirements.

The current civil plan (SCA Engineers - Dwg No. 171010-C1/C) nominates for the FFL of each new dwelling to be 21.72m which evidently would satisfy the minimum requirement previously nominated.

2.0 Traffic Comments

2.1 Previous feedback has indicated that;
As the access driveway will service more than one property at the rear, the driveway corridor to the site will require widening to a minimum of 5.5m wide pavement width (+ 300mm offset from fences/walls/boundary) for the first 5.0m into the site to permit the passing of entering and exiting traffic.

Further information in the Verge Interaction section of previous feedback called for the crossing place of this development to be offset a minimum of 1.0m from that of the adjacent property driveway, which is located directly on the eastern boundary.

Civic Centre 165 Sir Donald Bradman Drive, Hilton 5033 South Australia **Tel** (08) 8416 6333 **Fax** (08) 8443 5709
E – mail csu@wtcc.sa.gov.au **Website** westtorrens.sa.gov.au

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Although alterations have been undertaken to the dimensionality of the driveway entrance from that previously nominated, satisfaction with the above points have not been achieved.

The garden bed on the eastern side of this driveway entry area is estimated to be 500 to 600mm wide. To satisfy with the standard typical entrance driveway width to the dwelling and letterbox, the section of garden bed adjacent to the entrance driveway should be reduced to 300mm in width (from the front boundary to the bin collection area).

Based on the above approach, the standard offset to the adjoining property driveway will also become difficult to achieve and will still be compromised by the proposed arrangement.

It is recommended that in association with any approval of this development a condition similar to the following be included;

- **The garden bed along the eastern side of the driveway from the front property boundary to the bin collection area is to be reduced to a 300mm in width.**

2.2 Traffic manoeuvrability has been assessed as acceptable in accordance with the site layout shown in 'Site/Ground Plan' (D'Andrea & Associates – Sheet 01 of 02 Rev G).

It is noted that the currently proposed title for the development does not protect the visitor parking space nor some of the individual property turning movements on common title land. It is recommended that the planner satisfy themselves of the appropriateness or otherwise of the title and traffic requirements overlays.

3.0 Waste

The applicant has indicated the acceptance of the development site being serviced by a private waste contractor, with each dwelling having an individual bin set stored within each dwellings allotment and these being placed at a communal collection point along the driveway on the day/days of collection.

The private waste collection vehicle will be restricted to reversing into the site and leaving the site in a forward movement.

It is recommended that in association with any approval of this development a condition similar to the following be included;

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Between the **City and the Sea**

- **Due to the scale and nature of this development, the dwellings within will not be eligible to a Council based waste collection service.**
  All waste generated by the development will be required to be collected by private waste contractors, with all costs and arrangements for this servicing to be borne/coordinated by a 'body corporate' or similar acting on behalf of the individual properties.
  Waste must be collected from within the private property (no waste collection or servicing to occur from the public road reserve), with the service vehicle being restricted to reverse into the site and exit the site in a forward direction.

4.0 Verge Interaction

4.1 Previous feedback has indicated that;
In association with new development, driveways and stormwater connections through the road verge need to be located and shaped such that they appropriately interact with and accommodate existing verge features in front of the subject and adjacent properties.

As outlined within Section 2.1 above, as the offset of the new driveway from this development and the existing driveway from the adjacent property to the east have not been suitably addressed in the current arrangement for the site, a compromised position in relation to the typical offset of driveway will be resultant.

The current Civil Detail plan for the development nominated the stormwater connection to the street (from the common driveway) in a location which also does not satisfy the directioning of previous feedback.

It is recommended that the addressing of the suitable locating of stormwater connections from the development can be undertaken in association with the resolution of the proposed Stormwater Management Reserve matter for the development.

5.0 Existing Council Infrastructure

It has previously been outlined that the proposed site access arrangements will conflict with existing public infrastructure (a RainGarden) adjacent to the development site.

Council (as owners of the infrastructure) has indicated satisfaction for the RainGarden to be altered as necessary to accommodate the development as

City of West Torrens
Between the City and the Sea

proposed based on the applicant bearing direct costs associated with alterations.

The applicant has agreed to this approach and as part of this agreement, paid a deposit for the alteration works.

Based on agreements and commitments reached, Council's City Assets Department is satisfied to support the access arrangement for the development as currently nominated within plans and documentations.

6.0 Stormwater Management

Previous feedback has indicated that;
For this scale and nature of proposed development, Council's City Assets Department would consider acceptable an alternate approach to the provision of conventional stormwater detention calculations and implementation.

This alternate solution would provide improved sustainable supply to water to the ultimate homeowner and at the same time, collect and use the majority of the roof stormwater generated by the properties.

In this alternate stormwater management proposal, the following arrangements should be notated for each dwelling within the development.

- *Installation of a 3,000 litre rainwater tank.*
- *Rainwater tank plumbed to deliver recycled water all toilets and laundry cold water outlet. (Can also be connected to Hot Water Service if desired).*
- *A minimum of 90% of the dwelling roof area is to have its stormwater runoff directed to the rainwater tank.*
- *Mains water backup, pump and plumbing arrangements as typically required to support such an installation are to be compliant with the standard Building Code requirements associated with a compulsory rainwater tank installation.*
- *The stormwater collection and re-use system is to be installed and operational prior to occupancy of the dwelling.*

In association with a development where the applicant has nominated this approach, it is recommended that a condition similar to the following be included with any approval;

- *Prior to occupancy of a dwelling, the 3,000 litre stormwater collection & reuse tank and associated plumbing to service all toilets and laundry is to be installed and operational.*

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Should the applicant not desire to utilise the above alternate arrangement for stormwater management, then the applicant would be requested to demonstrate through satisfactory calculations and design for conventional stormwater detention. These works to limit the peak discharge rate for the ***site critical 20 year ARI storm event*** *to equivalent to a predevelopment arrangement with a* ***0.25 runoff coefficient****. Note that the current proposal does not target the correct detention requirements.*

The current civil plan (SCA Engineers - Dwg No. 171010-C1/C) indicates a calculated stormwater detention approach with combination detention/retention tanks on each dwelling and potentially some detention of stormwater from the common driveway area. To the best of my understanding no supporting calculations have been provided to demonstrate satisfaction with the standard targets for such.

It is also noted that the effective solution nominated on these plans is a 3,000 litre tank per dwelling (all be it a split detention/retention tank). It would be simply noted that the alternate solutions offered by Council is muchly of the same consequence to the developer as they have already proposed, however with differing manners to which the collected water is utilised.

Although the provided information does not address or satisfy either of the options clearly outlined in the previous additional information request, it is considered that the developing of a satisfactory solution should be simple to achieve based on further clarification or minor modification of that already provided.

It is recommended that in association with any approval of this development a 'Reserve Matter' similar to the following be included;

- **Prior to the lodgement for full development consent, a stormwater management plan for the site must be provided and approved to the reasonable satisfaction of the Manager City Development.**

Should you require further information, please contact Richard Tan on the following direct extension number 8416 6296

Regards

Andrew King
Coordinator Engineering Service

Civic Centre 165 Sir Donald Bradman Drive, Hilton 5033 South Australia **Tel** (08) 8416 6333 **Fax** (08) 8443 5709
E – mail csu@wtcc.sa.gov.au **Website** westtorrens.sa.gov.au

STATE COMMISSION ASSESSMENT PANEL

A COMMITTEE OF THE STATE PLANNING COMMISSION

Contact Planning Services
Telephone 7109 7016
Email dldptipdclearanceletters@sa.gov.au

State Commission Assessment Panel

Level 5
50 Flinders Street
Adelaide SA 5000

GPO Box 1815
Adelaide SA 5001

08 7109 7061

7 February 2019

City Manager
City of West Torrens
165 Sir Donald Bradman Drive
HILTON SA 5033

Dear Sir

Re: Proposed Development Application No.211/C015/18 (ID 60772) – Amended Plan 18/01/19 for Land Division *(Community Title Plan)* by Pascale Construction Pty Ltd

Further to my letter dated 14 November 2018 and to assist the Council in reaching a decision on this application, copies of the reports received by the State Commission Assessment Panel (SCAP) from agencies that it has consulted have been uploaded for your consideration.

IT IS REQUESTED PURSUANT TO SECTION 33 (1) (c) OF THE *DEVELOPMENT ACT 1993* THAT THE COUNCIL INCLUDE IN ITS DEVELOPMENT APPROVAL THE FOLLOWING REQUIREMENTS OF THE SCAP.

1. The financial requirements of the SA Water Corporation shall be met for the provision of water supply and sewerage services. (SA Water H0069104)

   SA Water advises on receipt of the developer details and site specifications an investigation will be carried out to determine if the connections to your development will be standard or non-standard fees.

   The developer must inform potential purchasers of the community lots in regards to the servicing arrangements and seek written agreement prior to settlement, as future alterations would be at full cost to the owner/applicant.

2. Payment of $27,320.00 into the Planning and Development Fund (4 allotment/s @ $7253.00 /allotment). Payment may be made by credit card via the internet at www.edala.sa.gov.au or by phone (7109 7018), by cheque payable to the State Planning Commission marked "Not Negotiable" and sent to GPO Box 1815, Adelaide 5001 or in person, by cheque or credit card, at Level 5, 50 Flinders Street, Adelaide.

3. A final plan complying with the requirements for plans as set out in the Manual of Survey Practice Volume 1 (Plan Presentation and Guidelines) issued by the Registrar General to be lodged with the State Commission Assessment Panel for Land Division Certificate purposes.

IT IS ALSO REQUIRED THAT COUNCIL PROVIDE THE SCAP WITH:

a) the date on which any existing building(s) on the site were erected (if known);
b) the postal address of the site; and
c) a copy of its Decision Notification Form (via EDALA) pursuant to Regulations 60 (4) (b) ii and 44 respectively.

IT IS RECOMMENDED THAT THIS INFORMATION BE INCORPORATED INTO COUNCIL'S ADVICE WHEN REPORTING THAT THEIR REQUIREMENTS (IF ANY) HAVE BEEN FULLY SATISFIED.

Yours faithfully,

Biljana Prokic
LAND DIVISION COORDINATOR – PLANNING SERVICES
as delegate of the
STATE COMMISSION ASSESSMENT PANEL

SA Water
Level 6, 250 Victoria Square
ADELAIDE SA 5000
Ph (08) 7424 1119
Inquiries TONY PANNUNZIO
Telephone 7424 1243

22 January 2019

Our Ref: H0069104

The Chairman
State Commission Assessment Panel
50 Flinders St
ADELAIDE SA 5000

Dear Sir/Madam

PROPOSED LAND DIVISION APPLICATION NO: 211/C015/18 AT KURRALTA PARK

In response to the abovementioned proposal, I advise that pursuant to Section 33 of the Development Act it is necessary for the developer to satisfy this Corporation's requirements, which are listed below.

The financial requirements of SA Water shall be met for the provision of water supply and sewerage services.

On receipt of the developer details and site specifications an investigation will be carried out to determine if the connections to your development will be standard or non standard fees.

The developer must inform potential purchasers of the community lots of the servicing arrangements and seek written agreement prior to settlement, as future alterations would be at full cost to the owner/applicant.

Yours faithfully

TONY PANNUNZIO
for MANAGER LAND DEVELOPMENT & CONNECTIONS

6.2 5 Tyson Street, ASHFORD

Application No 211/1369/2018

Appearing before the Panel will be:

Representors: **Kris Krotiris** of 1/6 Tyson Street, Ashford wishes to appear in support of the representation.

Christopher Aiken of 8 Tyson Street, Ashford wishes to appear in support of the representation.

Applicant: **Phuong Pham** on behalf of the applicant wishes to appear in response to the representations.

DEVELOPMENT APPLICATION DETAILS

DESCRIPTION OF DEVELOPMENT	Construction of a three storey residential flat building containing 7 dwellings, a fence and retaining wall with a maximum height of 2.3m and associated landscaping
APPLICANT	Advanced Development Group Solutions
LODGEMENT DATE	27 December 2018
ZONE	Urban Corridor Zone
POLICY AREA	Boulevard Policy Area 37
APPLICATION TYPE	Merit
PUBLIC NOTIFICATION	Category 2
REFERRALS	Internal • City Assets • City Operations
DEVELOPMENT PLAN VERSION	12 July 2018
DELEGATION	• The relevant application proposes residential development of three or more storeys above finished ground level. • The relevant application is for a merit, Category 2 or Category 3 form of development, representations have been received and one or more representors wish to be heard on their representation.
RECOMMENDATION	Support with conditions
AUTHOR	Jordan Leverington

SUBJECT LAND AND LOCALITY

The subject land is formally described as Allotment 97 in Deposited Plan 3108 in the area named Ashford, Hundred of Adelaide, Volume 5749 Folio 419, more commonly known as 5 Tyson Street, Ashford. The subject site is rectangular in shape with an 18.3 metre (m) wide frontage to Tyson Street, a depth of 42.7m and a site area of 780.9 square metres (m^2).

There are no easements, encumbrances or Land Management Agreements on the Certificate of Title and there are no regulated trees on the subject site or on adjoining land that would be affected by the development.

The site is relatively flat and currently contains a single storey detached dwelling, grassed front and rear yards interspersed with semi mature trees and bushes. The street verge directly in front of the subject site contains two street trees and a stobie pole.

The locality is mixed use in nature comprised of residential and commercial land uses. Dwellings can be found north-west, north-east and south-east of the subject site with commercial land uses located south-west of the subject site. The car parking area of the commercial uses is directly adjacent the subject site.

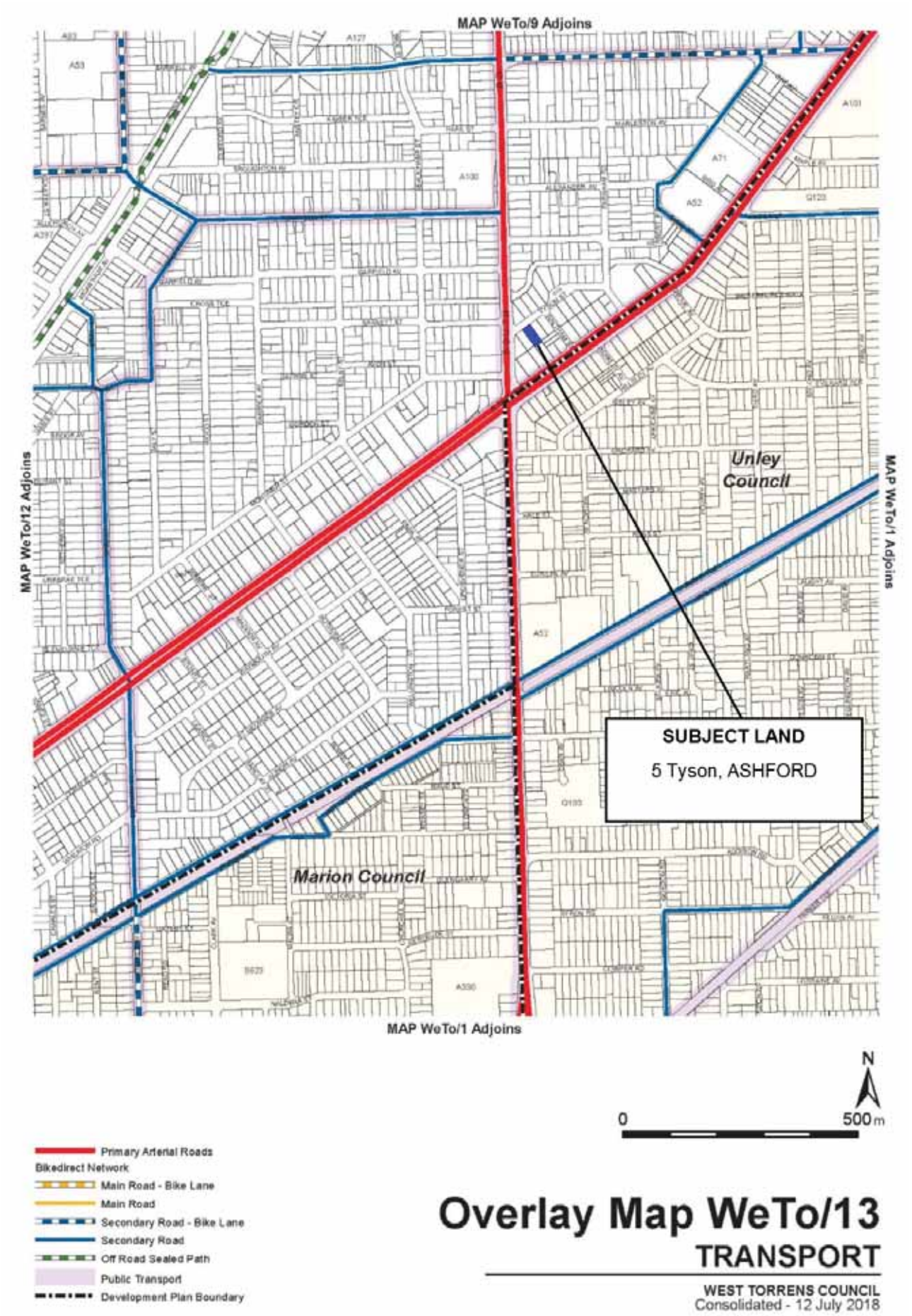
Tyson Street forms the boundary between the Urban Corridor Zone, Boulevard Policy 34 and the Residential Zone, Medium Density Policy Area 19. Further to the north-east is the Residential Zone, Ashford Character Policy Area 22.

The locality is flood affected with an anticipated depth of between 0.1 - 0.25m during a 1 in 100 Annual Rain Interval (ARI) event.

The amenity of the locality is impacted upon by the close proximity of two major arterial roads in South Road and Anzac Highway as well as the non-residential land uses noted above.

The subject land and locality are shown on the aerial imagery and maps below.


MAP WeTo/13
KURRALTA PARK
R 19
R 22
ASHFORD
TYSON STREET
Residential Code 28 Area
WALTHAM STREET
SOUTH ROAD ACCESS
SOUTH ROAD HWY
ANZAC HIGHWAY
LrC 34
SUBJECT LAND
5 Tyson Street, ASHFORD
= Subject Land
= Locality


MAP WeTo/9 Adjoins
MAP WeTo/12 Adjoins
MAP WeTo/1 Adjoins
MAP WeTo/1 Adjoins
Unley Council
Marion Council
SUBJECT LAND
5 Tyson, ASHFORD
N
0
500 m
Primary Arterial Roads
Bikedirect Network
Main Road - Bike Lane
Main Road
Secondary Road - Bike Lane
Secondary Road
Off Road Sealed Path
Public Transport
Development Plan Boundary
Overlay Map WeTo/13
TRANSPORT
WEST TORRENS COUNCIL
Consolidated - 12 July 2018

PROPOSAL

The proposed development seeks Development Plan consent for the construction of a 3 storey residential flat building containing seven dwellings, and a retaining wall and fence up to a maximum height of 2.3m and associated landscaping.

Each dwelling will have ground floor vehicular and pedestrian access and contain the following attributes:

- Two bedrooms;
- Single garage;
- Study;
- Two bathrooms;
- Open plan living, kitchen and dining area; and
- Balcony.

The private open space (POS) is to be split between the ground floor area behind the study and the first floor balcony area.

There is one visitor car park and three bike parks located in front of the residential flat building. Water meters and letterboxes will be located within the common area.

Waste will be collected by Council with each of the dwellings sharing common bins. There will be a maximum of eight bins presented to the street each week comprised of 4 waste and then either three green or four recycling bins.

The relevant plans and documents are contained in **Attachment 2**.

PUBLIC NOTIFICATION

The application is a Category 2 form of development pursuant to the Procedural Matters section of the Urban Corridor Zone as the subject site is adjacent the Residential Zone.

Properties notified	22 properties were notified during the public notification process.
Representations	Three representations were received with one subsequently withdrawn.
Persons wishing to be heard	Two representors wish to be heard. • Kris Krotiris of 1/6 Tyson Road, Ashford • Christopher Aiken of 8 Tyson Street, Ashford
Summary of representations	• Does not fit with the character of the area; • Noise and traffic impacts; • Will negatively affect the streetscape; • Detrimental to privacy; • Insufficient on-site car parking; and • Impact to on-street parking.
Applicant's response to representations	• The deficiency of 1 car park can be accommodated by the two on-street car parks available; • The proposal has been amended so that the balconies on the first floor and bedroom windows on the third floor of dwellings 5, 6 & 7 will now be obscured; • The Development Plan calls for a higher density in this location; • The proposal is 5 storeys lower than it could be as supported by the Zone provisions.

It should be noted that the applicant's response regarding the height of the proposal is misleading as the subject site is located in an area that only supports up to 3 storeys of 12.5m in height as per PDC 13 of the Urban Corridor Zone.

A copy of the representations and the applicant's response is contained in **Attachment 3**.

INTERNAL REFERRALS

Department	Comments
City Assets	• With the exception of the deficient visitor car parking, all other initial concerns have been resolved by way of amended plans and information.
City Operations	• Raised no concerns and are satisfied with the offset between the street tree and proposed crossover.

A copy of the relevant referral responses is contained in **Attachment 4**.

RELEVANT DEVELOPMENT PLAN PROVISIONS

The subject land is located within the Urban Corridor Zone and, more specifically, Boulevard Policy Area 34 as described in the West Torrens Council Development Plan. The relevant Desired Character statements are as follows:

Urban Corridor Zone - Desired Character

This zone will contain an innovative mix of medium density (45-70 dwellings per hectare) and high density (70-200 dwellings per hectare) residential development, together with community and employment land uses, along the Port Road, Anzac Highway and Henley Beach Road corridors. The combination of land uses will vary within these corridors. Some locations will contain a genuine land use mix with ground floor shops, restaurants and offices, and upper level residential, while other areas will give primacy to residential development. Other parts of the zone will have a strong employment focus.

The function of main roads in the zone, particularly Port Road and Anzac Highway, as major transport corridors will be protected by providing access to allotments from secondary road frontages and rear access ways as much as possible. Parking areas will be consolidated, shared (where possible) and screened from the street or public spaces. Allotments with car parking fronting Port Road, Anzac Highway and Henley Beach Road will be redeveloped with built form closer to the road and reconfigured car parking areas.

As one of the key zones in the City of West Torrens where there will be transformation in built form, new buildings will be recognised for their design excellence. These buildings will establish an interesting pedestrian environment and human-scale at ground level through careful building articulation and fenestration, verandas, balconies, canopies and landscaping. In general, the greatest height, mass and intensity of development will be focussed at the main road frontage. Buildings of 3 or more storeys will be the predominant built form. It is for these reasons that dwellings other than detached dwellings will be the predominant form of residential development.

Overlooking, overshadowing and noise impacts will be moderated through careful design, Impacts on adjoining zones where development is lower in scale and intensity will be minimised through transition of building heights and setbacks, judicious design and location of windows and balconies, and the use of landscaping. The transition of building heights and setbacks, and judicious design is especially important adjacent Character Policy Areas, including those Character Policy Areas at Glandore and Ashford. The use of blank walls in these transitional areas, especially at the rear and side of allotments, will be avoided. Plant and service equipment will be enclosed and screened from view from the street and neighbouring allotments.

Where buildings are set back from main roads, landscaping will contribute to a pleasant pedestrian environment and provide an attractive transition between the public and private realm. Large scale development in the zone will facilitate the establishment of areas of communal and public open space, and create links with existing movement patterns and destinations in the zone. Front fencing in the zone will be kept low and/or visually permeable. Some parts of the zone, including allotments in Thebarton and Keswick, are potentially contaminated because of previous and current industrial activities. In these circumstances, development is expected to occur on a precautionary basis if site contamination investigations identify potential site contamination, particularly where it involves sensitive uses such residential development.

The Thebarton brewery has potential to cause nuisance to future users and residents within this zone through noise and odour. To mitigate potential adverse impacts, residential development north of Smith Street that is likely to be sensitive to brewery operations should generally be avoided unless interface mitigation measures have been implemented (or will be implemented within an acceptable period) such that the anticipated impacts are within acceptable limits. Noise and air amenity with the zone is not expected to be equivalent to that expected from living in a purely residential zone.

Objectives	*1, 2, 4, 5, 6, 7, 9*
Principles of Development Control	*1, 4, 5, 6, 7, 8, 9, 11, 13, 15, 16, 17, 19, 20*

Boulevard Policy Area 34 - Desired Character

The policy area will contain a mix of land uses that complement the function of Port Road as a strategic transport route linking central Adelaide with the north western suburbs, and Anzac Highway linking central Adelaide with Glenelg.

The redevelopment of existing commercial and industrial allotments into medium-to-high scale, mixed-use development will occur. Where development has a mix of land uses, non-residential activities such as shops, offices and consulting rooms will be located on lower levels with residential land uses above. In order to achieve the desired transformation of the policy area, dwellings other than detached dwellings will be the predominant form of residential development.

A mix of complementary land uses will assist in extending the usage of the policy area beyond normal working hours to enhance its vibrancy and safety.

Development will take place at medium and high densities, at a scale that is proportionate to the width of Port Road and Anzac Highway respectively. To achieve this, development will take place on large, often amalgamated allotments. Vehicle access points will be located off side streets and new rear laneways where possible, so that vehicle flows, safety and efficient pedestrian movement along Port Road and Anzac Highway are maintained.

Pedestrian areas will be enhanced to maximise safety and strong links will be made between development and tram stops along Port Road, and Bonython Park.

While the use and address of buildings will be designed to be easily interpreted when driving in a vehicle, the footpath will be sheltered with awnings, verandas and similar structures. Buildings of up to eight storeys will have a strong presence to Port Road and Anzac Highway. At lower levels, buildings will have a human scale through the use of design elements such as balconies, verandas and canopies. Development on corner allotments will enhance the gateway function of such corners by providing strong, built-form edges combined with careful detailing at a pedestrian scale to both street frontages.

Podium elements, where higher floors of the building are set back further than lower level floors, may be used to improve air quality (through greater air circulation), as well as enhancing solar access, privacy and outlook for both the residents of the building and neighbours. *Buildings along Port Road will have zero setback from the front boundary in order to establish a strong and imposing presence to the road, while short front setbacks along Anzac Highway will allow for some landscaping to contribute to a more open landscaped character.* *On-site vehicle parking will not be visible from Port Road and Anzac Highway, by locating parking areas behind building facades and shielding under croft parking areas with landscaping and articulated screens.*

Objectives	*1, 2, 4*
Principles of Development Control	*1, 2, 3, 5, 6*

Additional provisions of the Development Plan which relate to the proposed development are contained in **Attachment 1**.

QUANTITATIVE STANDARDS

The proposal is assessed for consistency with the quantitative requirements of the Development Plan as outlined in the table below:

DEVELOPMENT PLAN PROVISIONS	STANDARD	ASSESSMENT
NET SITE DENSITY *Urban Corridor Zone* *PDC 5*	100 dwellings per hectare (min.)	90 dwellings per hectare **Does Not Satisfy**
PRIMARY STREET SETBACK *Urban Corridor Zone* *PDC 17*	2m (minimum)	3m **Satisfies**
SIDE SETBACKS *Urban Corridor Zone* *PDC 19*	no minimum up to 2 storeys and 3m above this height	0m - ground floor 1m - first floor 3m - second floor **Satisfies**
REAR SETBACK *Urban Corridor Zone* *PDC 19*	0m	0m **Satisfies**
BUILDING HEIGHT *Urban Corridor Zone* *PDC 13*	3 storeys or 12.5m (max.)	3 storeys or 10.2m **Satisfies**

STORAGE *Residential Development* *PDC 31*	8m³ (min.)	18.3m³ **Satisfies**
LANDSCAPING *Medium and High Rise Development* *PDC 23*	7% site (deep soil areas) 3m (min. dimension) 55m² required	111.6m² deep soil areas 3m dimension **Satisfies**
CAR PARKING *WeTo/6*	9 spaces required	8 spaces provided **Does not Satisfy**
BICYCLE PARKING *WeTo/7*	3 spaces required	3 spaces provided **Satisfies**

ASSESSMENT

In assessing the merits or otherwise of the application, the proposed development is discussed under the following sub headings:

Desired Character and Pattern of Development

The subject site is located within the Urban Corridor Zone which has a primary focus to significantly increase residential densities in mixed use forms of development. Non-residential land uses are envisaged on the ground floor with residential land uses above. The site is also within Boulevard Policy Area 34 which generally seeks the highest density and building height of all the Urban Corridor Zone Policy Areas. However, part of the Policy Area located between Syme Road and South Road has been limited to a maximum of height of 3 storeys or 12.5m in recognition of the existing residential land uses.

In most instances, the Urban Corridor (UrC) Zone is located along the edges of major transport corridors such as Port Road, Anzac Highway and James Congdon Drive. However in some instances, the UrC Zone extends deeper into adjoining areas accommodating allotments with no direct frontage to a main transport corridor. This has been done in order to encourage the amalgamation of allotments into larger sites that will accommodate more substantial developments.

The subject site is one of the properties that has no direct access to South Road and is located on an access road to South Road.

Although Tyson Street is only 200m long, it accommodates three different zones and policy areas with quite different policy provisions. In addition to the UrC Zone, the northern side of the road is located in the Residential Zone, Medium Density Policy Area 18 and the eastern end of the road is in the Residential Zone, Ashford Character Policy Area. Each of the zones and policy areas support different built forms, land uses, densities and setbacks.

The proposed three storey built form is consistent with what could be achieved in the Medium Density Policy Area 18, but two storeys higher than what is supported in the Ashford Character Policy Area. Unsurprisingly, the pattern of development in the local area is as varied as the zoning that relates to it. Allotments are varied in shape and size and reflect the built form upon these sites. There are examples of row dwellings, detached dwellings, residential flat buildings and semi-detached dwellings, in addition to the commercial land uses.

In consideration of this diversity in allotments and built form, the proposed development is considered to be satisfactorily consistent with the Desired Character of the Zone and Policy Area, particularly as it is formed of a high density residential development.

Built Form

The Zone and Policy Area generally encourage structures to be built up to eight storeys or 32.5m in height, except when located adjacent the Residential Character Glandore Policy Area 24 or between Syme Street and South Road where the maximum allowable height is three storeys or 12.5m. In order to maximise the developable area, development can be built up to side and rear boundaries for the first two storeys and then be setback 3m from these boundaries for any additional storeys. The proposed development is consistent with the building height and minimum setback provisions as demonstrated in the Quantitative table above.

Dwelling 1 has been orientated to the street by having the front door and 10 windows facing Tyson Street. This is good outcome and is supported by PDC 8 of the Residential Development section of the Development Plan. This orientation allows casual overlooking of Tyson Street which is supported by Objective 1, PDCs 2 and 3 of the Crime Prevention section of the Development Plan as it helps create a safe and crime resistant environment.

As this is a solely residential development, there are some Policy Area provisions which are not met, including:

- PDC 5, having a 4.5m floor to ceiling height on the ground floor for adaptive reuse; and
- PDC 6, having 50% of the ground floor frontage of the building being visually permeable.

Neither of the design characteristics would be beneficial for a purely residential development and given its location, a ground floor commercial activity is not expected to be viable. Accordingly, the failure of the proposal to meet these provisions is not considered fatal to the application.

Amenity

There are a number of amenity issues raised by the representors in relation to this development such as potential overlooking, impact to on-street parking and the visual bulk and scale of the building.

As the proposed building is three storeys in height, PDC 7 of the Residential Development section states that visual privacy measures such as obscure glazing is not necessary. Overlooking into the windows of the adjoining dwelling to the north-east will not be possible due to the amount of boundary development - carports and a garage - on the neighbouring property that extends for a length of 33m (see image below).



It appears that the concern of overlooking relates to the POS of the neighbouring property.

In response to the representation, the applicant has agreed to install the following to dwellings 5, 6 and 7:

- 1.6m high obscured glazing to the balconies; and
- 1.7m high obscured glazing to the windows of bedroom 2.

These treatments are over and above what is required by the Development Plan and therefore it is considered to satisfy the relevant provisions.

The proposed residential flat building will be the tallest building in the locality with the majority of built form being single storey in nature. This is a concern of the representors who fear that the three storey height will detrimentally impact on the streetscape and their privacy.

The proposed residential flat building will incorporate a variety of colours and materials into its design. This helps break up the visual mass and add interest to the built form. The materials proposed are:

- Recycled face brick (red);
- Texture coated wall (off white) and (dark grey);
- Axon cladding (stained timber finish);
- Glass; and
- Aluminium (natural anodised).

All of the proposed materials are hard wearing, will not require frequent maintenance and the colours chosen will not cause a reflectivity concern. For these reasons it is consistent with PDC 6 of the Medium and High Rise Development (3 or more storeys) section of the Development Plan.

Landscaping

The proposal has been amended from its initial design to incorporate more landscaping, including areas capable of accommodating trees. A landscaping plan created by LCS landscapes demonstrates that the courtyard of each dwelling incorporates a 12m² landscaped area in addition to the 94m² of deep soil area provided in the common areas of the development.

PDC 23 of the Medium and High Rise Development (3 or more storeys) section calls for a minimum of 7% of the site to be used as deep soil areas capable of accommodating deep root vegetation such as trees. The proposal has exceeded this minimum by 100% and therefore satisfies this provision.

The largest portion of deep soil is located in front of the building in the eastern corner of the allotment. It is shown to accommodate a feature tree (Zelkova serrata "Musashino") and smaller shrubs beneath it. Trees are also shown in the rear yard of each dwelling, although the likelihood of trees being able to flourish in this position is unlikely due to the lack of natural sunlight and shading effect of the overhang of the upper floors.

The driveway will incorporate a number of garden beds around the periphery of the common area. These beds are broken up by bin storage areas and garage access. The size of the plants will not provide shade to the driveway, but they will help to improve the amenity of an otherwise purely hard surfaced area.

The proposal is considered to have satisfied the relevant landscaping provisions.

Parking and Access

The Urban Corridor Zone has different car parking requirements to that of other residential zones. Table WeTo/6 outlines that for two bedroom dwellings, 1.25 carparks per dwelling is required. This equates to a total of 9 car parks being required for the proposed development. The proposal has incorporated 8 car parks into the design with each dwelling having an enclosed garage and one visitor carpark located at the front of the property.

This deficiency of one car park is not considered fatal to the application due to the proximity of high frequency public transport on both Anzac Highway and South Road as well as the availability of on street parking.

Vehicle movements have been demonstrated as satisfactory in the CIRQA traffic report provided by the applicant. Council's traffic engineers have reviewed the report and find the movements satisfactory.

Waste Management

The proposal will utilise a shared bin arrangement meaning that all dwellings will use 4 general waste, 4 recyclables and 4 green waste bins. The bins will be stored in the common driveway in three separated areas. This location is not expected to cause impacts to the neighbouring property due to the amount of boundary development and its separation from the POS.

Up to eight bins will be presented to the kerb for Council collection each week. This is supported by Council as there is sufficient kerbside space to accommodate the bins.

Stormwater Management

Stormwater runoff from the roof will be directed to 3000L rainwater tanks located in the courtyard of each dwelling. This equates to a total of 21,000L of water being stored for reuse by this proposal. This is well in excess of the mandatory 7000L required by the Building Code of Australia and will reduce the impact of the proposal on Council stormwater infrastructure.

SUMMARY

The proposed three storey residential flat building is an envisaged development within the Zone and Policy Area. While the density of the proposal is marginally below the minimum 100 dwellings per hectare sought in the policy area, it is still consistent with the desired character as it is proposing high density (i.e. >67 dwellings/hectare) development. This proposal is purely residential, but given its location away from the arterial roads, it is considered a more appropriate outcome than a mixed use development.

Having considered all the relevant provisions of the Development Plan, the proposal is not considered to be seriously at variance with the Development Plan.

On balance the proposed development sufficiently accords with the relevant provisions contained within the West Torrens Council Development Plan Consolidated 12 July 2018 and warrants Development Plan Consent.

RECOMMENDATION

The Council Assessment Panel, having considered all aspects of the report, the application for consent to carry out development of land and pursuant to the provisions of the *Development Act 1993* resolves to GRANT Development Plan Consent for Application No. 211/1369/2019 by Advanced Development Group Solutions to undertake the construction of a three storey residential flat building containing 7 dwellings, a fence and retaining wall with a maximum height of 2.3m and associated landscaping at 5 Tyson Street, Ashford (CT 5749/419) subject to the following conditions of consent:

Development Plan Consent Conditions:

1. The development shall be undertaken, completed and maintained in accordance with the following plans and information detailed in this application except where varied by any condition listed below:
   a) Site Plan by Studio eD3, Drawing no. PD01, Revision no. E, Dated 15.03.19;
   b) Floor Plan by Studio eD3, Drawing no. PD02, Revision no. D, Dated 07.02.19;
   c) Floor Plan by Studio eD3, Drawing no. PD03, Revision no. D, Dated 07.02.19;
   d) Floor Plan by Studio eD3, Drawing no. PD04, Revision no. D, Dated 07.02.19;
   e) Floor Plan by Studio eD3, Drawing no. PD05, Revision no. D, Dated 07.02.19;
   f) Floor Plan by Studio eD3, Drawing no. PD06, Revision no. D, Dated 07.02.19;
   g) Elevation plan by Studio eD3, Drawing no. PD07, Revision no. D, Dated 07.02.19;
   h) Elevation plan by Studio eD3, Drawing no. PD08, Revision no. D, Dated 07.02.19;
   i) Landscape concept design by LCS Landscapes, Drawing no. LS.091.18.001, dated 08/02/2019; and
   j) Elevation and planting palette by LCS Landscapes, Drawing no. LS.091.18.002, dated 08/02/2019.

   Reason: To ensure the proposal is developed in accordance with the plans and documents lodged with Council.

2. Prior to the occupation or use of the development, all driveways, parking and vehicle manoeuvring areas shall be constructed and surfaced with concrete, bitumen or paving, and shall be drained and maintained in a good condition at all times to the satisfaction of Council.

   Reason: To provide safe and convenient parking and manoeuvring areas for users of the development.

3. All landscaping shown on the plans forming part of this application shall be established prior to the occupation or operation of the development and shall be maintained in good health at all times to the satisfaction of Council. Any plants that become diseased or die shall be replaced with a suitable species.

   A watering system shall be installed at the time landscaping is established and operated so that all plants receive sufficient water to ensure their survival and growth.

   Reason: To enhance the amenity of the site and locality and mitigate against heat loading.

4. All external materials, surface finishes and colours shall be consistent with the information detailed in this application and shall be maintained in a good condition at all times to the satisfaction of Council.

   Reason: To ensure a high standard of materials and finishes are used in the final presentation of the building.

5. During construction, stormwater from the site shall be managed to ensure that it does not cause nuisance to any adjoining property until the site is stabilised. Temporary drainage measures shall be installed as soon as the roof is constructed to ensure debris, litter, sediment, fuels and oil products from the construction site do not enter Council's stormwater system, neighbouring properties or the road network.

   Reason: To provide adequate protection against the possibility of stormwater inundation to neighbouring properties.

Attachments

1. Development Plan provisions
2. Plans and associated documents
3. Representations and response to representations
4. Referral responses

Relevant Development Plan Provisions

General Section		
Crime Prevention	*Objective*	*1*
	Principles of Development Control	*1, 2, 3, 5, 6, 7, 8 & 10*
Design and Appearance	*Objective*	*1*
	Principles of Development Control	*1, 2, 3, 4, 5, 9, 10, 11, 12, 13, 14, 15, 16, 17, 20 & 21*
Energy Efficiency	*Objectives*	*1 & 2*
	Principles of Development Control	*1, 2, 3 & 4*
Hazards	*Objectives*	*1, 2, 4, 7 & 10*
	Principles of Development Control	*1, 2, 3, 4, 5, 6 & 7*
Infrastructure	*Objective*	*3*
	Principles of Development Control	*1, 3, 4, 5, 6 & 8*
Interface between Land Uses	*Objectives*	*1, 2 & 3*
	Principles of Development Control	*1, 2 & 3*
Landscaping, Fences and Walls	*Objectives*	*1 & 2*
	Principles of Development Control	*1, 2, 3, 4 & 6*
Medium and High Rise Development (3 or More Storeys)	*Objectives*	*1, 2, 3, 4, 5 & 7*
	Principles of Development Control	*1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 14, 15, 16, 19, 20, 23, 24, 25, 26, 27 & 29*
Orderly and Sustainable Development	*Objectives*	*1, 2, 3, 4 & 5*
	Principles of Development Control	*1, 3, 5, 6 & 7*
Residential Development	*Objectives*	*1, 2, 3, 4 & 5*
	Principles of Development Control	*1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 18, 19, 20, 21, 23, 28, 29, 30 & 31*
Transportation and Access	*Objective*	*2*
	Principles of Development Control	*1, 2, 8, 9, 10, 11, 20, 21, 22, 23, 24, 30, 32, 33, 34, 35, 36, 37, 40, 41, 43, 44 & 45*
Waste	*Objectives*	*1 & 2*
	Principles of Development Control	*1, 2, 3, 4, 5, 6 & 7*



artists impression by realizestudio

Proposed Residential Development

at 5 Tyson Street, Ashford, SA

(7 x 3 storey dwellings)

PLANNING CONSENT STAGE

ARCHITECTURAL DRAWING SCHEDULE

PD01	*SITE PLAN*
PD02	*OVERALL FLOOR PLANS*
PD03	*DWELLING 1 -TYPE A - FLOOR PLANS*
PD04	*DWELLINGS 2, 5 & 7 -TYPE B1 - FLOOR PLANS*
PD05	*DWELLING 3 -TYPE B2 - FLOOR PLANS*
PD06	*DWELLINGS 4 & 6 -TYPE B3 - FLOOR PLANS*
PD07	*ELEVATIONS 1*
PD08	*ELEVATIONS 2*

PLANNING ISSUE

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Proposed Residential Development at 5 Tyson St, Ashford SA for ADGS

1863 | PD | D | A3

PLANNING CONSENT STAGE

IMPORTANT NOTES:

STORM WATER ASSOCIATED WITH THE PROPOSED CHANGES AND PROPOSED ADDITIONS TO DISCHARGE INTO EXISTING STORM WATER SYSTEM
- REFER TO ENGINEERS DRAWINGS

RWT 3.0kL RAINWATER TANK IN ACCORDANCE WITH COUNCIL'S REQUIREMENTS & TO MANUF'S DETAILS PLUMBED INTO RESIDENCE COLD WATER SUPPLY TO WC'S & LDRY AS PER AS.3500 IN ACCORDANCE WITH THE BCA

DP NEW 90Ø DOWNPIPE CONNECTED TO SW DRAINAGE SYSTEM

CL CLOTHESLINE PROVISION

AC AIR CON UNIT PROVISION

LB LETTERBOX PROVISION

PAV 1 CONC DRIVEWAY PAVERS - CHARCOAL

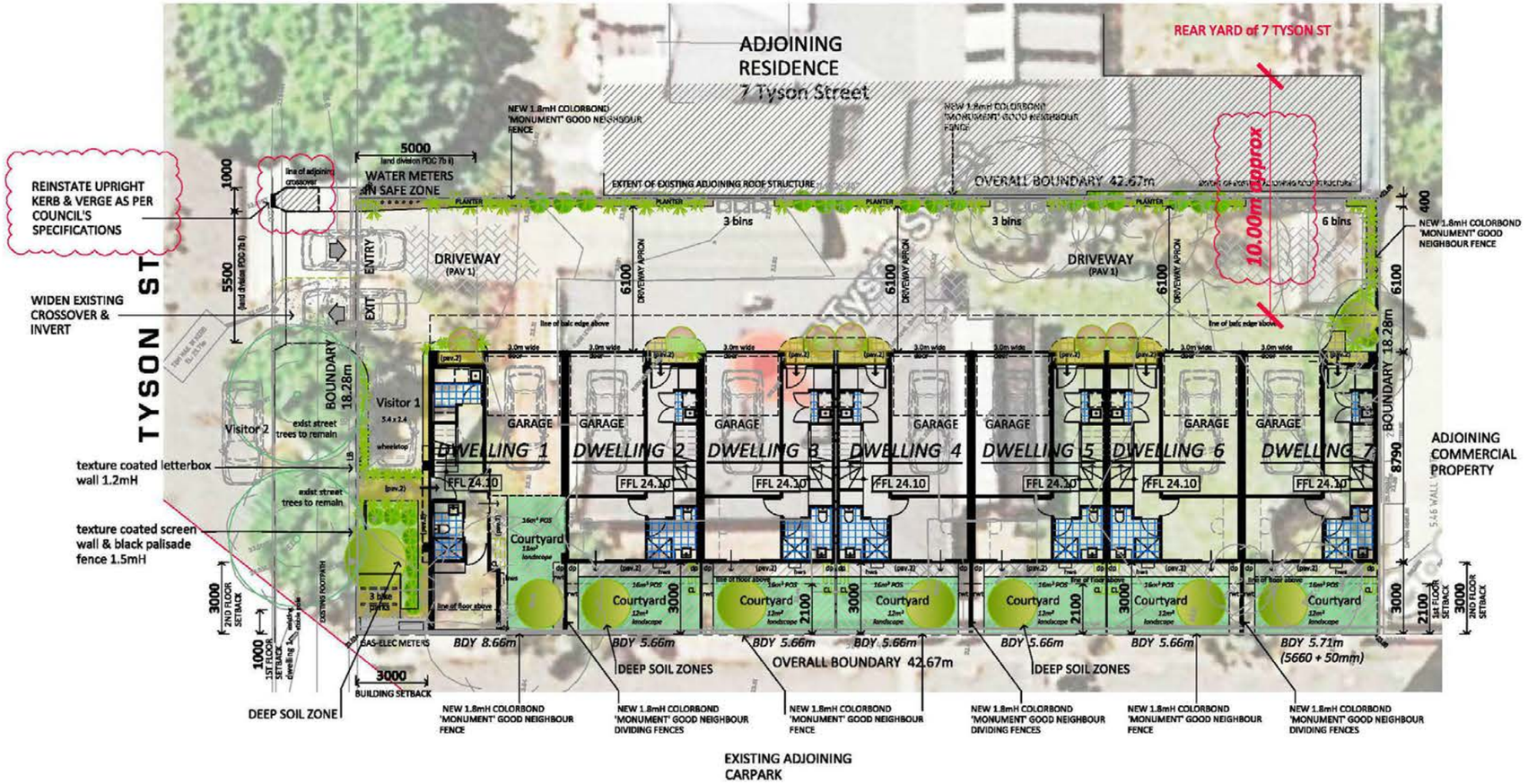
PAV 2 CONC TRADITIONAL PAVERS - CHARCOAL

DWELLING AREAS *m²*

DWELLINGS 1		DWELLINGS 2 - 7	
GF LIVING	29	GF LIVING	29
GARAGE	19	GARAGE	20
FF LIVING	52	PORCH	1
BALC	15	FF LIVING	48
SF LIVING .	49	BALC	15
TOTAL	164	SF LIVING .	48
		TOTAL	161

SITE AREAS *m²*

SITE		780
TOTAL BUILDING AREA		1130
TOTAL GF BUILDING AREA		357
SITE COVERAGE		45%
PRIVATE OPEN SPACE	(31/unit)	217
COURTYARDS	(16/unit)	112
COMMON AREAS		270
LANDSCAPE AREAS	(94 deep soil)	113



project north

PROPOSED SITE PLAN

SCALE 1:200

REFER TO CIRQA DRAWINGS FOR DETAILED VEHICLE MOVEMENT ASSESSMENT

REFER TO LCS DRAWINGS FOR DETAILED LANDSCAPING PLAN

TO BE READ IN CONJUNCTION WITH ENGINEER'S DRAWINGS 181143

0 2 4 6 8 10 M
scale bar 1:200

SITE LEVELS PROVIDED BY OTHERS

Boundary information on this drawing has been provided via a detailed survey only. Prior to any building work commencing, it is the builder's responsibility to arrange a Boundary Identification survey to confirm all dimensions and set outs.

PLANNING ISSUE

REV.E revisedCouncil issue 15.03.19

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Proposed Residential Development at 5 Tyson St, Ashford SA for ADGS

1:200 1863

PD 01 E A3

PLANNING CONSENT STAGE

IMPORTANT NOTES:

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DP NEW 90Ø DOWNPIPE CONNECTED TO SW DRAINAGE SYSTEM

CL CLOTHESLINE PROVISION

AC AIR CON UNIT PROVISION

LB LETTERBOX PROVISION

PAV 1 CONC DRIVEWAY PAVERS - CHARCOAL

PAV 2 CONC TRADITIONAL PAVERS - CHARCOAL

DWELLING AREAS m²

DWELLINGS 1		DWELLINGS 2 - 7	
GF LIVING	29	GF LIVING	29
GARAGE	19	GARAGE	20
FF LIVING	52	PORCH	1
BALC	15	FF LIVING	48
SF LIVING	49	BALC	15
TOTAL	164	SF LIVING	48
		TOTAL	161

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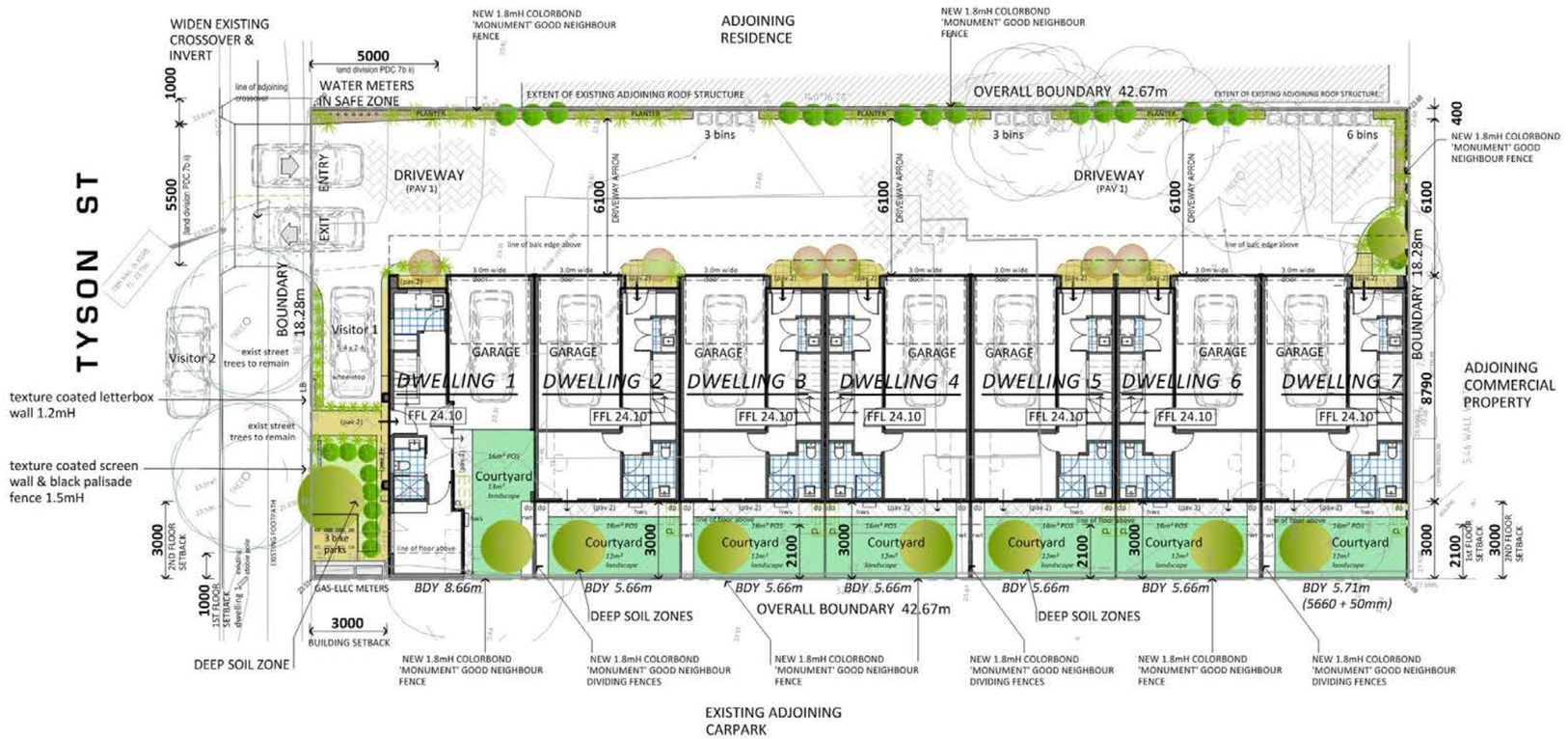
COURTYARDS	(16/unit)	112
COMMON AREAS		270
LANDSCAPE AREAS	(94 deep soil)	113



project north

PROPOSED SITE PLAN

SCALE 1:200

REFER TO CIRQA DRAWINGS FOR DETAILED VEHICLE MOVEMENT ASSESSMENT

REFER TO LCS DRAWINGS FOR DETAILED LANDSCAPING PLAN

TO BE READ IN CONJUNCTION WITH ENGINEER'S DRAWINGS 181143

0 2 4 6 8 10 M
scale bar 1:200

SITE LEVELS PROVIDED BY OTHERS

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Proposed Residential Development at 5 Tyson St, Ashford SA for ADGS

1:200 | 1863 | PD | 01 | D | A3

PLANNING CONSENT STAGE

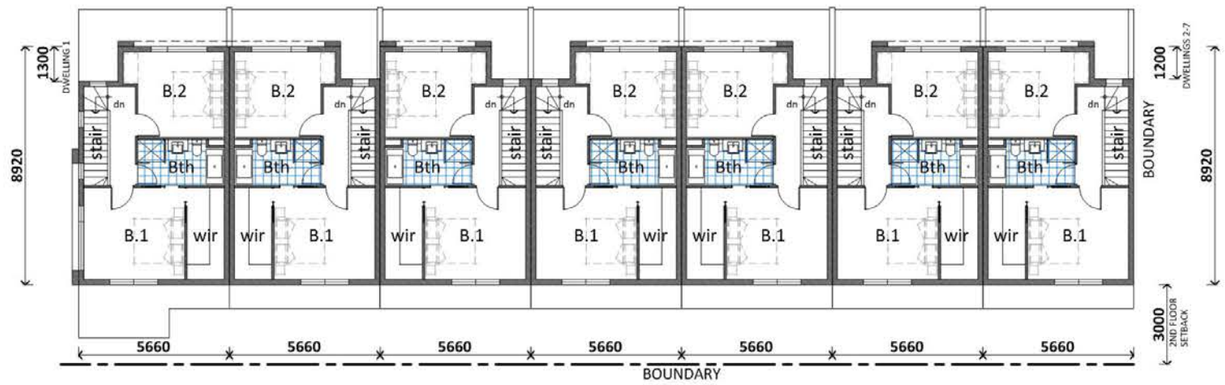
DWELLING AREAS m²

DWELLINGS 1	
GF LIVING	29
GARAGE	19
FF LIVING	52
BALC	15
SF LIVING .	49
TOTAL	164

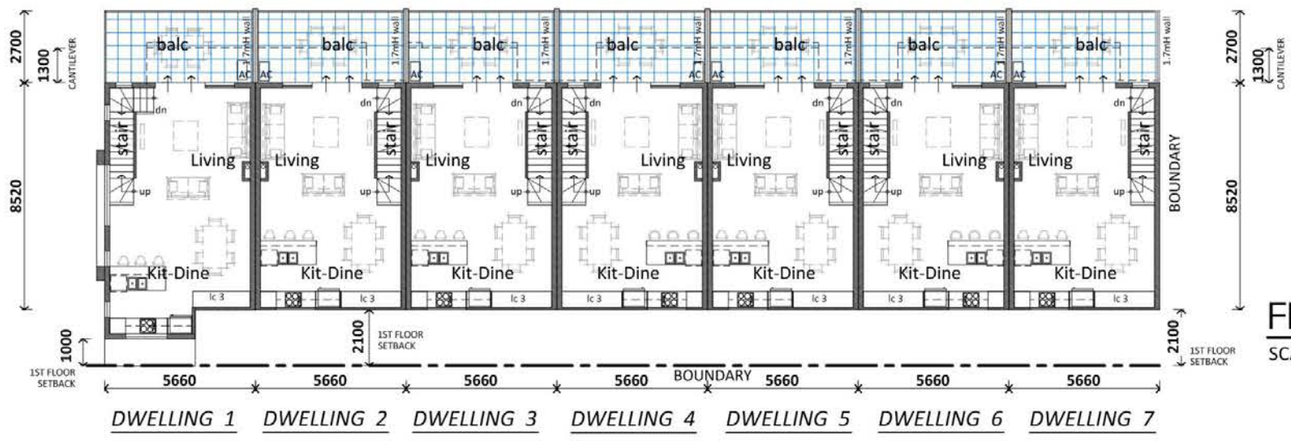
DWELLINGS 2 - 7	
GF LIVING	29
GARAGE	20
PORCH	1
FF LIVING	48
BALC	15
SF LIVING .	48
TOTAL	161

storage m³

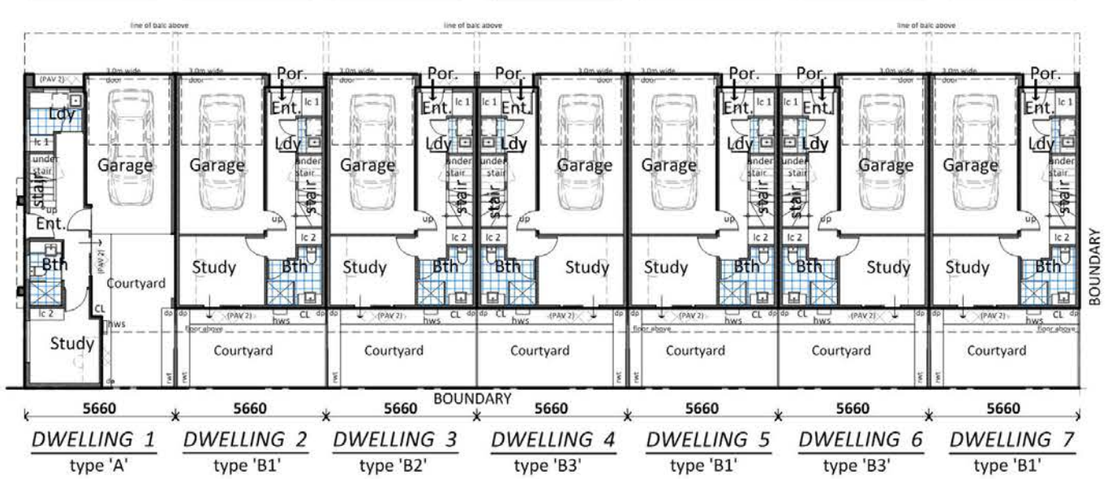
lc 1	2.2
stair	2.3
lc 2	1.3
lc 3	2.5
total	8.3



SECOND FLOOR
SCALE 1:200



FIRST FLOOR
SCALE 1:200





GROUND FLOOR
SCALE 1:200

project north

PROPOSED FLOOR PLANS
SCALE 1:200

0 2 4 6 8 10 M
scale bar 1:200

PLANNING ISSUE

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Proposed Residential Development at 5 Tyson St, Ashford SA for ADGS

1:200 | 1863
PD | 02 | D
A3

PLANNING CONSENT STAGE

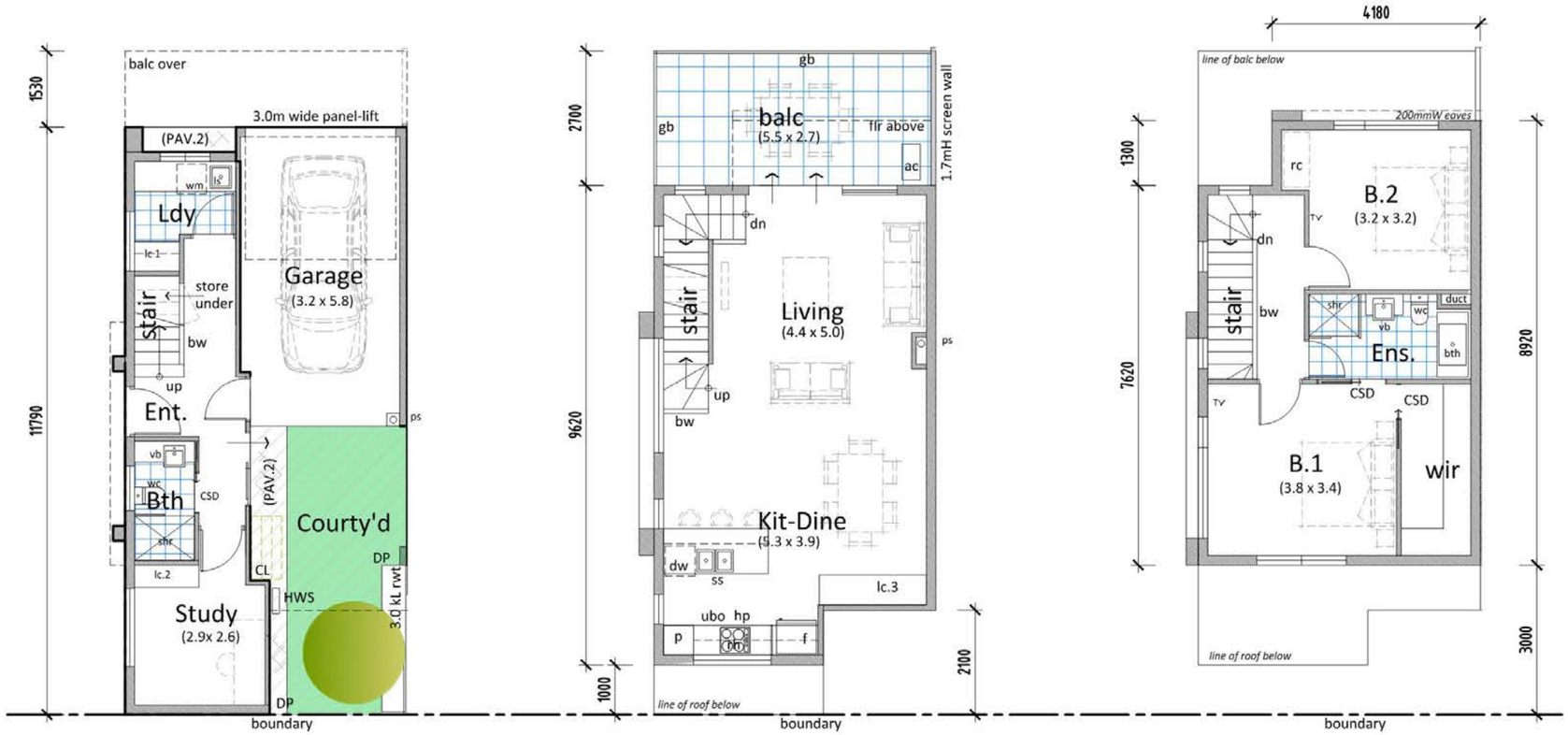
DWELLING AREAS m²

DWELLINGS 1		DWELLINGS 2 - 7	
GF LIVING	29	GF LIVING	29
GARAGE	19	GARAGE	20
FF LIVING	52	PORCH	1
BALC	15	FF LIVING	48
SF LIVING .	49	BALC	15
TOTAL	164	SF LIVING .	48
		TOTAL	161

LEGEND

SS	INSET SINK	LC	LINEN CUPBOARD
F	REFRIGERATOR	RC	ROBE CUPBOARD
HP	HOTPLATES	BR	BROOM CUPBOARD
UBO	UNDERBENCH OVEN	OHC	OVERHEAD CUPBOARD
RH	RANGEHOOD	WM	WASHING MACHINE PROVISION
DW	DISHWASHER	DR	DRYER PROVISION
P	PANTRY	LS	LAUNDRY SINK
WC	TOILET PAN	CSD	CAVITY SLIDING DOOR
VB	VANITY BASIN	ps	PLUMBING STACK PROVISION
SHR	SHOWER	AC	AIR CON UNIT
HB	HAND BASIN	DP	DOWNPIPE
B	FREESTANDING BATH	CL	CLOTHESLINE PROVISION
BW	1.0mH BALUSTRADE WALL	GB	1.0mH GLASS BALUSTRADE

DENOTES TILING



GROUND FLOOR

FIRST FLOOR

SECOND FLOOR

project north

PROPOSED FLOOR PLANS

SCALE 1:100 DWELLING 1 - type A

0 1 2 3 4 5 M
scale bar 1:100

PLANNING ISSUE

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Proposed Residential Development at 5 Tyson St, Ashford SA for ADGS

1:100 1863

PD 03 D

A3

PLANNING CONSENT STAGE

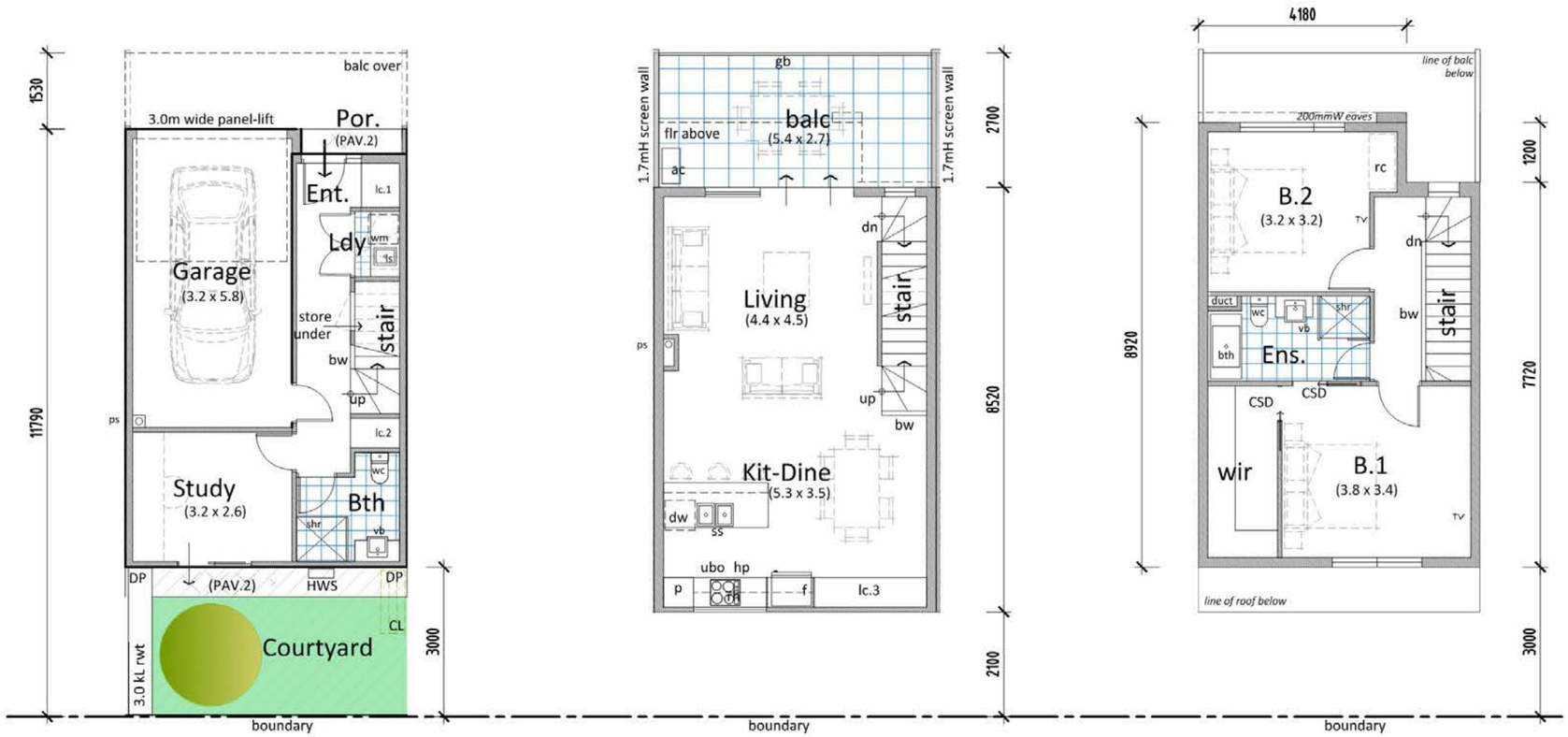
DWELLING AREAS m²

DWELLINGS 1		DWELLINGS 2 - 7	
GF LIVING	29	GF LIVING	29
GARAGE	19	GARAGE	20
FF LIVING	52	PORCH	1
BALC	15	FF LIVING	48
SF LIVING .	49	BALC	15
TOTAL	164	SF LIVING .	48
		TOTAL	161

LEGEND

SS	INSET SINK	LC	LINEN CUPBOARD
F	REFRIGERATOR	RC	ROBE CUPBOARD
HP	HOTPLATES	BR	BROOM CUPBOARD
UBO	UNDERBENCH OVEN	OHC	OVERHEAD CUPBOARD
RH	RANGEHOOD	WM	WASHING MACHINE PROVISION
DW	DISHWASHER	DR	DRYER PROVISION
P	PANTRY	LS	LAUNDRY SINK
WC	TOILET PAN	CSD	CAVITY SLIDING DOOR
VB	VANITY BASIN	ps	PLUMBING STACK PROVISION
SHR	SHOWER	AC	AIR CON UNIT
HB	HAND BASIN	DP	DOWNPIPE
B	FREESTANDING BATH	CL	CLOTHESLINE PROVISION
BW	1.0mH BALUSTRADE WALL	GB	1.0mH GLASS BALUSTRADE

DENOTES TILING



project north

PROPOSED FLOOR PLANS

SCALE 1:100 DWELLING 2, 5 & 7 -type B1

0 1 2 3 4 5 M
scale bar 1:100

PLANNING ISSUE

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Proposed Residential Development at 5 Tyson St, Ashford SA for ADGS

1:100 | 1863 | PD | 04 | D | A3

PLANNING CONSENT STAGE

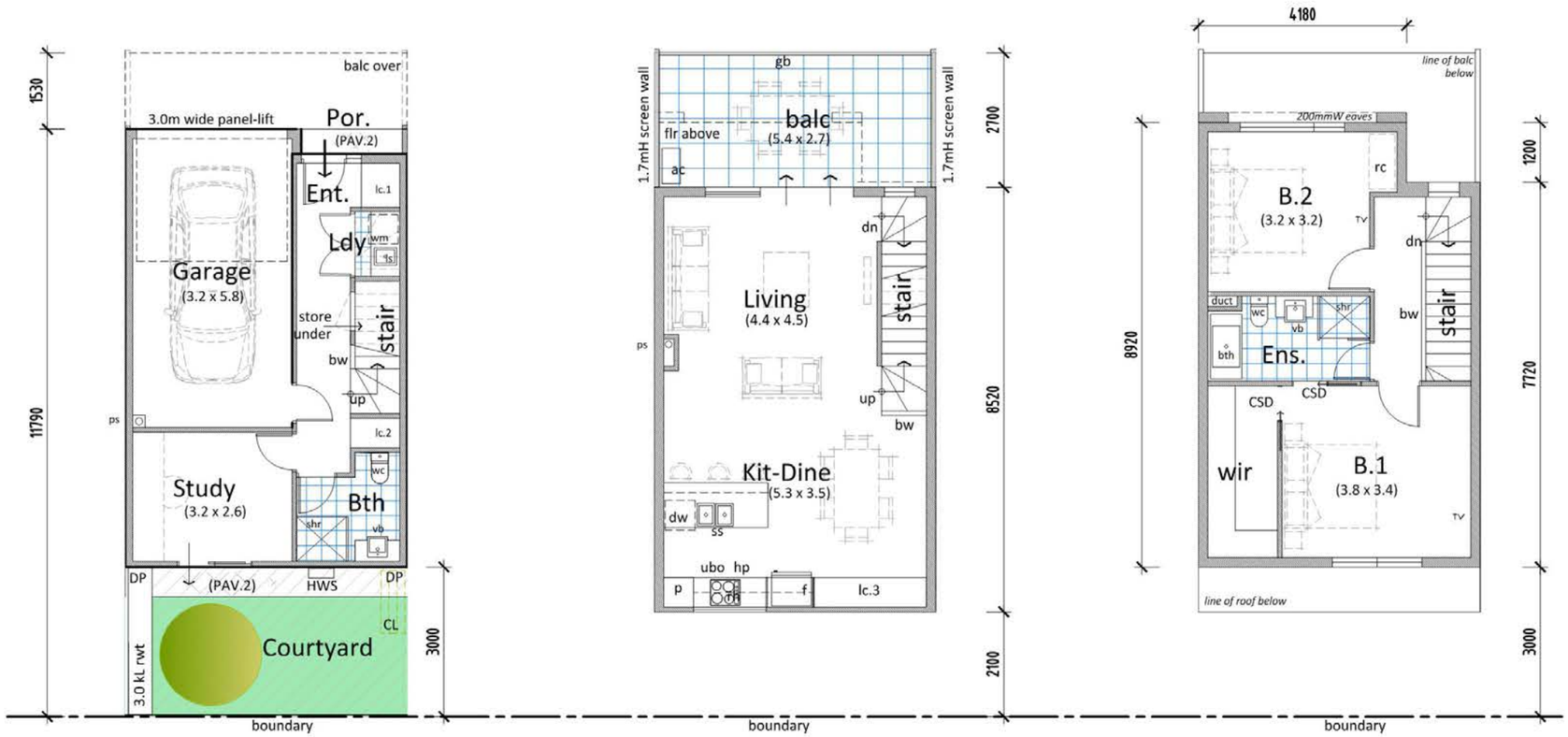
DWELLING AREAS m²

DWELLINGS 1		DWELLINGS 2 - 7	
GF LIVING	29	GF LIVING	29
GARAGE	19	GARAGE	20
FF LIVING	52	PORCH	1
BALC	15	FF LIVING	48
SF LIVING .	49	BALC	15
TOTAL	164	SF LIVING .	48
		TOTAL	161

LEGEND

SS	INSET SINK	LC	LINEN CUPBOARD
F	REFRIGERATOR	RC	ROBE CUPBOARD
HP	HOTPLATES	BR	BROOM CUPBOARD
UBO	UNDERBENCH OVEN	OHC	OVERHEAD CUPBOARD
RH	RANGEHOOD	WM	WASHING MACHINE PROVISION
DW	DISHWASHER	DR	DRYER PROVISION
P	PANTRY	LS	LAUNDRY SINK
WC	TOILET PAN	CSD	CAVITY SLIDING DOOR
VB	VANITY BASIN	ps	PLUMBING STACK PROVISION
SHR	SHOWER	AC	AIR CON UNIT
HB	HAND BASIN	DP	DOWNPIPE
B	FREESTANDING BATH	CL	CLOTHESLINE PROVISION
BW	1.0mH BALUSTRADE WALL	GB	1.0mH GLASS BALUSTRADE

DENOTES TILING



project north

PROPOSED FLOOR PLANS

SCALE 1:100 DWELLING 3 - type B2

0 1 2 3 4 5 M
scale bar 1:100

PLANNING ISSUE

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Proposed Residential Development at 5 Tyson St, Ashford SA for ADGS

1:100 | 1863 | PD | 05 | D | A3

PLANNING CONSENT STAGE

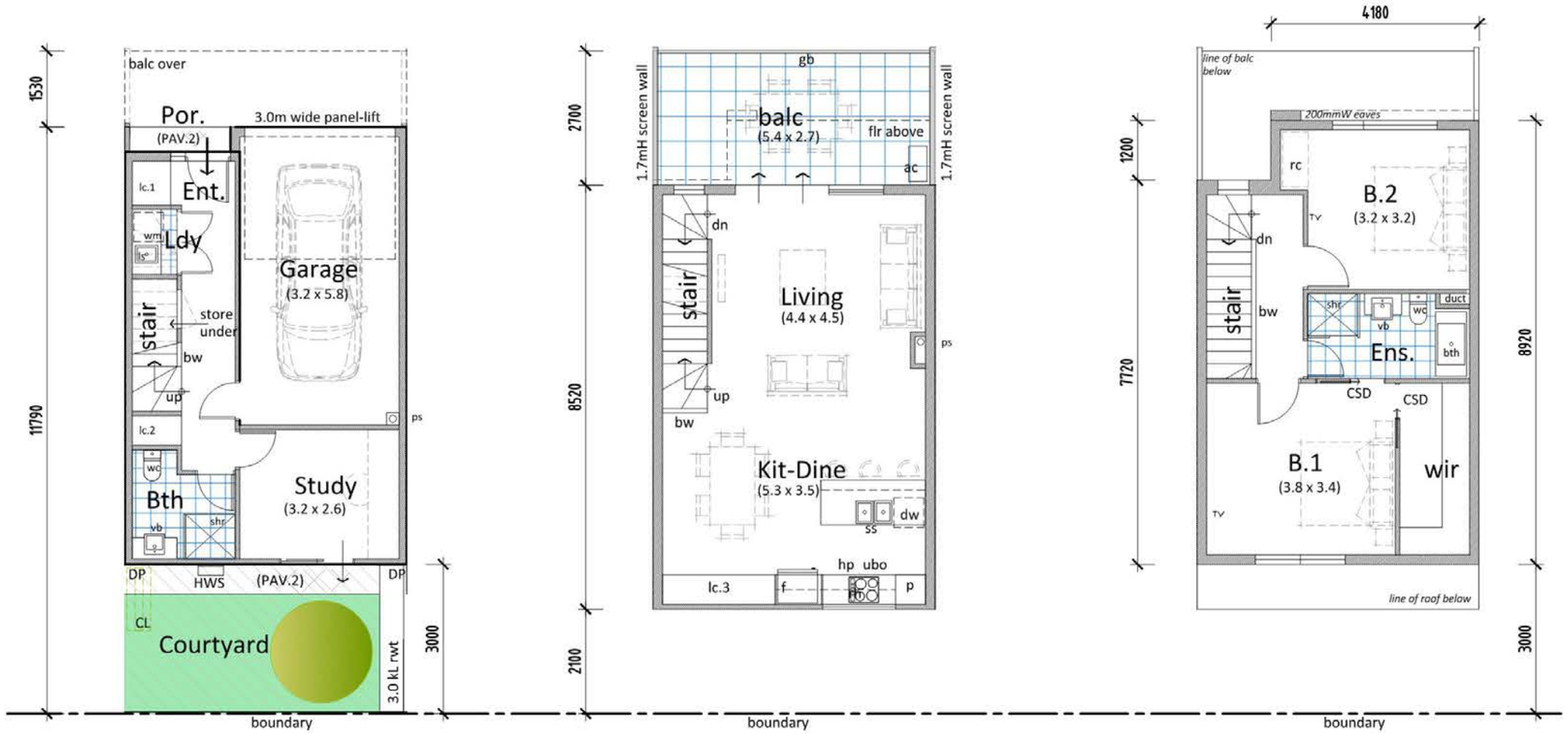
DWELLING AREAS m²

DWELLINGS 1		DWELLINGS 2 - 7	
GF LIVING	29	GF LIVING	29
GARAGE	19	GARAGE	20
FF LIVING	52	PORCH	1
BALC	15	FF LIVING	48
SF LIVING .	49	BALC	15
TOTAL	164	SF LIVING .	48
		TOTAL	161

LEGEND

SS	INSET SINK	LC	LINEN CUPBOARD
F	REFRIGERATOR	RC	ROBE CUPBOARD
HP	HOTPLATES	BR	BROOM CUPBOARD
UBO	UNDERBENCH OVEN	OHC	OVERHEAD CUPBOARD
RH	RANGEHOOD	WM	WASHING MACHINE PROVISION
DW	DISHWASHER	DR	DRYER PROVISION
P	PANTRY	LS	LAUNDRY SINK
WC	TOILET PAN	CSD	CAVITY SLIDING DOOR
VB	VANITY BASIN	ps	PLUMBING STACK PROVISION
SHR	SHOWER	AC	AIR CON UNIT
HB	HAND BASIN	DP	DOWNPIPE
B	FREESTANDING BATH	CL	CLOTHESLINE PROVISION
BW	1.0mH BALUSTRADE WALL	GB	1.0mH GLASS BALUSTRADE

DENOTES TILING



project north

PROPOSED FLOOR PLANS

SCALE 1:100 DWELLINGS 4 & 6- type B3

0 1 2 3 4 5 M
scale bar 1:100

PLANNING ISSUE

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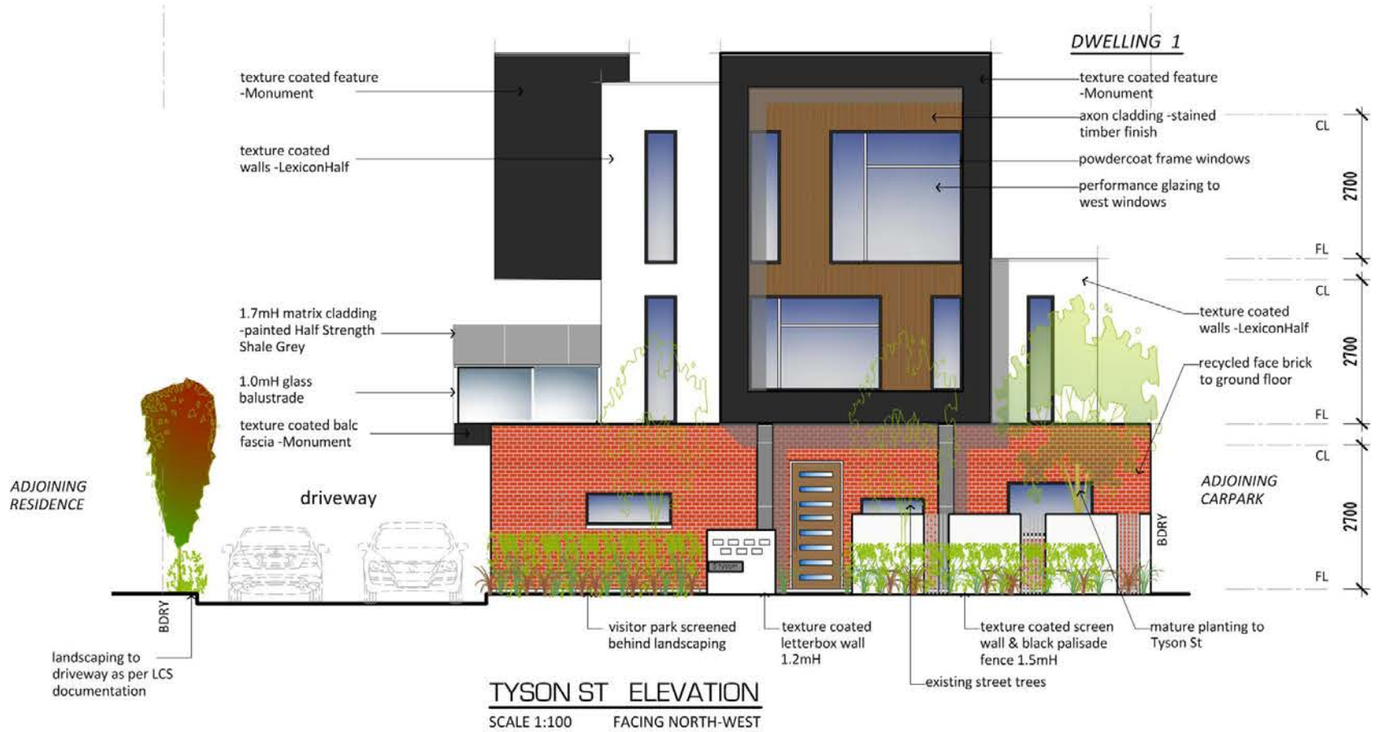
Proposed Residential Development at 5 Tyson St, Ashford SA for ADGS

1:100 | 1863 | PD | 06 | D | A3

PLANNING CONSENT STAGE



TYSON ST ELEVATION

SCALE 1:100 FACING NORTH-WEST

EXTERNAL FINISHES & COLOUR SCHEDULE

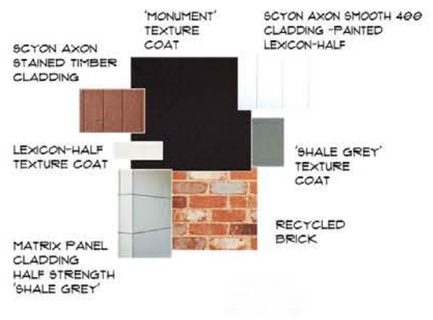
FEATURE BRICK WALLS	RECYCLED BRICK FINISH.
GENERAL EXTERNAL WALLS	APPLIED TEXTURE COAT FINISH. - 'DULUX LEXICON-HALF'
LIGHTWEIGHT WALLS	'AXON SMOOTH 400' CLADDING. - 'DULUX LEXICON-HALF'
FEATURE BLADE WALLS	'MATRIX' CLADDING. - 'DULUX SHALE GREY-HALF STRENGTH'
UPPER LEVEL FEATURE TEXTURE WALLS	APPLIED TEXTURE COAT FINISH. - 'COLORBOND MONUMENT'
UPPER LEVEL LIGHTWEIGHT WALLS	'AXON GRAINED' CLADDING. - 'TIMBER FINISH'
GUTTERS	COLORBOND QUAD GUTTERS - 'COLORBOND MONUMENT'
FASCIAS	METAL FASCIA. - PAINT FINISH MATCH WALL COLOUR
DOWNPIPES	-PAINT FINISH MATCH WALL COLOUR
WINDOWS	ALUMINIUM FRAMED - 'POWDERCOAT BLACK'
ENTRY DOORS	TIMBER VENEER OIL FINISH
GARAGE DOORS	PANEL LIFT DOORS - 'COLORBOND MONUMENT'
ROOFING	COLORBOND ROOFING. - 'COLORBOND WINDSPRAY'

REFER TO LCS DRAWINGS FOR DETAILED LANDSCAPING PLAN



DRIVEWAY ELEVATION

SCALE 1:200 FACING NORTH-EAST



PROPOSED ELEVATIONS

SCALE AS NOTED

0 2 4 6 8 10 M

scale bar 1:200

PLANNING ISSUE

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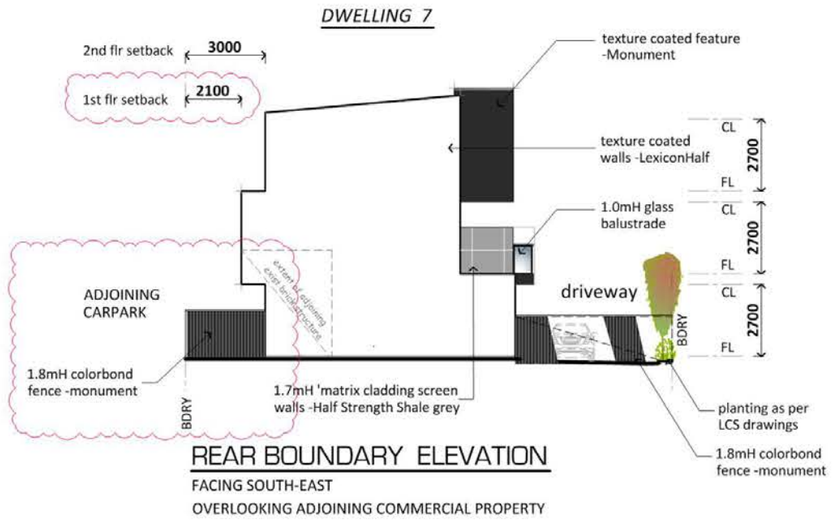
Proposed Residential Development at 5 Tyson St, Ashford SA for ADGS

1:100/200 1863

PD 07 D

A3

PLANNING CONSENT STAGE



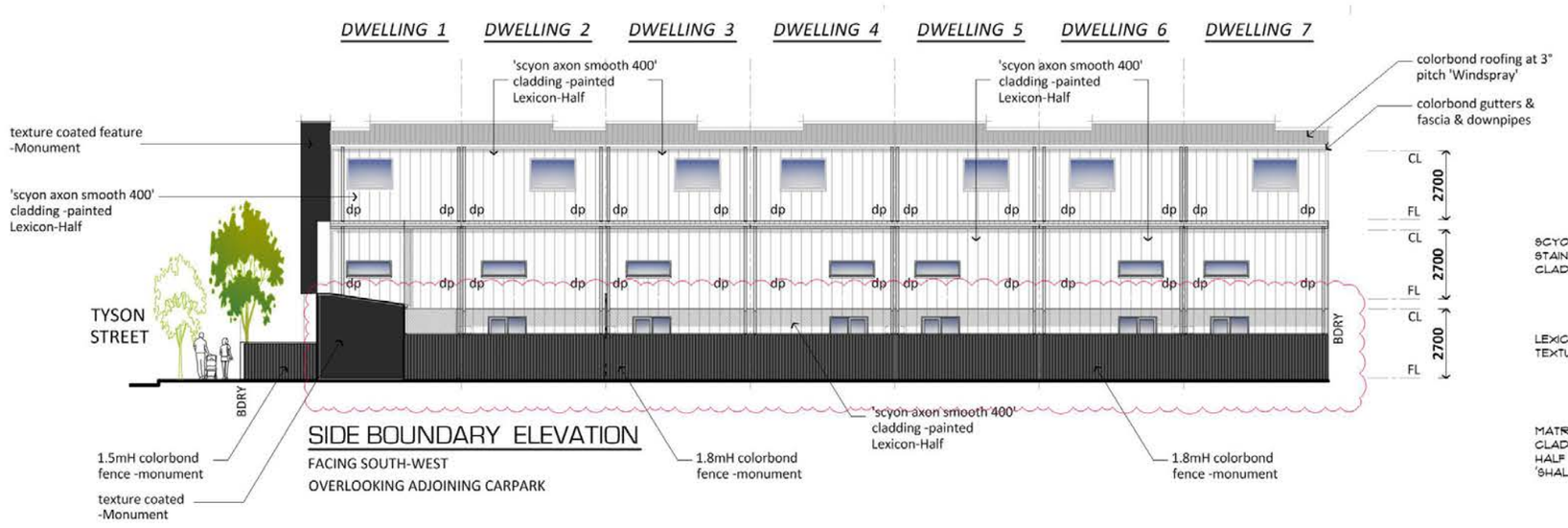
REAR BOUNDARY ELEVATION

FACING SOUTH-EAST

OVERLOOKING ADJOINING COMMERCIAL PROPERTY

EXTERNAL FINISHES & COLOUR SCHEDULE

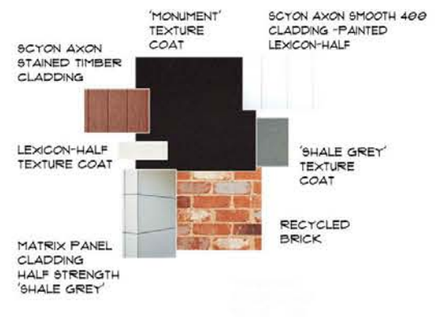
FEATURE BRICK WALLS	RECYCLED BRICK FINISH.
GENERAL EXTERNAL WALLS	APPLIED TEXTURE COAT FINISH. - 'DULUX LEXICON-HALF'
LIGHTWEIGHT WALLS	'AXON SMOOTH 400' CLADDING. - 'DULUX LEXICON-HALF'
FEATURE BLADE WALLS	'MATRIX' CLADDING. - 'DULUX SHALE GREY-HALF STRENGTH'
UPPER LEVEL FEATURE TEXTURE WALLS	APPLIED TEXTURE COAT FINISH. - 'COLORBOND MONUMENT'
UPPER LEVEL LIGHTWEIGHT WALLS	'AXON GRAINED' CLADDING. - 'TIMBER FINISH'
GUTTERS	COLORBOND QUAD GUTTERS - 'COLORBOND MONUMENT'
FASCIAS	METAL FASCIA. - PAINT FINISH MATCH WALL COLOUR
DOWNPIPES	-PAINT FINISH MATCH WALL COLOUR
WINDOWS	ALUMINIUM FRAMED - 'POWDERCOAT BLACK'
ENTRY DOORS	TIMBER VENEER OIL FINISH
GARAGE DOORS	PANEL LIFT DOORS - 'COLORBOND MONUMENT'
ROOFING	COLORBOND ROOFING. - 'COLORBOND WINDSPRAY'



SIDE BOUNDARY ELEVATION

FACING SOUTH-WEST

OVERLOOKING ADJOINING CARPARK



project north

PROPOSED ELEVATIONS

SCALE 1:200

0 2 4 6 8 10 M

scale bar 1:200

PLANNING ISSUE

REV.D revisedCouncil issue 07.02.19

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ALL DIMENSIONS & LEVELS SHALL BE VERIFIED ON SITE PRIOR TO COMMENCEMENT OF CONSTRUCTION WORKS OR FABRICATION. DO NOT SCALE DIMENSIONS FROM PRINTED DRAWINGS. - STATED DIMENSIONS TAKE PREFERENCE TO SCALE

studio eD3 building design
studio eD3 - building design
po box 393 nairne sa 5252
t: 0423094854 e: admin@studioed3.net.au

Proposed Residential Development at 5 Tyson St, Ashford SA for ADGS

1:200 | 1863 | PD | 08 | D | A3

PLANNING CONSENT STAGE

LCS LANDSCAPES
Defining Spaces

8 February 2019

Advanced Development Group Solutions Pty Ltd
Phuong Pham
C/- StudioeD3

Re: Revised covering letter for proposed landscape design for 5 Tyson Street, Ashford SA

To whom it may concern

The purpose of this letter is to provide Landscape Architectural Design advice for the proposed residential development at 5 Tyson Street, Ashford SA and accompanies the amended landscape concept LS.091.18 dated 08.02.2019

The amended landscape plan now incorporates 12m2 of landscape per courtyard and 94m2 of deep soil zone as requested by council.

This landscape design incorporates low maintenance trees and plants that provide maximum amenity within narrow garden beds. Species have been selected for their proven success in these types of projects within the Adelaide area.

The driveway landscape consists of two main zones, the boundary zone and the entries to dwellings 2-7. Good landscape treatment of the driveway can be achieved through the use of upright Prunus. These trees will help shade the driveway and provide height on the north-east to frame the development. Magnolia 'Little gems' have been positioned at the dwelling entries as a small tree to further cool the space. A mix of *Dianella 'Tas Red'* and *Anigozanthos 'Amber Velvet'* creates uniformity and interest at ground level with low maintenance foliage and long lasting seasonal colour.

The front landscape aims to soften the transition between the development and the streetscape with attractive, low planting while the upright *Zelkova 'Musashino'* provides shade and ample height to help break up the built form. A new bike parking zone has been incorporated into the front landscape.

Proper amelioration of the existing soil and organic loam will assist with the establishment of the landscape. An automatically controlled irrigation system with inline drippers is also important for the landscape as a whole.

Overall the plant species selected and sizing of plants will provide vital greenspace for this development and will help soften the hardscape and built form.

Please don't hesitate to contact me for further information

Yours faithfully,

Steve Kindstrom
Registered Landscape Architect #3222
skindstrom@lcslandscapes.com.au
Mobile: 0448 075 035

3 Creswell Road
Largs North SA 5016

PO Box 3246,
Port Adelaide SA 5015

tel 8249 9799
fax 8249 9744

enquiry@lcslandscapes.com.au
www.lcslandscapes.com.au

Landscape Construction Services Pty / Builders Licence: BLD175870 / ABN: 88 102 505 180



LANDSCAPE CONCEPT PLAN
SCALE 1:100 AT A1

SCALE 1:100 0 1 2 5 10

Revision A: ELEVATIONS/NOTES UPDATED
Revision B: PLAN/LANDSCAPING REVISED

LCS LANDSCAPES
Defining Spaces

Project:
5 TYSON STREET
ASHFORD

Client:
ADVANCED DEVELOPMENT GROUP SOLUTIONS C/O STUDIO&D3

Drawing:
LANDSCAPE CONCEPT DESIGN

Scale: 1:100@ A1
Drawn: KE
Checked: SK
Date: 08/02/2019
Dwg no: LS.091.18.001
Sheet: 1 OF 2
Rev: B

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LANDSCAPE ELEVATION - COMMON DRIVEWAY
SCALE 1:100 AT A1



TYSON STREET ELEVATION
SCALE 1:100 AT A1









PLANTING SCHEDULE

CODE	SPECIES	COMMON NAME	POT SIZE	INDICATIVE SIZE (Height x Spread)
LOW/ MEDIUM SHRUBS, GRASSES & GROUND COVERS				
1	Anigozanthos 'Amber Velvet'	Kangaroo Paw	140mm	600mm x 400mm
2	Alternanthera dentata	Little Ruby	140mm	300mm x 600mm
3	Dianella 'Tas Red'	Flax Lily	140mm	500mm x 500mm
4	Liriope 'Evergreen giant'	Lily turf	140mm	500mm x 500mm
5	Limonium perezii	Statice	140mm	400mm x 400mm
6	Nandina Domestica 'Moonbay'	Heavenly Bamboo	140mm	600mmx 700mm
7	Westringia mundi	Coastal Rosemary	140mm	600mm x 900mm
TALL SHRUBS/ SCREENING				
8	Murraya paniculata	Orange Jessamine	200mm	2.5m x 1.5m
9	Viburnum 'Dense Fence'	Dense Fence	200mm	1.5 x 1m
TREES				
10	Prunus cerasifera ' Oakville Crimson Spire'	Ornamental upright plum	45L	4m x 1m
11	Magnolia grandiflora 'Little Gem'	Southern Magnolia	45L	3m x 2m
12	Zelkova serrata 'Musashino'	Musashino Zelkova	45L	10m x 3m








UNIT PAVING TO DWELLING COURTYARDS


HERRINGBONE PAVERS TO COMMON DRIVEWAY


COMMUNAL BIKE RACKS




MULCH TO GARDEN BEDS







ELEMENTS & PLANTS

SCALE 1:100 0 1 2 5 10

Revision A: ELEVATIONS/NOTES UPDATED
Revision B: PLAN/LANDSCAPING REVISED

LCS LANDSCAPES
Defining Spaces

Project:
5 TYSON STREET
ASHFORD

Client:
ADVANCED DEVELOPMENT GROUP SOLUTIONS C/O STUDIO&03

Drawing:
ELEVATIONS & PLANTING PALETTE

Scale: 1:100@ A1
Drawn: KE
Checked: SK
Date: 08/02/2019
Dwg no: LS.091.18.002
Sheet: 2 OF 2
Rev: B

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Ref: 18341|BNW

4 February 2019

Miss Phuong Pham
Advanced Development Group Solutions Pty Ltd
By Email: phuongpha@gmail.com

Dear Phuong,

PROPOSED RESIDENTIAL DEVELOPMENT
5 TYSON STREET, ASHFORD

I refer to the proposed residential development at 5 Tyson Street, Ashford. As requested, I have undertaken a compliance review of the updated proposal. This letter summarises the assessment undertaken.

The proposal comprises the demolition of the existing dwelling and the construction of seven dwellings on the subject site. Each dwelling will have a garage with direct access via a common driveway. A further independently accessible visitor space will also be provided, with direct access via the common driveway. The common driveway will be accessed via a two-way crossover on Tyson Street.

A previous (similar) proposal was submitted to the City of West Torrens. However, it is understood that Council has raised issue with the requirement for three point turns for vehicle movements to/from the proposed garages. While the dimensional provisions previously proposed exceeded the requirements of the relevant Australian Standard and the Standard permits three-point turns for residential access manoeuvring, Council has required single point manoeuvres to be achieved. Accordingly, the proposal has been revised to accommodate Council's requirement.

The garaged parking spaces, visitor parking spaces and the associated driveway will generally meet the requirements of the Australian/New Zealand Standard for *"Parking Facilities – Part 1: Off-street parking"* (AS/NZS 2890.1:2004) in that:

- garages will have door opening widths of 3.0 m;
- the visitor parking space will be 2.4 m wide and 5.4 m in length. Adjacent landscaping within 0.3 m of the turn path shall be low lying;
- the common driveway (adjacent garages and visitor spaces) will provide a minimum width of 6.1 m where turns into/out of garages and the visitor space are required.

CIRQA Pty Ltd | ABN: 12 681 029 983 | PO Box 144, Glenside SA 5065 | M: 0412 835 711 | E: info@cirqa.com.au

This exceeds the 5.6 m width required by AS/NZS 2890.1:2004 associated with a 3.0 m door opening.

Given that the dimensional requirements of the Australian Standard are satisfied (and, in fact, exceeded) for door opening and apron widths, a turn path assessment should not be required in order to determine appropriate manoeuvrability. Nevertheless, as requested by Council, a turn path assessment has been undertaken in order to demonstrate that single turns into and out of (single reverse before driving forward out) can be achieved.

The attached turn path assessment has been based upon the turning requirements of the B85th percentile design vehicle (domestic car). The assessment has been undertaken using AutoCAD Vehicle Tracking software. The assessment indicates that access can be achieved in accordance with Council's requirements (and in excess of the requirements of the Australian Standard).

In summary, the revised development proposal will exceed the requirements of the relevant Australian Standard in regard to garage door opening widths and driveway/apron widths. A turn path assessment has been undertaken to verify that ingress and egress movements can be undertaken to all parking spaces in single entry and exit manoeuvres as required by Council. The turn path assessment identifies that access can be achieved and that all vehicles will be able to enter/exit the site in a forward direction.

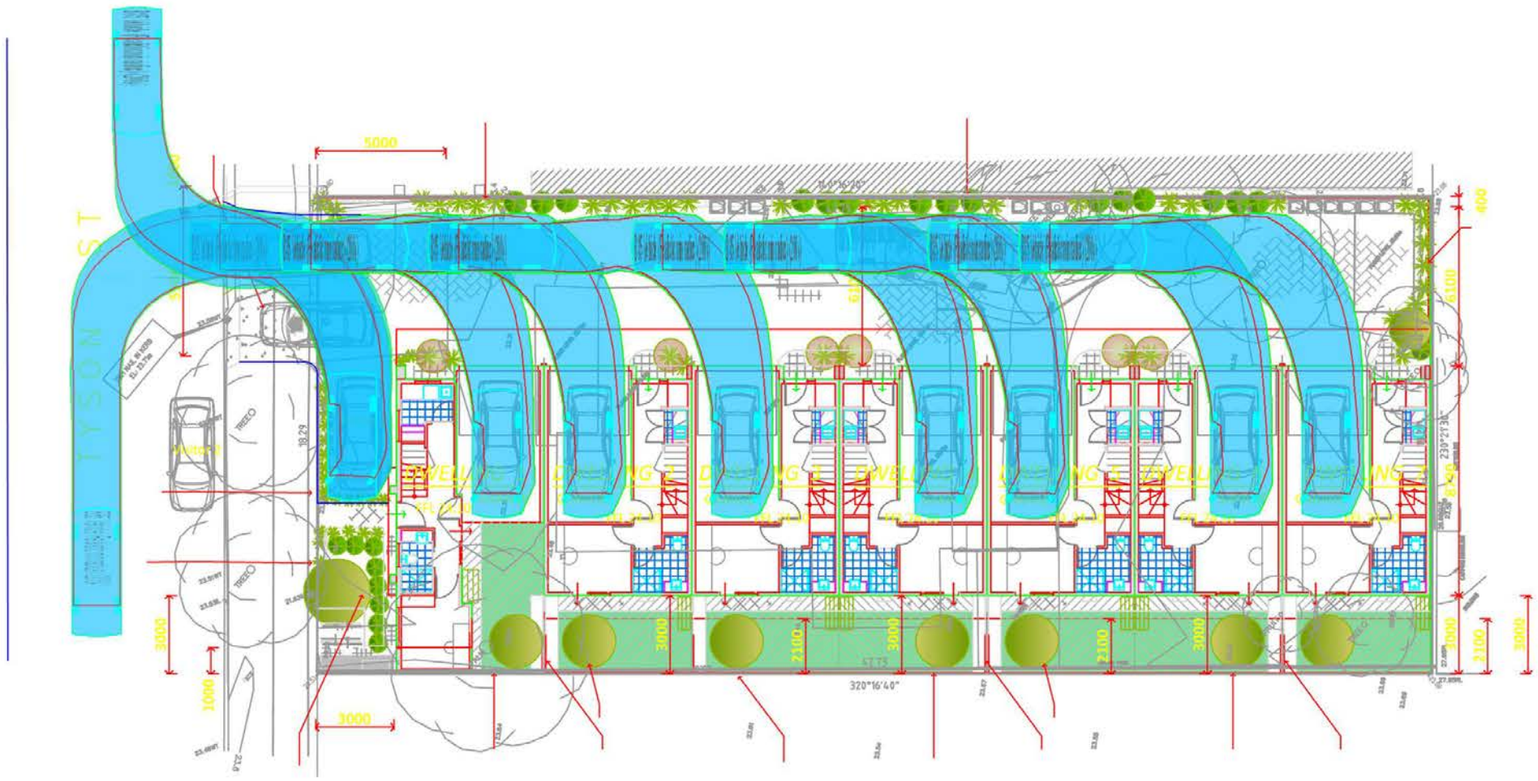
Please feel free to contact me on (08) 7078 1801 should you require any additional information.

Yours sincerely,



BEN WILSON
Director, CIRQA Pty Ltd

Encl. – Turn path assessment undertaken by CIRQA (C18341_01C SH01 & SH02)



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DRAWING AMENDMENTS

REV	DATE	DESCRIPTION	DWN	CHK
C	31/01/2019		JJB	BNW

C:\8341_01C.DWG 4/2/2019 2:30 PM

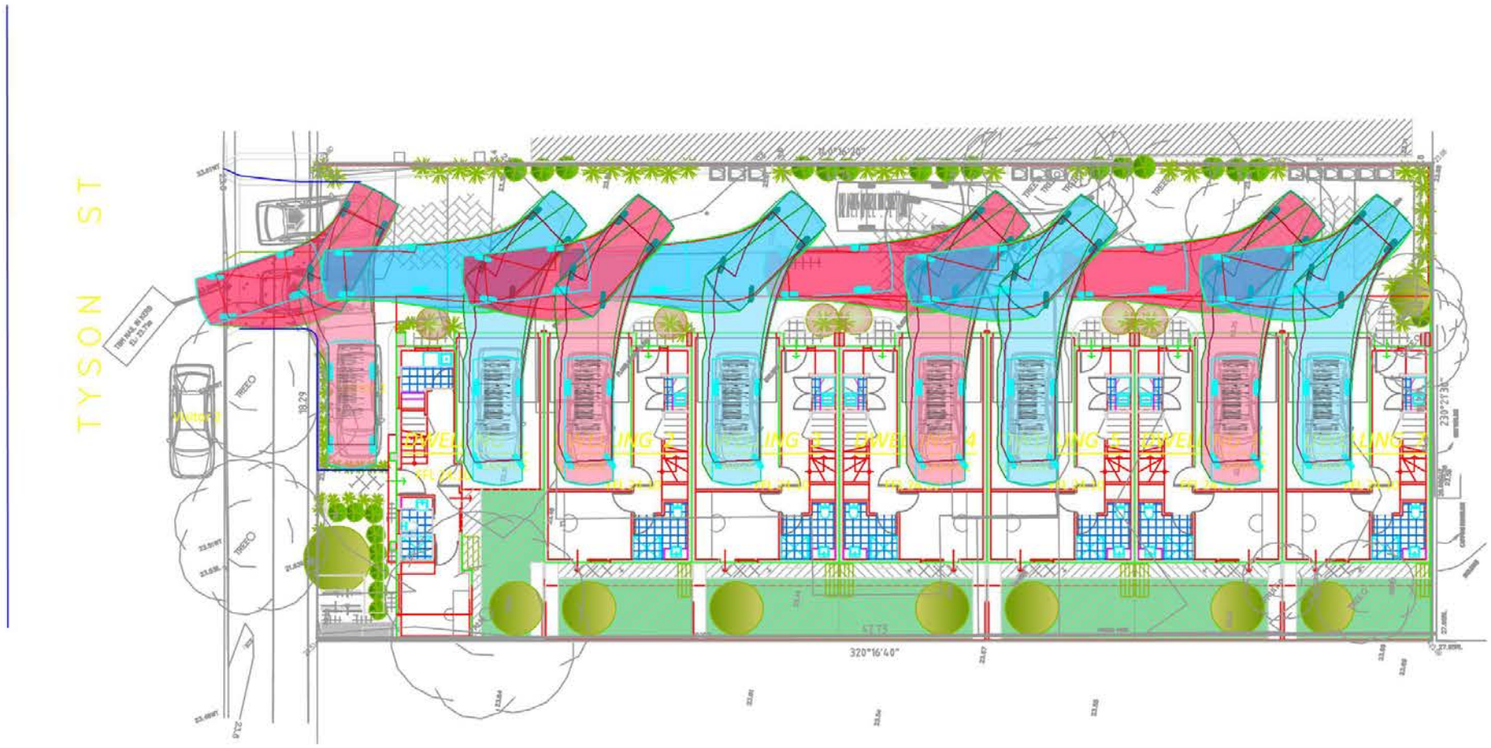
N
1:250
@ A3

PROPOSED RESIDENTIAL DEVELOPMENT

5 TYSON STREET, ASHFORD

TURN PATH ASSESSMENT - INGRESS MOVEMENTS

PROJECT # 18134 SHEET # 01_SH01



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DRAWING AMENDMENTS

REV	DATE	DESCRIPTION	DWN	CHK
C	31/01/2019		JJB	BNW

C18341_01C.DWG 4/2/2019 2:31 PM

N
1:250
@ A3

PROPOSED RESIDENTIAL DEVELOPMENT

5 TYSON STREET, ASHFORD
TURN PATH ASSESSMENT - EGRESS MOVEMENTS

PROJECT # 18134 SHEET # 01_SH02

NOTES:

1. All downpipe connections are to be ø90 uPVC and are to be provided with cleaning eyes.

2. All Stormwater pipes shall be ø90 UNO.

3. All Stormwater pipes shall be laid as per AS 3500 to achieve minimum cover and grade U.N.O. If cover can not be achieved encase pipe in 100 thick concrete.

4. Sumps, gratings & MH's shall be 300sq (UNO) with walls & floors of 100 thick concrete, reinforced with SL72 fabric central + an approved cover/grate & frame.

5. Where sumps/grates or the like are cast into a concrete slab, provide 2–N12 crack control bars at the corners of such cast–in items. Bars are to be 1000 long and tied to the top layer of slab reinforcement.

6. Bedding and back–filling around stormwater pipes shall conform to AS 3725–1989.

7. Bedding sand for stormwater pipes shall be coarse, free flowing pit sand, with a plasticity index less than 5. The material shall be clean with 100% passing the 6.7mm sieve and not greater than 10% passing a 0.075mm sieve. It shall have a minimum compacted depth of 75mm.

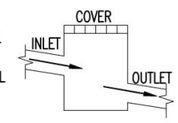
8. Boundary Locations are based on fences/stakes only. It is recommended that an identification survey be done to establish true boundaries.

9. Provide 40mm thick lagging to all pipe penetrations through footing beams.

LEGEND

- uPVC SEWER PIPE
- SEAL — ø100 uPVC STORMWATER SEALED SYSTEM
- uPVC STORMWATER PIPE
- PUMP — HDPE PUMP CHAMBER DISCHARGE PIPE
- +100.456 EXISTING SURFACE SPOT LEVEL
- +WT99.46 EXISTING WATER TABLE LEVEL
- +TK99.61 EXISTING TOP OF KERB LEVEL
- +RW99.61 TOP OF RETAINING WALL LEVEL
- +PL99.61 NEW PAVEMENT LEVEL
- +LL99.61 LAWN/LANDSCAPE LEVEL
- Ⓢ STORMWATER INSPECTION POINT
- ⓖ STORMWATER ø90 PVC GRATE
- 300sq GRATED SUMP (U.N.O)
- STORMWATER JUNCTION BOX
- dp ø90 DOWNPIPE
- SPREADER DRAIN
- ETSA PIT/CABLE
- TELSTRA SERVICES
- STOBIE POLE
- G GAS METER
- WATER METER
- EXISTING TREE
- "ACO" DRAIN K200s WITH GALVANISED GRATE (150kN)
- PAVING
- 100 KERB AND GUTTER
- CONCRETE SPOON DRAIN
- RETAINING WALL
- LANDSCAPING/LAWN AREA

CL	= 119.92	COVER LEVEL
IL	= 119.52	INLET LEVEL
OL	= 119.47	OUTLET LEVEL



Amend	Date	Description

SCA ENGINEERS PTY LTD
SUITE 3, 76 OSMOND TERRACE NORWOOD SA 5067
T:08 83310126 E:office@scaengineering.com.au

PROPOSED RESIDENTIAL DEVELOPMENT AT 5 TYSON STREET, ASHFORD FOR P. PHAM

Title:	CIVIL DETAILS – 1		
Design:	MC	Scale:	SHOWN
Drawn:	ST	Dwg No:	
Date:	DEC 18		181143–C1

Site contour survey was carried out by an independent third party engaged directly by the client.

T Y S O N S T R E E T

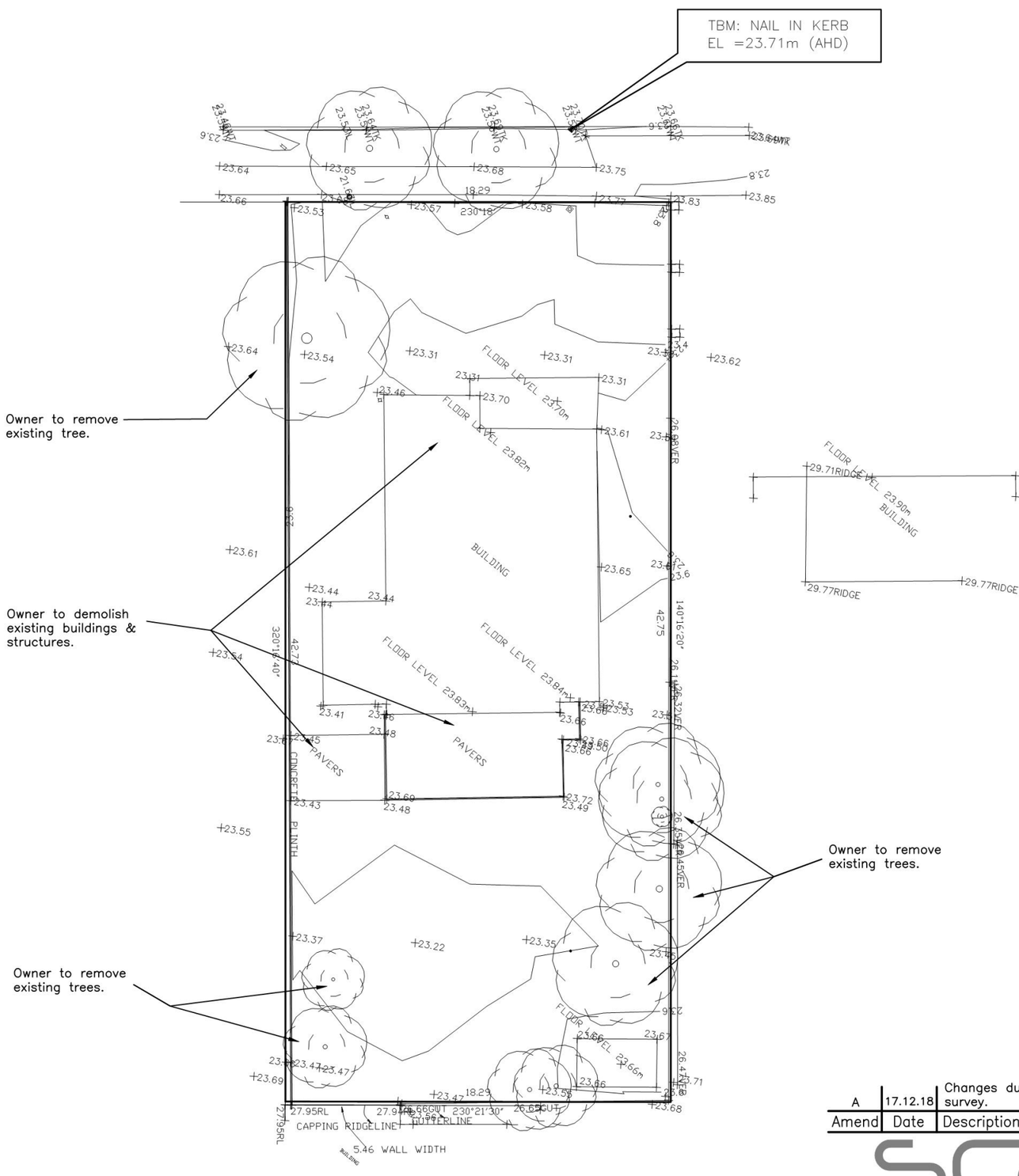
TBM: NAIL IN KERB
EL =23.71m (AHD)

Owner to remove existing tree.

Owner to demolish existing buildings & structures.

Owner to remove existing trees.

Owner to remove existing trees.



SURVEY LAYOUT PLAN
1:200 @ A3

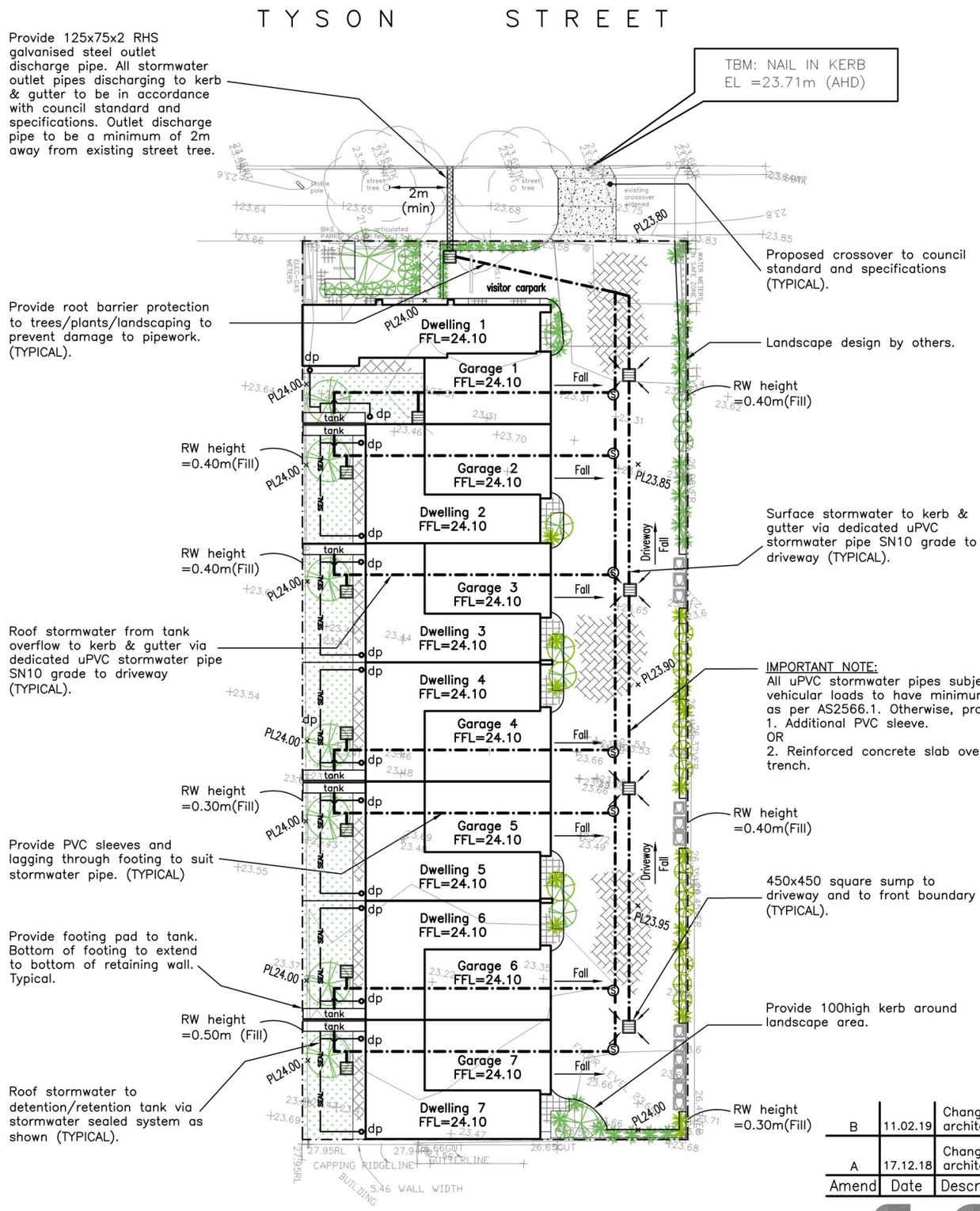
Amend	Date	Description
A	17.12.18	Changes due to new survey.

SCA ENGINEERS PTY LTD
SUITE 3, 76 OSMOND TERRACE NORWOOD SA 5067
T:08 83310126 E:office@scaengineering.com.au

PROPOSED RESIDENTIAL DEVELOPMENT AT 5 TYSON STREET, ASHFORD FOR P. PHAM

Title:	CIVIL DETAILS – 2		
Design:	MC	Scale:	SHOWN
Drawn:	ST	Dwg No:	
Date:	DEC 18		181143–C2/A

Site contour survey was carried out by an independent third party engaged directly by the client.



CIVIL LAYOUT PLAN

1:200 @ A3

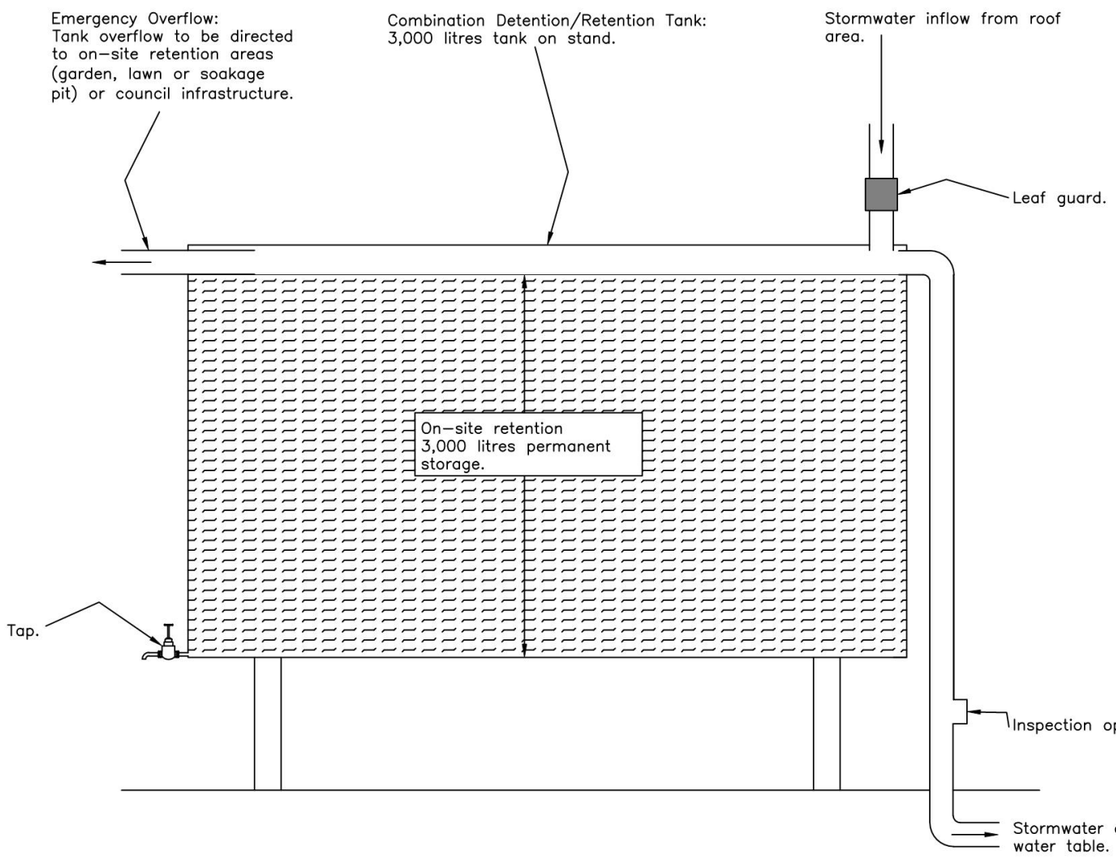
Amend	Date	Description
B	11.02.19	Changes due to new architectural drawings.
A	17.12.18	Changes due to new architectural drawings.

SCA PTY LTD ENGINEERS
SUITE 3, 76 OSMOND TERRACE NORWOOD SA 5067
T:08 83310126 E:office@scaengineering.com.au

PROPOSED RESIDENTIAL DEVELOPMENT AT 5 TYSON STREET, ASHFORD FOR P. PHAM

Title:	CIVIL DETAILS – 3		
Design:	MC	Scale:	SHOWN
Drawn:	ST	Dwg No:	
Date:	FEB 19		181143–C3/B

In accordance with Council and BCA requirements, ensure:
i) Water from rainwater tank to be plumbed to ALL toilets within the dwelling AND laundry cold taps (other uses can also be included if so desired)
ii) The inlet and overflow of the tank must be fitted with mosquito–proof, non–degradable screens formed from ø0.315mm material and have a minimum of 6x7 openings per cm2.
iii) Other plumbing requirements associated with this re–use system (ie mains backup and isolation) to be in accordance with standard compulsory stormwater re–use requirements in the building code.
iv) All elements of the stormwater collection and re–use system to be installed and fully operational prior to the occupancy of a dwelling.



COMBINATION DETENTION/RETENTION WATER TANK DETAIL

NTS

Amend	Date	Description

SCA PTY LTD
ENGINEERS
SUITE 3, 76 OSMOND TERRACE NORWOOD SA 5067
T:08 83310126 E:office@scaengineering.com.au

PROPOSED RESIDENTIAL DEVELOPMENT AT 5 TYSON STREET, ASHFORD FOR P. PHUONG

Title:	CIVIL DETAILS – 4	
Design:	MC	Scale: SHOWN
Drawn:	ST	Dwg No:
Date:	DEC 18	181143–C4

STATEMENT OF REPRESENTATION
Pursuant to Section 38 of the Development Act 1993

RECEIVED CSU WTCC
AM 8 9 10 11 12
PM 1 2 3 4 5
8 MAR 2019

TO Chief Executive Officer
City of West Torrens
165 Sir Donald Bradman Drive
HILTON 5033

DEVELOPMENT No. 211/1369/2018
PROPERTY ADDRESS: 5 Tyson Street, ASHFORD SA 5035

YOUR FULL NAME	Kris Krotiris
YOUR ADDRESS	1/6 Tyson street, ASHFORD
YOUR PHONE No	[redacted]
YOUR EMAIL	
NATURE OF INTEREST *(eg. Adjoining resident, owner of land in the vicinity etc.)*	Owner of land in the vicinity

REASON/S FOR REPRESENTATION

Please see attached

City of West Torrens
13 MAR 2019
City Development

MY REPRESENTATIONS WOULD BE OVERCOME BY
(state action sought)

Please see attached

Please indicate in the appropriate box below whether or not you wish to be heard by Council in respect to this submission:

I DO **NOT** WISH TO BE HEARD ☐
I DESIRE TO BE HEARD PERSONALLY ☑
I DESIRE TO BE REPRESENTED BY _____ ☐
(PLEASE SPECIFY)

SIGNED _____ DATE _____

RECEIVED - CWT IM
8 MAR 2019

Responsible Officer: Jordan Leverington
Ends: Friday 8 March 2019

If space insufficient, please attach sheets

Development No.: 211/1369/2018
Subject Land: 5 Tyson Street, ASHFORD SA 5035

REASON FOR REPROSENTATION:

The nature of this development will not fit with the character of the remainder of the street (which mostly falls under Ashford Character Policy Area 22) and will create unwanted noise and traffic for neighbouring properties. This will ultimately negatively affect street appeal. A maximum height of 3-storeys as outlined in Urban Corridor Zone – 'Boulevard' Policy Area 34 should be reconsidered for these reasons.

MY REPRESENTATION WOULD BE OVERCOME BY:

Reducing the maximum height to 2-storys as per the development currently being undertaken at 2 Tyson Street and a corresponding reduction in the number of proposed dwellings.

STATEMENT OF REPRESENTATION
Pursuant to Section 38 of the Development Act 1993

TO Chief Executive Officer
City of West Torrens
165 Sir Donald Bradman Drive
HILTON 5033

RECEIVED CSU WTCC
AM 8 9 10 11 12
PM 1 2 25 3 4 5
7 MAR 2019

DEVELOPMENT No. 211/1369/2018
PROPERTY ADDRESS: 5 Tyson Street, ASHFORD SA 5035

YOUR FULL NAME	M. T. N. NGUYEN & K. Y. QUACH
YOUR ADDRESS	7 TYSON ST ASHFORD SA 5035
YOUR PHONE No	[redacted]
YOUR EMAIL	
NATURE OF INTEREST	Neighbours (eg. Adjoining resident, owner of land in the vicinity etc.)

City of West Torrens
0 8 MAR 2019
City Development

REASON/S FOR REPRESENTATION

① As we have 4 young kids (i.e 3x girls & 1x boy under 10yrs) living in the house our concern is that our privacy will be compromised.

② We will concerned about the safety of our kids - people in the units being able to see them in their own backyard.

③ As parents we encourage our kids to be outside as often as possible. we do not want people overlooking our children at play. We also don't want to restrict them in their own backyard.

MY REPRESENTATIONS WOULD BE OVERCOME BY
(state action sought)

① We would like all windows facing our property to be opaque.

② All balcony glass facing our property also be opaque and between 1.5 metre to 2 metre high similar to 99 ANZAC HWY ASHFORD property on the East side.

Please indicate in the appropriate box below whether or not you wish to be heard by Council in respect to this submission:

I DO **NOT** WISH TO BE HEARD ☐
I DESIRE TO BE HEARD PERSONALLY ☑
I DESIRE TO BE REPRESENTED BY _____ ☐
(PLEASE SPECIFY)

SIGNED _____ DATE 07/3/2019

RECEIVED - CWT IM
7 MAR 2019

Responsible Officer: Jordan Leverington
Ends: Friday 8 March 2019

If space insufficient, please attach sheets

City of West Torrens
01 MAR 2019
City Development

STATEMENT OF REPRESENTATION
Pursuant to Section 38 of the Development Act 1993

TO Chief Executive Officer
City of West Torrens
165 Sir Donald Bradman Drive
HILTON 5033

RECEIVED CSU WTCC
AM 8 9 10 11 12
PM 1 2 3 4 5
28 FEB 2019

DEVELOPMENT No. 211/1369/2018
PROPERTY ADDRESS: 5 Tyson Street, ASHFORD SA 5035

YOUR FULL NAME	Christopher Carl Aiken
YOUR ADDRESS	8 Tyson St Ashford
YOUR PHONE No	[redacted]
YOUR EMAIL	
NATURE OF INTEREST	Adjoining resident *(eg. Adjoining resident, owner of land in the vicinity etc.)*

REASON/S FOR REPRESENTATION

Balcony overlooking existing dwellings seems intrusive of privacy

Car parks - visitor car parks do not meet set requirements
- One car park per unit is insufficient and will impact the local area as there is no room on the existing plan for a second car
- Impact on street parking and traffic and public safety by increased car parking on streets

MY REPRESENTATIONS WOULD BE OVERCOME BY (state action sought)

Increased on site car parking for residents

RECEIVED - CWT IM
28 FEB 2019

Please indicate in the appropriate box below whether or not you wish to be heard by Council in respect to this submission:

I DO **NOT** WISH TO BE HEARD ☐
I DESIRE TO BE HEARD PERSONALLY ☐
I DESIRE TO BE REPRESENTED BY _____ ☐
(PLEASE SPECIFY)

SIGNED _____ 28/2/19 DATE

Responsible Officer: Jordan Leverington
Ends: Friday 8 March 2019

If space insufficient, please attach sheets

15 March 2019

Mr. Jordan Leverington
Senior Development Officer - Planning
City of West Torrens
165 Sir Donald Bradman Drive
HILTON SA 5033

Dear Jordan

Re: Response to Representations for DA 211/1369/2018

On behalf of the applicant Advanced Development Group Solutions, we write to respond to the issues that have been raised by the representations received by City of West Torrens (**the Council**) during the Category 2 public notification of DA 211/1369/2018 (**the DA**).

We have been provided with a total of 3 representations submitted by:

1. Christoper Cal Aiken of 8 Tyson Street, Ashford, SA 5035,
2. Kris Krotiris of 1/6 Tyson Street, Ashford, SA 5035,
3. M.T.N. Nguyen & K.Y. Quach of 7 Tyson Street, Ashford, SA 5035,

The locations of the representors in relation to the subject site are identified in Figure 1 below:

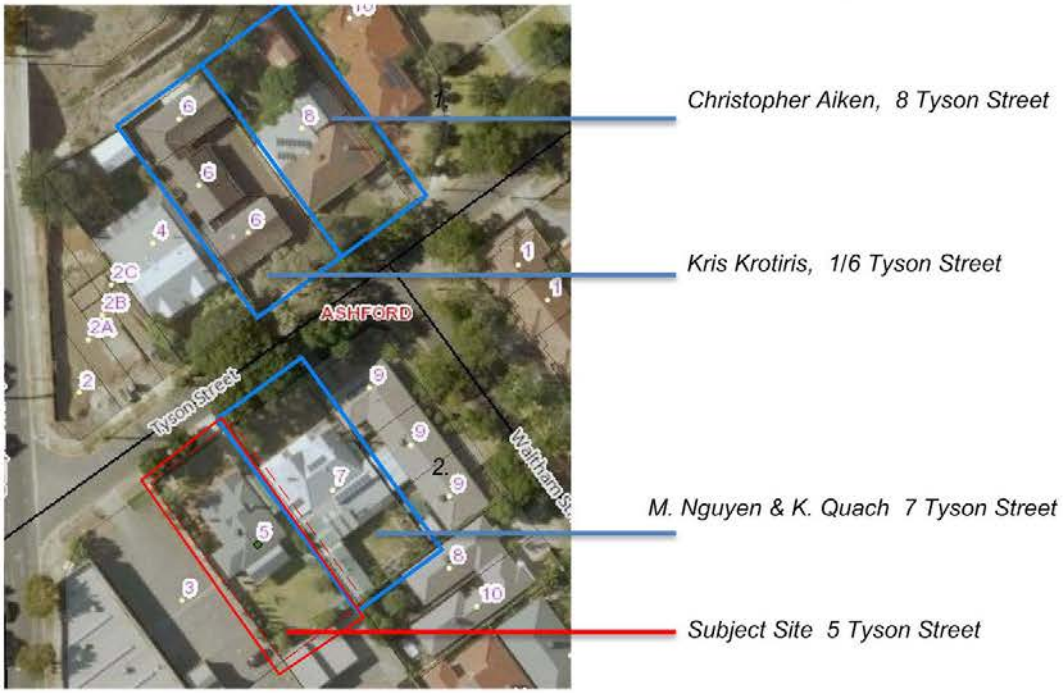


Figure 1 Location of representors

studio eD3
0423 094 854
admin@studioed3.net.au
nairne sa 5252
abn 71 976 582 110

We deal with each representors' concerns in turn.

1. Christopher Aiken – 8 Tyson Street Ashford SA 5035

1(a) Parking in Tyson Street

The *Development Plan* states for residential flat buildings (**RFBs**) in Urban Corridor Zone – Boulevard Policy 34 Table WeTo/6 Table 3: should provide "1 car parking spaces per 2 bedroom dwelling, which is covered + an additional 0.25 car parking spaces per dwelling."[1] The guideline for this DA is therefore 8.75 car spaces which calculates to 9 car spaces.

This DA has 8 car parking spaces within the development and 1 on-street car parking space. Excluding the driveway, there will be approximately 12.0 metres of upright kerb space, which equates to parking for about 2 cars on Tyson Street directly in front of the subject land.

It is also important to note the following:

- demand for visitor car parking is typically on weekends and at evening time on weekdays;
- the land is approximately 50 metres from a bus stop and therefore public transport usage is viable;
- the land is approximately 270 metres from a Neighbourhood Centre Zone that accommodates a variety of established shops, within walking distance; and

Therefore the car-parking arrangements are appropriate in the context of the *Development Plan* and will not have a detrimental impact to existing on-street car parking on Tyson Street.

1(b) Overlooking

Mr Aiken has concerns that the prospective residents will be able to overlook from the proposed balconies into their property

It should be noted that Principle 27"[2] of the Residential Development section of the *Development Plan* advises that buildings of 3 or more storeys are not required to provide 1.7m screening devices to balconies for visual privacy purposes.

.

Therefore the balcony arrangements are appropriate in the context of the *Development Plan* and will not have a detrimental impact to visual privacy on Tyson Street properties.

[1] Development Plan - West Torrens Council, 12 July 2018, page 323.

[2] Development Plan - West Torrens Council, 12 July 2018, page 84.

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nairne sa 5252
abn 71 976 582 110

2. Kris Krotiris – 1/6 Tyson Street Ashford SA 5035

2(a) Noise & Traffic in Tyson Street

Mr Krotiris has concerns that the proposed development will create unwanted noise and traffic for neighbouring properties.

The *Development Plan* for the *Urban Corridor Zone – Boulevard Policy Area 34* states:

> "Residential Development should create a medium to high density urban environment **incorporating residential flat buildings** and dwellings in mixed use buildings, and not lower denisty residential such as detached dwellings."[3] (emphasis added)

Thus the *Development Plan* specifically envisages greater human activity, which goes hand-in-hand with greater pedestrian and vehicular movement. There is no evidence to suggest that the prospective residents (or their vehicles) would cause more noise than what is reasonably expected in a 'denser allotment pattern.'
For these reasons, there is unlikely to be unreasonable interference with traffic and noise in Tyson Street.

2(b) Building Height

Mr Krotiris has stated that their representation would be overcome if the proposed building were reduced from three storeys to two storeys.

With all due respect to the representor, their request is neither reasonable nor warranted, as the proposed building is currently sit five storeys and approximately 22.0 metres below the maximum height limit and is at the minimum building height that has been prescribed for this part of the Urban Corridor Zone.

3. M. Nguyen and K. Quach – 7 Tyson Street Ashford SA 5035

3(a) Overlooking

The representor has expressed concerns that the prospective residents will be able to overlook from the proposed development.

Refer to 1(b)

[3] Development Plan - West Torrens Council, 12 July 2018, page 251.

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3(a) Overlooking cont'd

It should be noted that there is an existing roofed shed structure, approximately 6.0 metres wide, it is located along the shared boundary of 7 Tyson Street and 5 Tyson Street. The extent of this existing roofed structure is from the front of the existing dwelling of 7 Tyson Street and extends continuously through to their rear boundary. (see attached document 5 Tyson Overlooking Site Plan)

As per figure 2 below, the viewing distance from the prospective balconies to the rear yard of 7 Tyson Street is approximately 10.00 metres and is visually obscured by the existing roofed shed structure. Also the distance from the prospective habitable room window on level two to the rear yard of 7 Tyson Street is approximately 12.00 metres.

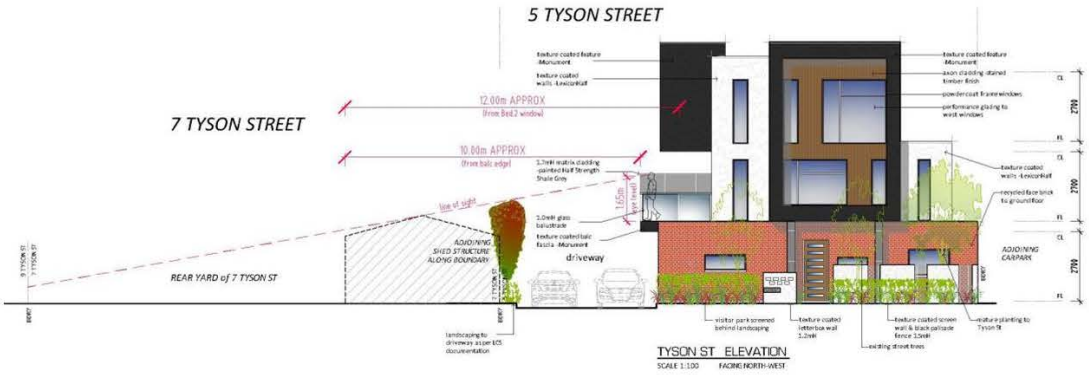

Figure 2 Viewing Distances from 5 Tyson Street to 7 Tyson Street rear yard

Therefore the overlooking arrangements are appropriate in the context of the *Urban Corridor Zone Boulevard Policy Area 34* of the *Development Plan* and will not have a detrimental impact to visual privacy on 7 Tyson Street property.

Conclusion

We trust we have addressed the representors' concerns in sufficient detail. This DA satisfies the overwhelming majority of the *Development Plan* guidelines and in our view a consent recommendation is warranted.

Please contact me on 0423 094 854 if you have any further queries.

Yours sincerely

M.Sturrus

Mark Sturrus
Director
studio eD3 Pty Ltd

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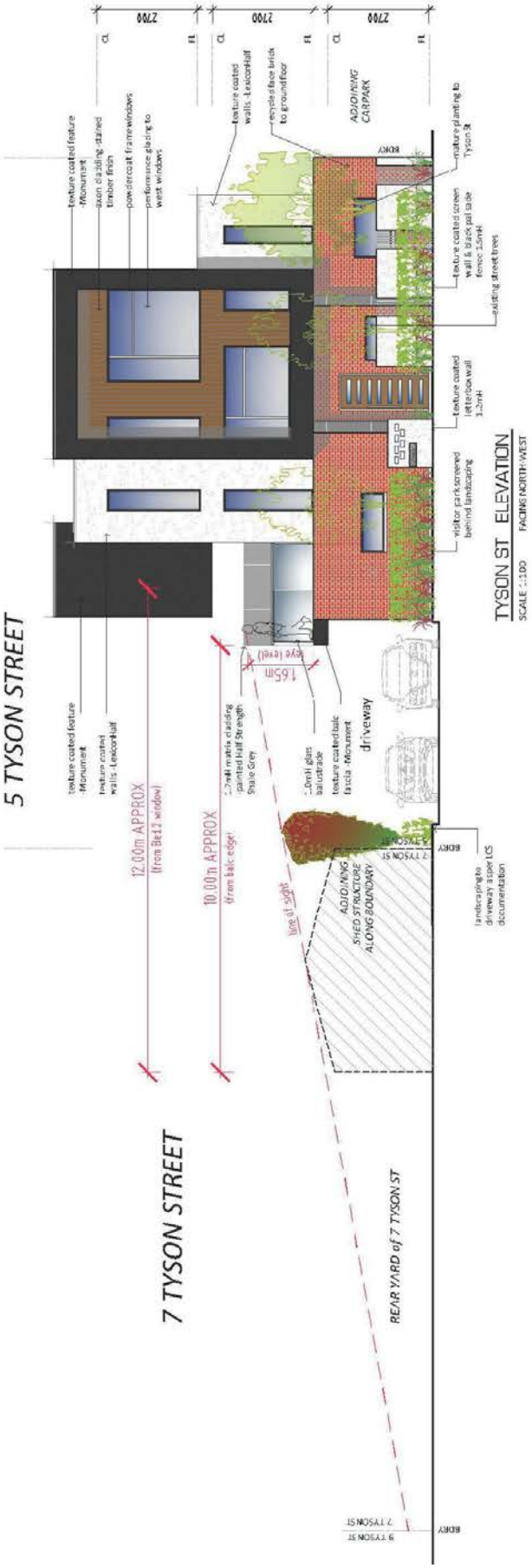

5 TYSON STREET
7 TYSON STREET
TYSON ST ELEVATION
SCALE 1:100
FACING NORTH-WEST
ADJOINING CARPARK
driveway
12.00m APPROX
(from Bed 2 window)
10.00m APPROX
(from balc edge)
ADJOINING SHED STRUCTURE ALONG BOUNDARY
REAR YARD of 7 TYSON ST
2700
2700
2700
CL
FL
BDRY
7 TYSON ST
9 TYSON ST

IMPORTANT NOTES:

STORM WATER ASSOCIATED WITH THE PROPOSED CHANGES AND PROPOSED ADDITIONS TO DISCHARGE INTO EXISTING STORM WATER SYSTEM
- REFER TO ENGINEERS DRAWINGS

RWT 3.0kL RAINWATER TANK IN ACCORDANCE WITH COUNCIL'S REQUIREMENTS & TO MANUF'S DETAILS PLUMBED INTO RESIDENCE COLD WATER SUPPLY TO WC'S & LDRY AS PER AS.3500 IN ACCORDANCE WITH THE BCA

DP NEW 90Ø DOWNPIPE CONNECTED TO SW DRAINAGE SYSTEM

CL CLOTHESLINE PROVISION

AC AIR CON UNIT PROVISION

LB LETTERBOX PROVISION

PAV 1 CONC DRIVEWAY PAVERS - CHARCOAL

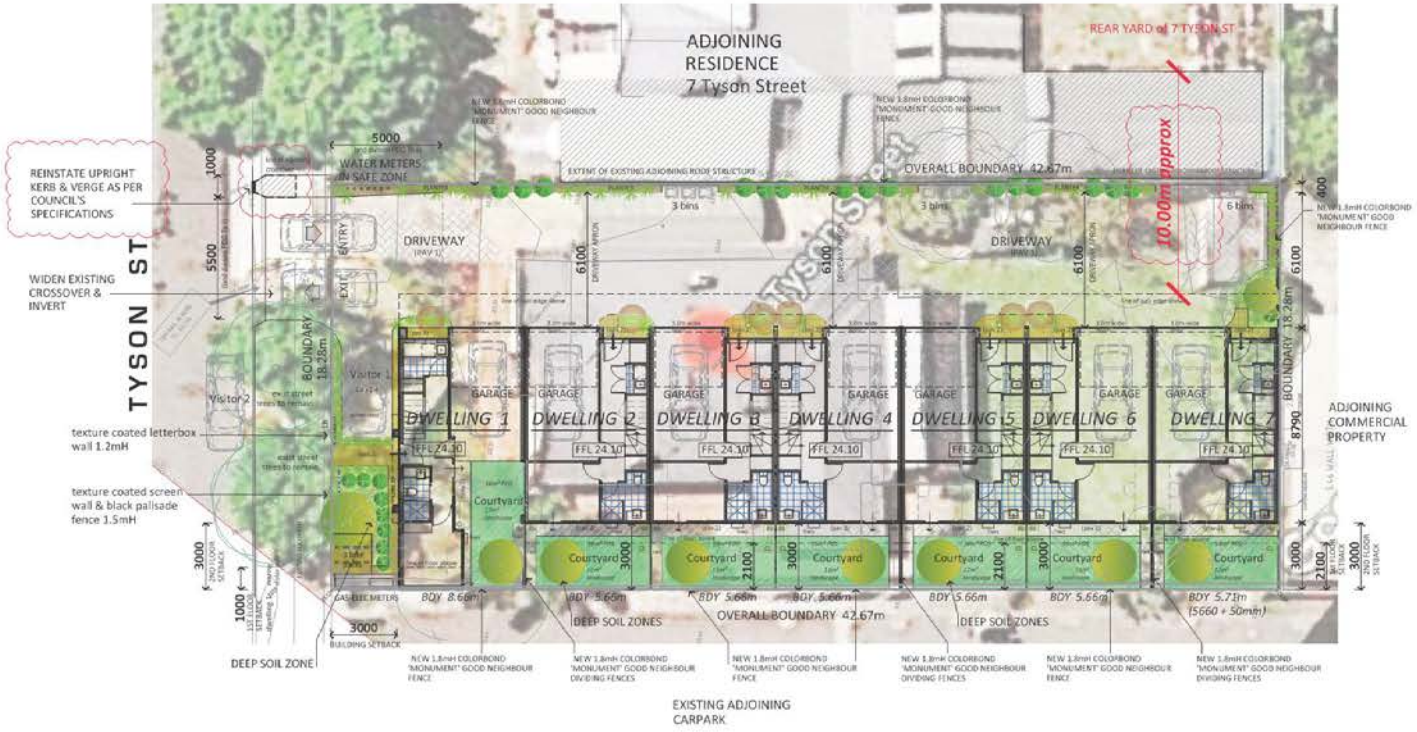
PAV 2 CONC TRADITIONAL PAVERS - CHARCOAL

DWELLING AREAS m²

DWELLINGS 1		DWELLINGS 2 - 7	
GF LIVING	29	GF LIVING	29
GARAGE	19	GARAGE	20
FF LIVING	52	PORCH	1
BALC	15	FF LIVING	48
SF LIVING	49	BALC	15
TOTAL	164	SF LIVING	48
		TOTAL	161

SITE AREAS m²

SITE	780
TOTAL BUILDING AREA	1130
TOTAL GF BUILDING AREA	357
SITE COVERAGE	45%
PRIVATE OPEN SPACE	(31/unit) 217
COURTYARDS	(16/unit) 112
COMMON AREAS	270
LANDSCAPE AREAS	(94 deep soil) 113



project north

PROPOSED SITE PLAN

SCALE 1:200

REFER TO CIRQA DRAWINGS FOR DETAILED VEHICLE MOVEMENT ASSESSMENT

REFER TO LCS DRAWINGS FOR DETAILED LANDSCAPING PLAN

TO BE READ IN CONJUNCTION WITH ENGINEER'S DRAWINGS 181143

0 2 4 6 8 10 M
scale bar 1:200

SITE LEVELS PROVIDED BY OTHERS

Boundary information on this drawing has been provided via a detailed survey only. Prior to any building work commencing, it is the builder's responsibility to arrange a Boundary Identification survey to confirm all dimensions and set outs.

PLANNING ISSUE

REV.E revised Council issue 15.03.19

© studio eD3 pty ltd
ALL DIMENSIONS & LEVELS SHALL BE VERIFIED ON SITE PRIOR TO COMMENCEMENT OF CONSTRUCTION WORKS OR FABRICATION. DO NOT SCALE DIMENSIONS FROM PRINTED DRAWINGS. STATED DIMENSIONS TAKE PREFERENCE TO SCALE

studio eD3 - building design
po box 393 nairne sa 5252
t: 0423094854 e: admin@studioed3.net.au

adgs

Proposed Residential Development at 5 Tyson St, Ashford SA for ADGS

1:200 | 1883

PD | 01 E | A3

PLANNING CONSENT STAGE

Preliminary Traffic, Flooding & Stormwater Assessment

Development Application No: 211/1369/2018

Assessing Officer:	Jordan Leverington
Site Address:	5 Tyson Street, ASHFORD SA 5035
Certificate of Title:	CT-5749/419
Description of Development	Construction of a three-storey residential flat building containing 7 dwellings

TO THE TECHNICAL OFFICER - CITY ASSETS

Please provide your comments in relation to:

☐ Site drainage and stormwater disposal

☐ Required FFL

☐ On-site vehicle parking and manoeuvrability

☐ New Crossover

☐ Your advice is also sought on other aspects of the proposal as follows:

.....
.....

PLANNING OFFICER - Jordan Leverington DATE 17 January, 2019

City of West Torrens
Between the City and the Sea

Memo

To	Jordan Leverington
From	Richard Tan
Date	17/1/2019
Subject	211/1369/2018, 5 Tyson Street, ASHFORD SA 5035

Jordan Leverington,

The following City Assets Department comments are provided with regards to the assessment of the above development application:

Major Concern:

The following issue is indicated to be major as they may require redesign of the proposed dwelling:

- **Vehicle turning path shall be provided to show that vehicle manoeuvrability is able to be achieved through a single turn when driving in a garage/carport.**

The following City Assets Department comments are provided with regards to the assessment of the above development application:

1.0 Flood Consideration – Finished Floor Level (FFL) Requirement – up to 100mm Zone

1.1 Portions of the development are located within the 'up to 100mm' area of flood effect from Keswick and Brown Hill Creek flood plain mapping as nominated in Council's Development Plan.

In accordance with the provided 'Proposed Site Plan' (Studio eD3, Ref: 1863 PD-01-C, dated 24/12/2018) the FFLs of the main dwelling of proposed development (24.10 minimum) have been assessed as satisfying minimum requirements (23.99) in consideration of street and/or flood level information.

2.0 Verge Interaction

2.1 It is noted that the existing crossover is proposed to be widened. The proposed crossover should be separated from the existing crossover servicing the adjacent property. The offset between the crossovers is required to be a minimum of 1m (measured at the front property

Civic Centre 165 Sir Donald Bradman Drive, Hilton 5033 South Australia **Tel** (08) 8416 6333 **Fax** (08) 8443 5709
E – mail csu@wtcc.sa.gov.au **Website** westtorrens.sa.gov.au

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boundary). The 1m separation allows for a pedestrian refuge. The extension and separation of the driveway crossover shall be undertaken prior to the completion of any building works at the expense of the applicant.

It is recommended that revised plans indicating satisfaction to the above requirements should be provided to Council.

2.2 Following the offset requirements as mentioned in dot point 2.1, portion of existing crossover will be made redundant and should be reinstated to vertical kerb prior to the completion of any building works at the applicant's expense. It should also be indicated on revised plans that any redundant crossovers will be reinstated.

It is recommended that revised plans showing the reinstatement of redundant crossovers be provided to Council.

3.0 Traffic Requirements

3.1 It is also important to ensure that the functionality of the driveway entrance and passing area is not compromised by the ultimate installation of letterboxes, above ground service metres or similar.

Currently water meters are proposed to be next to the driveway passing area without any offset (300mm). Provided plans should indicate location for water meters which would satisfy this requirement.

It is recommended that any approval associated with this development included a condition of similar wording to the following;

"No aboveground structure(s) such as letterboxes, service meters or similar are to be installed within the common driveway entrance and passing area."

3.2 Elements of the vehicle manoeuvrability within this development appear to be unsatisfactory in consideration of the requirements of the relevant Australian Standard (AS/NZS 2890.1:2004).

Traffic assessment report has been provided with vehicle manoeuvrability checks. Council requires vehicle to be able to turn in garage in a single turn. Hence the vehicle manoeuvrability provided is not acceptable as the vehicle took a 3 point turn to turn in a garage. Moreover, I have noted that the traffic assessment was done on a separate sketched plan without further dimensions of the building elements being provided. After overlaying the traffic assessment plan

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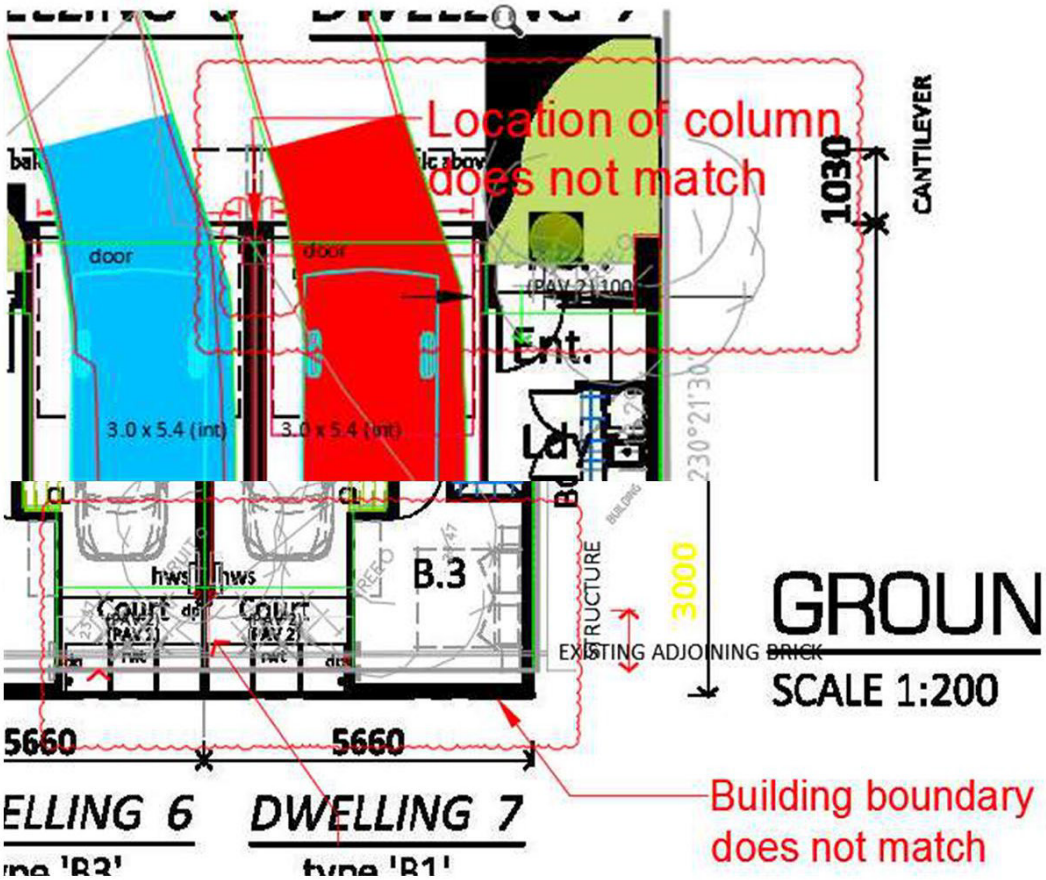
to the building proposed floor plan, it is noted that the building boundaries of both plan do not match each other (please see the attached demonstration for **internal use only**). It should also be noted that the garage door width for Dwelling 1 is 2.6m as per dot point 3.1



In the revision of the traffic manoeuvrability design, it is required that information be provided to clearly demonstrate the compliance of manoeuvrability for critical parking spaces and movements using suitable techniques as outlined within AS/NZS 2890.1:2004. It is also highly recommended that traffic assessment shall be checked on actual development plans/drawings than sketched separately to maintain accuracy.

It is recommended that the traffic assessment report to be updated with vehicle manoeuvre in garage/carport with a single turn. Also it is highly recommended that the manoeuvrability assessment is to be performed

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on actual development plans/drawings. Revised reports and drawings should then be submitted to Council.

3.3 I have noted that there is a visitor's car park space within 5m of property boundary. Following the comments in dot point 3.3, vehicle manoeuvrability should also be provided for vehicle approaching from western side of Tyson Street, making a U-turn into subject land and park in the visitor car park space as mentioned above in a single turn.

It is recommended that revised traffic assessment report indicating satisfaction to the above requirements should be provided to Council. Also it is highly recommended that the manoeuvrability assessment is to be performed on actual development plans/drawings.

3.4 It is understood that for flat dwellings within urban corridor zone it is recommended that there should be a provision of an on-site car parking spaces at a rate of 1.25 per 3 + bedroom dwelling and 0.25 visitor car parking spaces per dwelling. As there are 7 proposed dwellings there would be the expectation of 11 on site visitor car park. The current proposal satisfies the minimum car parking requirements.

3.5 Garage dimension has been assessed as acceptable in accordance with the site layout shown in 'Proposed Floor Plans' (Studio eD3, Ref: 1863 PD-02-C, dated 24/12/2018). I have noted that there is some area which has internal width lesser than 3.0m, (for example where the cloth lines is located). However it is deemed acceptable as cloth lines is generally foldable. It is also noted that the garage door width for Dwelling 1 is incorrect on plan (indicated width is 2.8m and actual width is 2.6m).

4.0 Waste Management

4.1 It is assumed that given the current layout, kerbside bin collection by Council is required. No waste calculations has been presented to council, but a requirement of 10 shared bin (consist of 4 x 140L general waste, and 6 x 240L Recycled/Organics) has been proposed in Planning Statement (Studio eD3, dated 24/12/2018). It is noted that on the verge there are existing street trees and stobie pole present, all of which reduce the available area for bins to be placed on collection day. Given the width of the allotment and the verge elements present (including driveway), there is likely to be space for a maximum of 9 bins to be collected at any one time. As there are 7 dwellings proposed, there would therefore be a maximum of 14 bins being

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required for collection (general waste + recyclables or general waste + food organics).

Consequently, a 'Reduced Shared Council 3 Bin Waste Service' would be provided for the subject site. Based on the 'City of West Torrens Developers' Waste Management Guide for new residential development: Overview' a total of 12 shared bins is required. Either 9 or 8 bins are to be serviced each week (5 general waste + 4 recyclables or 5 general waste + 3 food organics).

Common storage area accessible by all rear dwellings within the common property boundary is required. Amened plans that include a common storage area of sufficient size for the shared bins should be provided to council. Currently 10 bins have been allocated to be store on common driveway area. Note that the inclusion of a shared bin area should not impact vehicle manoeuvrability. If on review, elements of the vehicle manoeuvrability within this development appear to be unsatisfactory due to the provision of a common bin storage area, it may be required that the applicant seek advice from someone suitably experienced in traffic design, to assist them in producing a vehicle manoeuvrability design for this site which complies with the Australian Standard requirements, preferably through the use of either “AutoTrack” or “AutoTURN” demonstration.

It is recommended that revised plans indicating satisfaction to the above requirements should be provided to Council.

5.0 Stormwater Management (3 or more higher density, row and group dwelling) (ROOF AREA MUST BE 50% OF SITE OR MORE)

5.1 Stormwater calculation has been provided. I have noted that the pre-development and post development requirements adopted in the calculation does not meet Council's stormwater requirements which is to limit the peak discharge rate for the site critical 20 year ARI storm event to equivalent to a predevelopment arrangement with a 0.25 runoff coefficient. Nevertheless, the capacity of tank and stormwater management details as proposed in 'Civil Details - 4' (SCA Engineers, Ref: 181143-C4, dated 12/2018) has been assessed as satisfying minimum requirements.

It is recommended that a condition similar to the following be included with any approval;

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- Prior to occupancy of a dwelling, the 3000 litre stormwater collection & reuse tank and associated plumbing to service all toilets and laundry is to be installed and operational.

Regards,
Richard Tan

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Arboricultural Assessment of Street Trees

Development Application No: **211/1369/2018**

REFERRAL DUE DATE: 23 January 2019

Assessing Officer:	**Jordan Leverington**
Site Address:	**5 Tyson Street, ASHFORD SA 5035**
Certificate of Title:	**CT-5749/419**
Description of Development	**Construction of a three-storey residential flat building containing 7 dwellings**

TO THE TECHNICAL OFFICER – CITY ASSETS

Please provide your comments in relation to:

☐ **The removal of or impact upon the Street Tree**

☐ **Species of Tree:**

☐ **Your advice is also sought on other aspects of the proposal as follows:**

PLANNING OFFICER - Jordan Leverington DATE 8 January 2019

FROM THE TECHNICAL OFFICER

I have examined the plans as requested and provide comments as follow.

As with all development applications it must be proven beyond reasonable doubt that all alternatives have been explored so not to hinder the progress of any street tree(s).

Any proposed development that does not consider "AS4970 Protection of Trees on Development Sites", is likely to require revision until all plans accurately correspond with the specific tree information detailed in this standard.

Verge interaction must consider all services that cross council land including stormwater outlets (and other) which will need to be maintained a minimum of 2.0m from any existing street tree (unless existing or otherwise negotiated). All services must be indicated /documented on appropriate plans for Council assessment and approval.

A site investigation together with the information provided has revealed that there is 8.2m from the eastern property boundary to the existing *Fraxinus angustifolia* street tree.

City Operations will require a 1.4m offset from the exiting street tree, this will leave 6.8m to accommodate a crossover and have minimal impact on the street tree.

The location of the proposed stormwater between the two existing *Fraxinus angustifolia* street trees is supported by City Operations.

There is approximately 6.2m separation between the existing street trees allowing for the required 2.0m offset to be achieved.

City Operations will support this proposal in its current form.

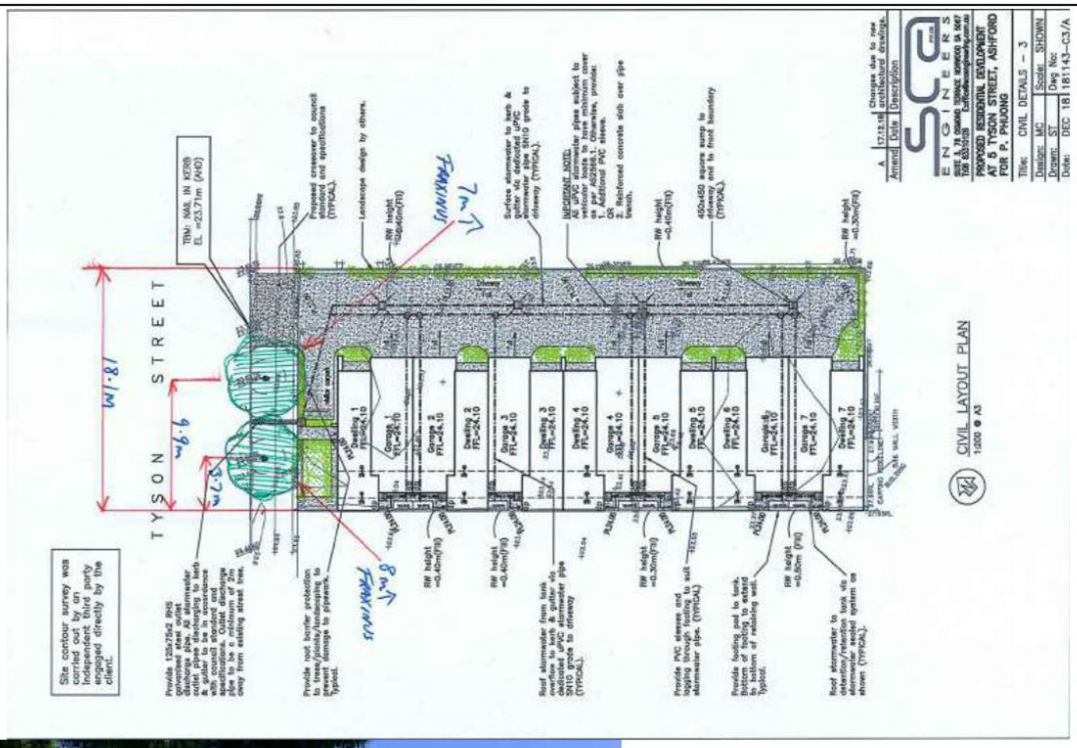
Please note, under no circumstances is any individuals other than council staff permitted to interfere with a street tree. If pruning etc. is required, council must be notified via the appropriate customer request, and council staff will perform all works associated with the community asset.

Final crossover locations will be confirmed once appropriate documentation has been received from the applicant and they have submitted "an application to construct a vehicle crossing place(s) across council land".

Rick Holmes
Technical Support Officer Arboriculture
165 Sir Donald Bradman Drive
Hilton SA 5033

Telephone: 8416 6333
Fax: 8443 5709
Email: rholmes@wtcc.sa.gov.au

DATE: 18/01/2019


TYSON STREET
CIVIL LAYOUT PLAN
1:200 @ A3
PROPOSED RESIDENTIAL DEVELOPMENT
AT 6 TYSON STREET, ASHFORD
FOR P. PHUONG
SCA ENGINEERS











6.3 428 Henley Beach Road, LOCKLEYS

Application No 211/1059/2018

Appearing before the Panel will be:

Representors: **Paul Francis Chisholm** of 2 Broughton Street, Lockleys wishes to appear in support of the representation.

Barbara Gare wishes to appear on behalf of David Christopher Gilbert of 426 Henley Beach Road, Lockleys in support of the representation.

Applicant: **Bill Stefanopoulos** of Town Planning Advisors wishes to appear on behalf of the applicant to respond to the representations.

DEVELOPMENT APPLICATION DETAILS

DESCRIPTION OF DEVELOPMENT	Combined Land division - Community Title; SCAP No. 211/C128/18; Create four (4) additional allotments and common property and construction of five (5) two storey group dwellings and associated retaining wall and fence (2.4 metres maximum combined height)
APPLICANT	428 Henley Beach Road Pty Ltd
LODGEMENT DATE	24 September 2018
ZONE	Residential Zone
POLICY AREA	Low Density Policy Area 20
APPLICATION TYPE	Merit
PUBLIC NOTIFICATION	Category 2
REFERRALS	Internal • City Assets • City Operations External • Department of Planning, Transport and Infrastructure (DPTI) • State Commission Assessment Panel (SCAP) • South Australian Water Corporation (SA Water)
DEVELOPMENT PLAN VERSION	Consolidated 12 July 2018
DELEGATION	• The relevant application proposes a merit form of development which does not meet the minimum site area requirements in the relevant Zone or Policy Area by 7.5% or more. • The relevant application is for a merit, Category 2 or Category 3 form of development, representations have been received and one or more representors wish to be heard on their representation.
RECOMMENDATION	Support with conditions
AUTHOR	Ebony Cetinich

SUBJECT LAND AND LOCALITY

The subject land is formally described as Allotment 1 in Deposited Plan 3956 in the area named Lockleys, Hundred of Adelaide, Volume 5462 Folio 274, more commonly known as 428 Henley Beach, Lockleys. The subject site is rectangular in shape with a 23.8 metre (m) wide frontage to Henley Beach Road and a site area of 1449.3 square metres (m^2).

It is noted that there are no easements, encumbrances or Land Management Agreements on the Certificate of Title.

The site currently contains a two storey detached dwelling, carport, garage, verandah and in-ground swimming pool. The site is relatively flat and while there is a tree of a regulated tree size located in the rear yard of the subject site, it is exempt under Regulation 6A(5)(a) of the *Development Regulations 2008* as it is located within 10m of a dwelling and in-ground swimming pool and it is not a Willow Myrtle or Eucalyptus.

The site currently has two single-width crossovers to Henley Beach Road located within the road verge near the eastern and western boundaries of the subject site. A mature street tree and stobie pole are located within the road verge adjacent to the eastern-most crossover.

The locality consists predominantly of residential development, however, some non-residential land uses are present. Group dwellings and dwellings within residential flat buildings (including two storey) accessed from a private road (common driveway) are the predominant dwelling types and allotment configurations within the locality. Detached dwellings on generous sized allotments are also regularly located throughout the locality. The location of two storey dwellings is highlighted on the locality plan below.

Due to the highly varied nature of dwelling types, allotment sizes, frontages and configurations vary significantly. Allotment sizes range from 81m^2 to 1897m^2 and allotment frontages vary between 8m and 25m. This has contributed to an inconsistent allotment pattern within the locality.

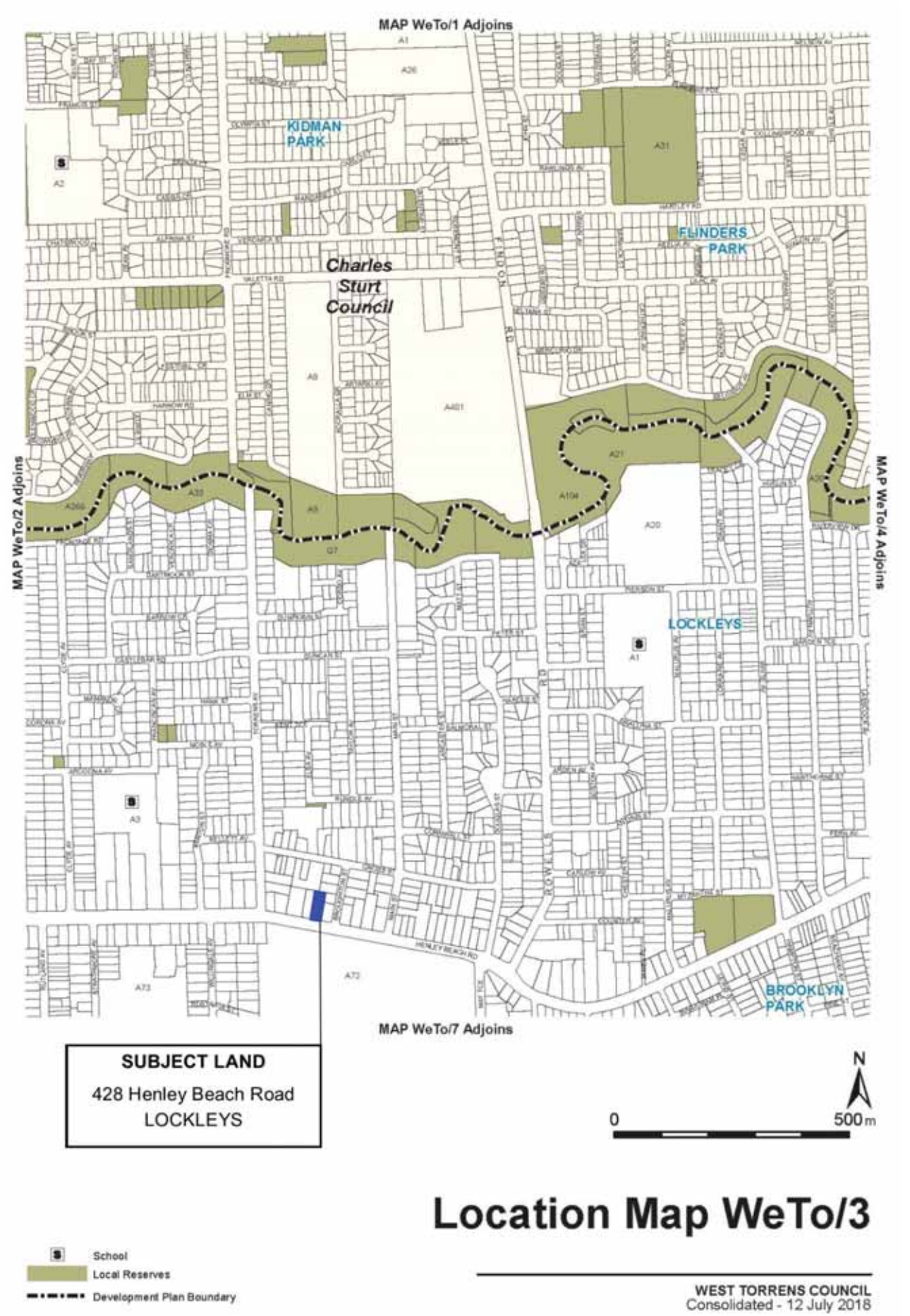
A variety of non-residential land uses including a restaurant, café, butcher, clothing shop, florist and music teacher are situated to the west of the subject site within the Local Centre Zone. The Kooyonga Golf Club is located adjacent to the subject site to the south of Henley Beach Road.

The subject site and locality more broadly is located within 400m of a Local Centre Zone situated at the intersection of Henley Beach Road and Torrens Avenue.

The amenity of the locality is considered to be relatively high given that the existing housing stock is well maintained and landscaped with mature trees lining the streets. Allotments fronting Henley Beach Road are considered to have less amenity value given the noise and traffic impacts of the busy main road.

The subject land and locality are shown on the aerial imagery and maps below.


CROSS STREET
CROSS STREET
TORRENS AVENUE
BROUGHTON STREET
MAIN STREET
MAIN STREET
HENLEY BEACH ROAD
HENLEY BEACH ROAD
LOCKLEYS
SUBJECT LAND
428 Henley Beach Road
Lockleys
= Subject Land
= Locality
= Existing residential flat buildings and group dwellings
= Two storey dwellings



Location Map WeTo/3

WEST TORRENS COUNCIL
Consolidated - 12 July 2018

RELEVANT APPLICATIONS

DA Number	Description of Development	Decision	Decision Date
211/942/2018	Construction of 5 two storey group dwellings	Withdrawn	9 Oct 2018

This application was withdrawn to form part of the current combined application.

PROPOSAL

The applicant is seeking Development Plan Consent and Land Division Consent for a combined development application comprising the following elements:

- Community Title land division creating a total of five allotments (four additional) and common property.
- Construction of five two storey group dwellings. Each dwelling has three bedrooms, an open plan living, dining and kitchen on the ground floor, a retreat on the upper level and a double garage accessed from the common property. The dwellings will be constructed of brick and finished in render with colourbond© roof sheeting. The external colour palette is neutral with off-white, black and grey tones.
- Construction of a retaining wall and fence with a maximum combined height of 2.4m.
- As all garages are accessed from the property, one existing access point near the western boundary of the site will be reinstated and the existing access point near the eastern boundary of the site will be widened to cater for two-way movement.
- The common driveway will be sealed with both regular and permeable pavers. The driveway will be landscaped with a mixture of small and medium shrubs. The front and rear yards of the dwellings will also be landscaped.

The relevant plans and documents are contained in **Attachment 2**.

PUBLIC NOTIFICATION

The application is a Category 2 form of development pursuant to Schedule 9, Part 2, 18 (b) of the *Development Regulations 2008*.

Properties notified	Nine properties were notified during the public notification period.
Representations	Two valid and one invalid representation were received.
Persons wishing to be heard	Two representors wish to be heard. • Paul Francis Chisholm • David Christopher Gilbert
Summary of representations	Concerns were raised regarding the following matters: • Additional demand on public stormwater infrastructure and flooding as a result of inadequate public infrastructure. • Negative visual impact. • Decreasing property values. • Inadequate visitor parking. • Undersized allotments and number of dwellings. • Fence height along the eastern boundary. • Removal of significant trees.

Applicant's response to representations	Summary of applicant's response: *Visual Impact* • The zone envisages two storey development and the proposal generally satisfies quantitative setback requirements. • Separation is achieved between the upper levels of the dwellings and the dwellings are well articulated to add visual interest. *Stormwater* • The stormwater management system has been designed by a qualified engineer to mitigate peak flows and manage the rate and duration of stormwater discharge to ensure that downstream drains are not overloaded. *Property Values* • This is not a matter that it typically considered by the ERD Court or Council Assessment Panels and no expert advice has been provided by the representor in support of this claim. *Allotment Sizes* • The site areas are less than that sought in the Policy Area, however, the proposal is consistent in area and layout with several examples within the locality and the subject site is located within 400m of a Centre Zone. *Car Parking* • The number of parks meets the requirements specified in Table WeTo/2 (11 spaces). *Fence Height* • The proposed retaining wall and fence will have an acceptable visual impact when viewed from adjoining properties. *Significant Tree* • The tree to be removed is exempt from being development. Landscaping consisting of trees, shrubs and ground covers is incorporated throughout the development.

A copy of the representations and the applicant's response is contained in **Attachment 3**.

INTERNAL REFERRALS

Department	Comments
City Assets	• The western most existing crossover should be reinstated to vertical kerb prior to completion of building work. • Traffic manoeuvrability within the development has been assessed as acceptable. • Proposed driveway layout is acceptable. • There is sufficient public space for bin presentation. • A 3,000L rainwater tank should be installed as an alternative to conventional stormwater detention.
City Operations	• City Operations support the removal of the street tree located adjacent the proposed crossover.

EXTERNAL REFERRALS

Department	Comments
DPTI	DPTI raised no objections to the proposal and recommended six conditions.
SCAP	No concerns were raised by the SCAP and standard conditions have been recommended should the application be supported.
SA Water	SA Water raised no concerns with the proposal and have recommended standard conditions should the application be supported.

A copy of the relevant referral responses is contained in **Attachment 4**.

RELEVANT DEVELOPMENT PLAN PROVISIONS

The subject land is located within the Residential Zone (the Zone) and, more specifically, the Low Density Policy Area 20 (the Policy Area) as described in the West Torrens Council Development Plan. The relevant Desired Character statements are as follows:

Residential Zone - Desired Character	
This zone will contain predominantly residential development. There may also be some small-scale non-residential activities such as offices, shops, consulting rooms and educational establishments in certain locations. Non-residential activities will be complementary to surrounding dwellings. *Allotments will be at very low, low and medium densities to provide a diversity of housing options in different parts of the zone. The range of allotment sizes will support the desired dwelling types anticipated in each policy area, and the minimum allotment sizes shall be treated as such in order to achieve the Desired Character for each policy area and, in turn, reinforce distinction between policy areas. Row dwellings and residential flat buildings will be common near centres and in policy areas where the desired density is higher, in contrast to the predominance of detached dwellings in policy areas where the distinct established character is identified for protection and enhancement. There will also be potential for semi-detached dwellings and group dwellings in other policy areas.* *Residential development in the form of a multiple dwelling, residential flat building or group dwelling will not be undertaken in a **Historic Conservation Area**.* *Landscaping will be provided throughout the zone to enhance the appearance of buildings from the street as viewed by pedestrians, provide an appropriate transition between the public and private realm and reduce heat loads in summer.*	
Objectives	*1, 2, 3, 4*
Principles of Development Control	*1, 5, 6, 7, 8, 11, 12, 13*

Low Density Policy Area 20 - Desired Character	
Allotments in the policy area will be at low density, accommodating predominantly detached dwellings and some other dwellings types such as semi-detached and group dwellings. There will be a denser allotment pattern close to centre zones where it is desirable for more residents to live and take advantage of the variety of facilities focused on centre zones. Battleaxe subdivision will not occur in the policy area to preserve a pattern of rectangular allotments developed with buildings that have a direct street frontage. *Buildings will be up to 2 storeys in height. Garages and carports will be located behind the front façade of buildings.* *Development will be interspersed with landscaping, particularly behind the main road frontage, to enhance the appearance of buildings from the street as viewed by pedestrians, provide an appropriate transition between the public and private realm and reduce heat loads in summer. Low and open-style front fencing will contribute to a sense of space between buildings.*	
Objectives	*1*
Principles of Development Control	*1, 2, 4, 5*

Additional provisions of the Development Plan which relate to the proposed development are contained in **Attachment 1**.

QUANTITATIVE STANDARDS

The proposal is assessed for consistency with the quantitative requirements of the Development Plan as outlined in the table below:

DEVELOPMENT PLAN PROVISIONS	STANDARD	ASSESSMENT
SITE AREA *Low Density Policy Area 20 PDC 4*	300m² (minimum)	Lot 1 - 257m^2 Lot 2 - 219m^2 Lot 3 - 206m^2 Lot 4 - 206m^2 Lot 5 - 206m^2 **Does not Satisfy**
SITE FRONTAGE *Low Density Policy Area 20 PDC 4*	9m (minimum)	Lot 1 -10.14m Lot 2 - 6.13m Lot 3 - N/A Lot 4 - N/A Lot 5 - N/A **Does not Satisfy**
PRIMARY STREET SETBACK *Residential Zone PDC 8*	8.45m (minimum)	5.1m - dwellings 1 - 2 N/A - dwellings 3 - 5 **Does not Satisfy**

SIDE SETBACKS *Residential Zone* *PDC 11*	0/1m (min. ground floor) 2m (min. upper floor)	<u>Dwelling 1</u> East (GF) - 0m East (UF) - 0m West (GF) - 1m West (UF) - 2m <u>Dwelling 2</u> East (GF) - 0m (dwelling & garage) East (UF) - 0.9m West (GF) - 0m West (UF) - 0m <u>Dwelling 3</u> East (GF) - 0m East (UF) - 0m West (GF) - 0m (garage) 0.9m (dwelling) West (UF) - 2m <u>Dwelling 4</u> East (GF) - 0m East (UF) - 0m West (GF) - 0m (garage) 0.9m (dwelling) West (UF) - 2m <u>Dwelling 5</u> East (GF) - 0m (garage) 0.9m (dwelling) East (UF) - 2m West (GF) - 0m West (UF) - 0m **Does not Satisfy**
REAR SETBACKS *Residential Zone* *PDC 11*	3m (min. ground floor) 8m (min. upper floor)	<u>Dwellings 1 - 2</u> GF - 0m UF - 6.4m <u>Dwellings 3 - 5</u> GF - 4.2m UF - 7.8m **Does not Satisfy**
BUILDING HEIGHT *Residential Zone* *PDC 6*	2 storeys or 6m wall height (max.)	2 storeys, 6m wall height **Satisfies**
INTERNAL FLOOR AREA *Residential Development* *PDC 9*	100m² (min.)	193.7m^2 - dwellings 1-2 175.6 m^2 - dwellings 3-5 **Satisfies**

PRIVATE OPEN SPACE *Residential Development PDC* 19	24m² (min. area) 3m (min. dimension) 16m² (min. area directly accessible from a habitable room).	<u>Dwelling 1</u> Area - 55.7m^2 Dimension - 3.6m Usable Area - 55.7m^2 <u>Dwelling 2</u> Area - 37.2m^2 Dimension - 4.3m Usable Area - 37.2m^2 <u>Dwelling 3 - 5</u> Area - 61m^2 Dimension - 7.9m Usable Area - 61m^2 **Satisfies**
CAR PARKING SPACES *Transportation and Access PDC 34* *Table WeTo/2*	10 spaces (5 covered) for dwellings plus1.25 visitor spaces	10 spaces (covered) for dwellings 1 visitor space **Satisfies (apart from visitor space)**
INTERNAL STORAGE *Residential Development PDC 31*	8m^3 (min.)	8m^3 (all dwellings) Each dwelling also has a generous sized linen cupboard **Satisfies**
LANDSCAPING *Landscaping, Fences and Walls* *PDC 4*	10% (min.) or 145.7m^2	14.3% or 208m^2 **Satisfies**

ASSESSMENT

In assessing the merits or otherwise of the application, the proposed development is discussed under the following sub headings:

Land Use

Residential development and, more specifically, group dwellings are listed as an envisaged form of development within the Policy Area. As such, the proposed land use is considered to be appropriate.

Desired Character and Pattern of Development

The Desired Character statement for the Policy Area seeks a low density character with a denser allotment pattern close to Centre Zones. The *30-Year Plan for Greater Adelaide* provides some guidance as to what is considered low density development, this being fewer than 35 dwellings per hectare. Given the size of the site and the number of dwellings proposed, a net density of 34.3 dwellings per hectare is achieved. Accordingly, the proposal is considered to be low density in character yet is providing for increased densities within 400m of a Centre Zone. Other elements of the Desired Character statement achieved by the proposed development include dwelling type, building height and landscaping at the road frontage. Taking into consideration the above, the proposed development is considered to meet the intent of the desired character.

As mentioned previously, dwelling types, allotment sizes, frontages and configurations vary significantly within the locality. This has resulted in an inconsistent pattern of development with two storey group dwellings and residential flat buildings that are accessed via a private road now common (as highlighted on the locality plan above). As the proposed allotments and proposed dwellings are of a similar size, configuration, type and height to a number of existing examples within the locality, the proposal is unlikely to negatively impact on the existing pattern of development.

Site Area and Frontage

The site area and frontage width of the proposed allotments do not meet the minimum requirements specified in PDC 4 of the Policy Area. Individually, the allotments fall short in area but holistically, the development meets the desired density for the Policy Area. As mentioned above, the proposed development is similar to a number of existing examples within the locality. Specifically, the proposed site areas are consistent with the existing residential flat buildings located on the two sites to the west of the subject land. As such, departure from the quantitative site area provisions is considered to be warranted in this instance.

In terms of frontage width, the essential nature of a development comprising group dwellings is that some dwellings do not have frontage to a public road. The definition of a group dwelling within Schedule 1 of the *Development Regulations 2008* reads:

> *1 of a group of 2 or more detached buildings, each of which is used as a dwelling and 1 or more of which has a site without a frontage to a public road*

As such, the wording of PDC 4 of the Policy Area is considered to be flawed in relation to the minimum frontage requirements for group dwellings and is not applicable for proposed dwellings 3 to 5. On the other hand, the minimum frontage requirement does apply to the two dwellings fronting Henley Beach Road. Dwelling 1 meets the minimum frontage requirement while dwelling 2 falls short. The shortfall occurs as a result of the minimum requirement for the width of the common driveway. From the road frontage, the site tapers to a width of approximately 9.1m which allows for the frontage of the dwelling to be wider than the allotment frontage. This assists in disguising the frontage width shortfall and the presence of the driveway corridor assists in maintaining space between buildings. As such, the shortfall in frontage is not considered to be fatal to the proposal.

Built Form

Setbacks and Boundary Walls

As outlined in the quantitative table above, the proposal does not satisfy a number of setback requirements specified within the Development Plan. All shortfalls are considered to be minor or acceptable for the reasons outlined below.

The front setback of dwellings 1 and 2 is considered to be acceptable and unlikely to disturb the streetscape character given that the proposed dwellings maintain a similar front setback distance as a majority of existing buildings fronting Henley Beach Road.

The rear setback shortfall for dwellings 1 and 2 is acceptable as the rear boundary is located adjacent to the common driveway and sufficient private open space is located to the sides of the dwellings. The shortfall in the rear upper setback of dwellings 3 to 5 (0.2m) is considered to be minor and unlikely to result in a notable increase in visual impact when viewed from adjoining allotments.

A majority of boundary walls are located adjacent to other boundary walls of the same length and height or are adjacent to the common driveway. There are three boundary walls which are not located adjacent to other boundary walls or the common driveway. These include the eastern wall of dwelling 3, the western garage wall of dwelling 3 and the eastern garage wall of dwelling 5. These boundary walls are considered to have an acceptable impact on the adjoining properties. The space between dwelling 4 and the boundary wall of dwelling 3 is considered to provide adequate access to light to the west-facing windows. North-facing windows and private open space will not be affected by overshadowing as a result of this boundary wall. The garage boundary wall of dwelling 5 is located adjacent to the common driveway of the adjoining site to the east. The majority of the garage boundary wall of dwelling 5 is located adjacent to a small domestic outbuilding, boundary wall and a small outdoor area that is not considered to be usable private open space.

Design and Appearance

The subject site is not located within a Character of Conservation Area. As such, the contemporary design of the dwellings is considered to be appropriate. The dwellings exhibit a coordinated design theme with consistent external materials and colours. The dwellings will be finished in an off-white render with monument colorbond© roofing. Parapet elements have been included to add articulation to the front facades of the dwellings. All garages are oriented towards the common driveway which ensures that garage dominance is not an issue and the road verge is maintained with minimal access points. The dwellings fronting Henley Beach Road have large windows to assist in passive surveillance of the street.

The height of the buildings is acceptable and is within the maximum requirements specified by Residential Zone PDC 6. Further to this, the height and scale of the proposed dwellings is similar to a number of existing examples within the locality.

Taking into consideration the above, the design and appearance of the proposed dwellings is considered to be acceptable.

Amenity

The impact of the proposed development on the amenity of adjoining properties has been considered and is discussed under the following sub headings.

Overlooking

All upper level habitable room windows of the proposed dwellings will either have a sill height of 1.8m above the upper floor level or fixed opaque glazing to a height of 1.8m above the upper floor level. It is considered that the positioning of and treatments to the upper level windows will maintain the privacy of adjoining dwellings, satisfying PDC 27 of the Residential Development module.

Overshadowing

Due to the north-south orientation of the subject site and the positioning of the road verge to the south, it is anticipated that overshadowing will be within acceptable limits. No overshadowing will occur to the adjoining allotments to the north. Some overshadowing may occur to the adjoining allotments to the west in the morning and the adjoining allotments to the east in the afternoon. The north facing windows of adjoining dwellings are likely to receive at least 3 hours of direct sunlight and the private open space (35m^2 minimum) of adjoining allotments is likely to receive at least 2 hours of direct sunlight in accordance with PDCs 11 and 12 of the Residential Development module.

Visual impact

The proposed dwellings are considered to have an acceptable visual impact on the adjoining allotments. As discussed above, the boundary walls are predominantly located adjacent to common driveways or other boundary walls. The upper level side setbacks to the external property boundaries meet the requirements of the Development Plan and the rear setback incurs only a minor shortfall. Separation in the upper level of the rear dwellings will also assist in reducing visual impact and bulk.

Landscaping

The proposal includes landscaping at the road frontage, along the driveway and in the rear yards of the proposed dwellings. Landscaping includes trees, medium shrubs, vines and ground covers to enhance the appearance of the road frontage, reduce the bulk of buildings and assist in softening the appearance of the driveway. Permeable paving will be used within the common driveway to reduce the extent of hard paved surfaces which will also soften the appearance of the driveway. Vines will be planted to grow on timber arbours between the front and rear dwellings and over the visitor car parking space to add shade during summer months and to break up the built form. As outlined in the quantitative table above, over 10% of the development site will be landscaped. Accordingly, the proposed development is consistent with PDCs 1 and 4 of the Landscaping, Fences and Walls module.

Access and Car Parking

As outlined in the quantitative table above, the proposed dwellings each provide two covered off street car parking spaces in accordance with the requirements of Table WeTo/2. One visitor car parking space is considered to be adequate as the guidelines of Table WeTo/2 suggest 1.25 spaces for this scale of development. Both DPTI and City Assets are comfortable with the location and width of the proposed crossover and internal driveway arrangement. City Operations support the removal of the street tree to allow for widening of the existing crossover. City Assets have confirmed that manoeuvrability internal to the site is acceptable. Taking into consideration the above, the proposal is considered to satisfy the relevant provisions of the development plan relating to access and car parking.

Waste Management

No alternative waste storage or collection arrangements are required or proposed. The road verge is of a sufficient width to support bin presentation to the street. This is reaffirmed by City Assets. The provisions of the Development Plan relating to waste management are satisfied.

Stormwater Management

City Assets have raised no concerns with the proposed stormwater management system. The applicant has verbally agreed to install a 3,000L retention tank to each dwelling in line with the recommended alternative approach proposed by City Assets to conventional stormwater detention. The applicant did not have enough time to provide an amended engineering Site Plan prior to the CAP meeting and has agreed to a condition included as part of the recommendation.

Earthworks and Retaining

The Site Plan by Gama Consulting indicates that fill and retaining walls up to a height of 0.6m are required. The 0.6m retaining wall combined with the proposed 1.8m boundary fence equates to a maximum combined height of 2.4m. Taking into account the existing site levels and fill levels shown on the Site Plan, a maximum retaining wall height of 0.6m will only be located in select areas along the western external boundary of the site (mid-way between the front and rear boundaries). A majority of fill will be 0.4m or less.

Fill between 0.2 to 0.4m is common within the Council area when older sites are developed as current City Assets practice requires the FFL of dwellings to be a minimum height of 0.35m above the water table. Raising the level of the land also allows for surface stormwater to be discharged to the street water table via gravity and reduces the likelihood of stormwater encroachment to adjoining allotments in high rainfall events. As such, the extent of earthworks and retaining is considered to be appropriate.

SUMMARY

The proposed land division and associated group dwellings is considered to be a desired, orderly and appropriate form of development within the Policy Area. The built form and allotment layout sufficiently accords with the Desired Character and is compatible with the established pattern and built form characteristics of the locality.

The proposal incurs shortfalls in terms of site area, frontage width and setbacks. These shortfalls have been determined to be acceptable and are not considered to be fatal to the proposal. Overshadowing and visual impact is considered to be within acceptable limits and overlooking suitably minimised to maintain the privacy of adjoining properties.

Having considered all the relevant provisions of the Development Plan, the proposal is not considered to be seriously at variance with the Development Plan.

On balance the proposed development sufficiently accords with the relevant provisions contained within the West Torrens Council Development Plan Consolidated 12 July 2018 and warrants Development Plan Consent and Land Division Consent.

RECOMMENDATION

The Council Assessment Panel, having considered all aspects of the report, the application for consent to carry out development of land and pursuant to the provisions of the *Development Act 1993* resolves to GRANT Development Plan Consent and Land Division Consent for Application No. 211/1059 /2018 by 428 Henley Beach Road Pty Ltd to undertake a combined Land division - Community Title; SCAP No. 211/C128/18; Create four (4) additional allotments and common property and construction of five (5) two storey group dwellings and associated retaining wall and fence (2.4 metres maximum combined height) at 428 Henley Beach Road, Lockleys (CT 5462/274) subject to the following conditions of consent:

Development Plan Consent Conditions:

1. The development shall be undertaken and completed in accordance with the following plans and information detailed in this application except where varied by any condition(s) listed below.
   - 'Proposed Plan of Community Division' by Western Surveying Services (Amendment Date 31/12/2018);
   - 'Site Plan' by Gama Consulting (Drawing no: 18379-C01, Rev: C);
   - 'Lower Site Plan' by Russo Design Construction (Sheet no: 1, Date: 27/11/2018);
   - 'Upper Site Plan' by Russo Design Construction (Sheet no: 2, Date: 27/11/2018);
   - 'Res 1 & 2 Elevations' by Russo Design Construction (Sheet no: 3, Date: 27/11/2018); and
   - 'Res 3, 4 & 5 Elevations' by Russo Design Construction (Sheet no: 4, Date: 27/11/2018).

   Reason: To ensure the proposal is developed in accordance with the plans and documents lodged with Council.

2. Prior to the issue of Development Approval, an amended 'Site Plan' by Gama Consulting shall be provided to and endorsed by Council showing a 3,000L retention rainwater tank connected to each dwelling. The rainwater tank is to be connected to a minimum 90% of the roof of the dwelling and plumbed to toilets and laundries within the dwelling.

   Reason: To ensure that adequate provision is made for the collection and reuse of stormwater.

3. Prior to occupation of the dwellings approved herein, the upper level windows, where indicated on the approved 'Res 1 & 2 Elevations' and 'Res 3, 4 & 5 Elevations' plans by Russo Design Construction, shall be fixed with obscure glass to a minimum height of 1.7 metres above the upper floor level. Obscure glass shall be maintained in good condition at all times to the reasonable satisfaction of Council.

   Reason: To maintain the privacy of neighbouring residents.

4. Within one (1) month of the practical completion of the development approved herein, all driveways, parking and manoeuvring areas shall be formed, surfaced with concrete, bitumen or paving and properly drained, and maintained in good condition at all times to the reasonable satisfaction of Council.

   Reason: To ensure that dust nuisance is minimised.

5. Prior to the occupation of the development approved herein, the stormwater management system, as indicated on the approved 'Site Plan' by Gama Consulting, shall be installed on site.

   Reason: To ensure that the stormwater management system is installed in a timely manner to avoid stormwater encroachment to adjoining residents.

6. All stormwater design and construction will 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 and, for this purpose, stormwater drainage will not at any time:

   a) Result in the entry of water into a building; or
   b) Affect the stability of a building; or
   c) Create unhealthy or dangerous conditions on the site or within the building; or
   d) Flow or discharge onto the land of an adjoining owner; or
   e) Flow across footpaths or public ways.

   Reason: To ensure that adequate provision is made for the collection and dispersal of stormwater.

7. Within six (6) months of the practical completion of the development approved herein, all landscaping indicated on the approved 'Lower Site Plan' by Russo Design Construction, shall be planted. The landscaping shall be maintained in good health and condition at all times and any dead or diseased plants shall be replaced immediately to the reasonable satisfaction of the Council.

   Reason: To enhance the amenity of the site and locality and to mitigate against heat loading.

Department of Planning, Transport and Infrastructure Conditions:

8. All access shall be gained via the shared access adjacent the eastern property boundary (as shown on related Concept Drawing WO 01, dated 27 November 2018).

   Reason: To satisfy the requirements of the Department of Planning, Transport and Infrastructure (DPTI).

9. The shared access shall be flared appropriately to the kerb for easy access and egress movements.

   Reason: To satisfy the requirements of DPTI.

10. The obsolete crossover adjacent the western property boundary shall be closed and reinstated to Council's kerb and gutter standards at the applicant's expense.
    Reason: To satisfy the requirements of DPTI.

11. All vehicles must enter and exit Henley Beach Road in a forward direction.
    Reason: To satisfy the requirements of DPTI.

12. The initial 6 x 6 metre area of the shared driveway and all on-site vehicle manoeuvring areas shall remain clear of any impediments (including utility meters, vegetation, fencing/retaining walls, letterboxes and parked vehicles).
    Reason: To satisfy the requirements of DPTI.

13. Stormwater run-off shall be collected on-site and discharged without jeopardising the safety and integrity of Henley Beach Road. Any alterations to the road drainage infrastructure required to facilitate this shall be at the applicant's expense.
    Reason: To satisfy the requirements of DPTI.

Land Division Consent Conditions

Council Requirements

Nil

SCAP Requirements

14. The financial requirements of the SA Water Corporation shall be met for the provision of water and sewerage services (SA Water H H0077577).
    SA Water Corporation further advise that an investigation will be carried out to determine if the water and/or sewer connection/s to your development will be costed as standard or non-standard.
    The developer must inform potential purchasers of the community lots in regards to the servicing arrangements and seek written agreement prior to settlement, as future alterations would be at full cost to the owner/applicant.
    Reason: To satisfy the requirements of the South Australian Water Corporation.

15. Payment of $29,012.00 into the Planning and Development Fund (4 allotment/s @ $7253.00 /allotment). Payment may be made by credit card via the internet at www.edala.sa.gov.au or by phone (7109 7018), by cheque payable to the State Planning Commission marked “Not Negotiable” and sent to GPO Box 1815, Adelaide 5001 or in person by cheque or card, at Level 5, 50 Flinders Street, Adelaide.
    Reason: To satisfy the requirements of the State Commission Assessment Panel.

16. A final plan complying with the requirements for plans as set out in the Manual of Survey Practice Volume 1 (Plan Presentation and Guidelines) issued by the Registrar General to be lodged with the State Commission Assessment Panel for Land Division Certificate purposes.
    Reason: To satisfy the requirements of the State Commission Assessment Panel.

Attachments

1. Relevant Development Plan Provisions
2. Application Plans and Documents
3. Representations and Applicants Response to Representations
4. Referral Responses

Relevant Development Plan Provisions

General Section		
Crime Prevention	*Objectives*	*1*
	Principles of Development Control	*1, 2 & 3*
Design and Appearance	*Objectives*	*1 & 2*
	Principles of Development Control	*1, 2, 3, 9, 10, 13, 14, 15, 19, 20, 21 & 23*
Energy Efficiency	*Objectives*	*1*
	Principles of Development Control	*1 & 2*
Infrastructure	*Objectives*	*1 & 3*
	Principles of Development Control	*1, 5, 6 & 8*
Land Division	*Objectives*	*1, 2, 3 & 4*
	Principles of Development Control	*1, 2, 4, 5, 6, 7, 8, 12 & 16*
Landscaping, Fences and Walls	*Objectives*	*1 & 2*
	Principles of Development Control	*1, 2, 3, 4 & 6*
Natural Resources	*Objectives*	*1, 2, 3, 4, 5, 6, 7 & 10*
	Principles of Development Control	*1, 2, 4, 5, 6, 7, 8, 9, 10, 11, 13, 14, 37, 38, 39 & 40*
Orderly and Sustainable Development	*Objectives*	*1, 2, 3, 4 & 5*
	Principles of Development Control	*1, 3, 5, 6 & 7*
Residential Development	*Objectives*	*1, 2, 3 & 4*
	Principles of Development Control	*1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13, 14, 15, 16, 17, 18, 19, 20, 21, 27, 30 & 31*
Transportation and Access	*Objectives*	*2*
	Principles of Development Control	*1, 2, 8, 10, 11, 14, 23, 24, 26, 27, 28, 30, 34, 35, 36, 40, 41, 43 & 44*
Waste	*Objectives*	*1*
	Principles of Development Control	*1, 2, 3, 5, 6,*

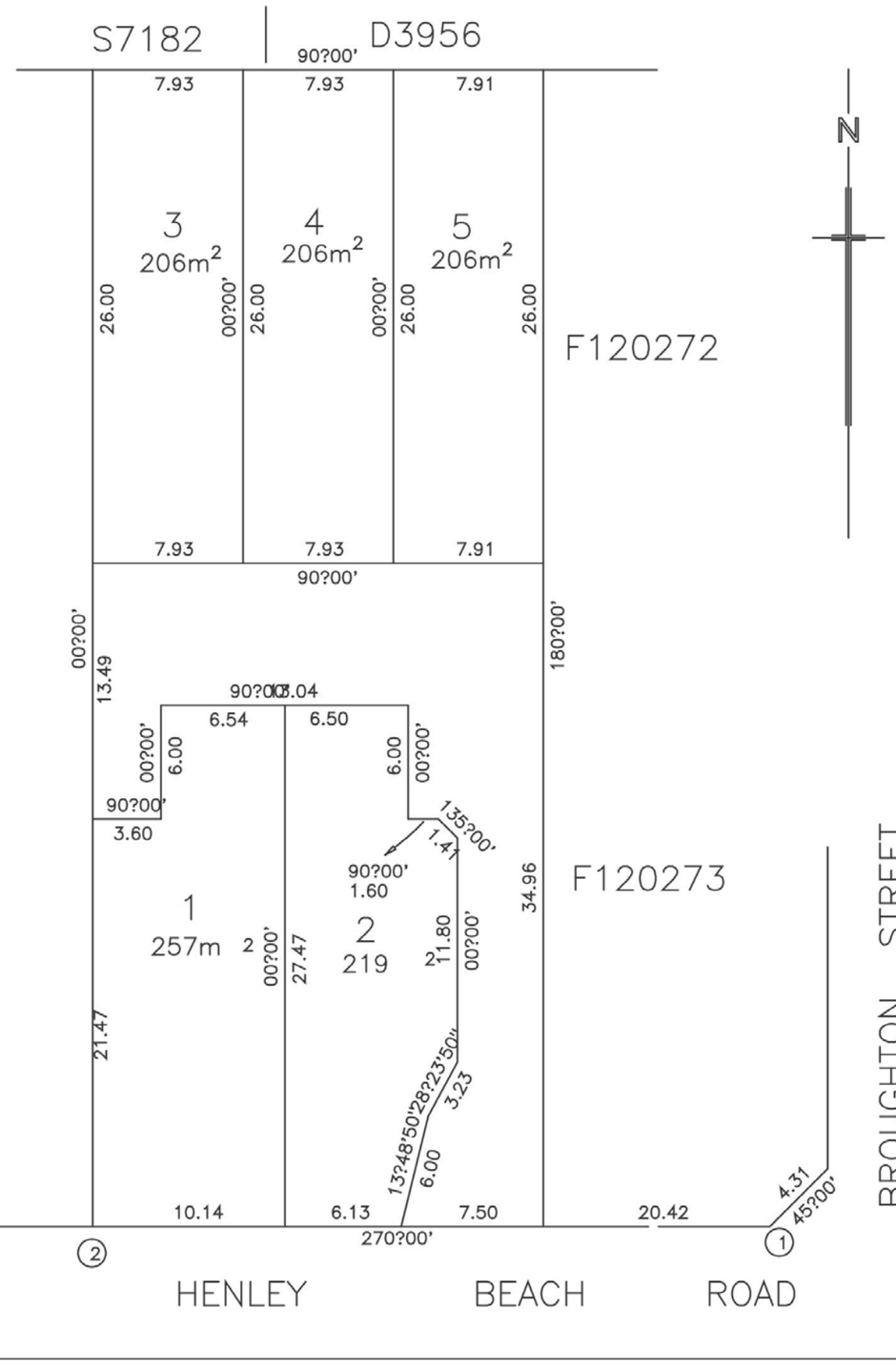
Residential Zone	
Objectives	*1, 2, 3 & 4*
Principles of Development Control	*1, 5, 6, 7, 8, 11, 12 & 13*

Low Density Policy Area 20	
Objectives	*1*
Principles of Development Control	*1, 2, 4 & 5*

PROPOSED PLAN OF COMMUNITY DIVISION ALLOTMENT 1 IN DP 3956

HUNDRED OF ADELAIDE
AREA LOCKLEYS
COUNCIL CITY OF WEST TORRENS
CT 5462/271
TOTAL AREA 1449m²
SCALE 1:250

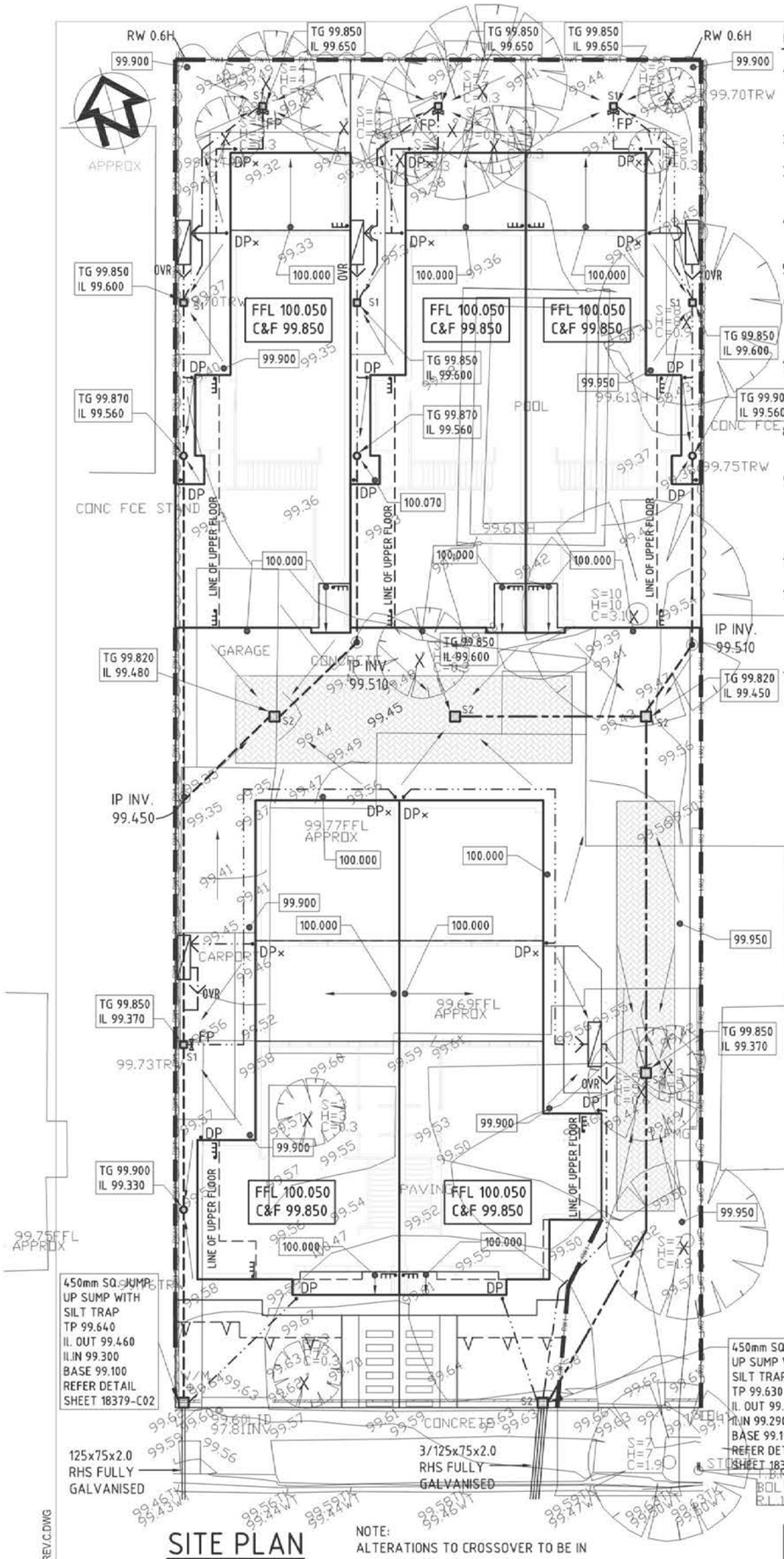
AMENDED PLAN 31/12/18



NOTE : ALL DATA IS SUBJECT
TO CERTIFIED SURVEY AND APPROVAL
BY THE LANDS TITLES OFFICE

BEARING DATUM 1 – 2 270↑ 00'
DERIVED FROM ASWSUMED

WESTERN SURVEYING SERVI CES
19CHATSWOOD CRES
KIDMAN PARK SA 50215
PH 83565040



SITE PLAN

1:200

NOTE:
ALTERATIONS TO CROSSOVER TO BE IN ACCORDANCE WITH COUNCIL SPECIFICATIONS

GENERAL NOTES

1. THIS IS AN ENGINEERING SURVEY PLAN, AND SHOULD NOT BE TAKEN AS A CADASTRAL OR IDENTIFICATION SURVEY. BOUNDARY DATA SHOWN IS TO BE TAKEN AS A GUIDE ONLY.
2. SURVEYED BY RAPID SURVEYS PTY LTD.
3. ALL SITE LEVELS AND DETAILS MUST BE CHECKED AND APPROVED BY THE OWNER/BUILDER PRIOR TO COMMENCEMENT OF ANY WORK.
4. INSTALLATION OF STORMWATER SYSTEMS TO COMPLY WITH AS3500.5 'NATIONAL PLUMBING AND DRAINAGE CODE'.
5. REFER TO ARCHITECTURAL SITE PLAN FOR SET OUT DIMENSIONS.
6. THE FINISHED GROUND LEVEL ADJACENT TO EXTERNAL FOOTING SHALL BE SET DOWN TO SUIT REQUIRED PAVING LEVELS AND FALLS. REFER TO ENGINEERING REPORT FOR PAVING DETAILS.
7. COVER TO PIPES SHALL COMPLY WITH AS 3500.5. PIPES LESS THAN 200mm BELOW THE FINISHED SURFACE UNDER THE DRIVEWAYS SHALL BE ENCASED IN 100mm OF CONCRETE.
8. PROVIDE SUITABLE PROPRIETARY FIRST FLUSH SYSTEM TO RAINWATER TANK INLETS, INCLUDING LEAF SCREENS ETC.
9. THE STORMWATER DRAINAGE SYSTEM SHALL BE INSTALLED AS SHOWN. ALTERATIONS TO THE SYSTEM MUST BE APPROVED BY THIS OFFICE TO ENSURE THAT THE INTEGRITY OF THE DESIGN IS MAINTAINED.
10. SITE CLASSIFICATION TO AS2870-2011 : TO BE CONFIRMED
11. TREE REMOVAL TO BE CONFIRMED WITH OWNER PRIOR TO COMMENCEMENT OF ANY WORK ON SITE ANY CHANGES TO THE EXTENT SHOWN ON THIS DRAWING MUST BE CONFIRMED WITH THIS OFFICE
12. THE RETAINING WALL/PLINTH INFORMATION SHOWN IS SPECIFIC TO THE EXTEND OF CUT AND FILL CARRIED OUT ON THIS SITE ONLY. THE DESIGN OF ALL BOUNDARY RETAINING/PLINTH SHALL BE CARRIED OUT TO REFLECT THE INFLUENCE OF ALL EXISTING EARTHWORKS, RETAINING WALLS AND STRUCTURES.

LEGEND

ø90	DN90 STORMWATER PIPE
ø100	DN100 STORMWATER PIPE
ø150	DN150 STORMWATER PIPE
•DP	DOWNPIPES
	DOWNPIPE WITH SPREADER
•DP×	DOWNPIPES DRAINING INTO THE RAINWATER TANKS (SHOWN DP×) SHALL BE SEALED TO THE UNDERGROUND STORMWATER SYSTEM GRADE ALL SEALED SYSTEM STORMWATER TO FLUSH POINT
FP	FLUSH POINT IN SUMP. PROVIDE REMOVABLE SCREW CAP TO END OF PIPE IN SUMP TO ALLOW FOR PERIODIC CLEANING OF SEALED SYSTEM
	RAINWATER RETENTION/DETENTION TANKS (1,800 LITRE MIN. CAPACITY) WITH 800 LITRES DESIGNATED FOR ON SITE DETENTION. (REFER DETAIL SHEET 18379-C02)
OVR	OVERFLOW AND RESTRICTED DISCHARGE ORIFICE
	150 PVC RISER + GRATE
S1	300 SQ. SUMP (CLASS A GRATED COVER)
S2	450 SQ. SUMP (CLASS B GRATED COVER, U.N.O)
IP	INSPECTION POINT
SIP	SEALED INSPECTION POINT
100.000	FINISHED DESIGN LEVELS
	SURFACE FALL
RW1	RETAINING WALL/CONCRETE PLINTH (0.6m MAX. HEIGHT) BY OWNER
X	REMOVE EXISTING TREE
TG 99.875 IL 99.675	DESIGN LEVEL: TG-TOP OF GRATE IL- INVERT LEVEL
	PERMEABLE PAVING (BY OTHERS)
RW 0.5H	RETAINING WALL HEIGHT

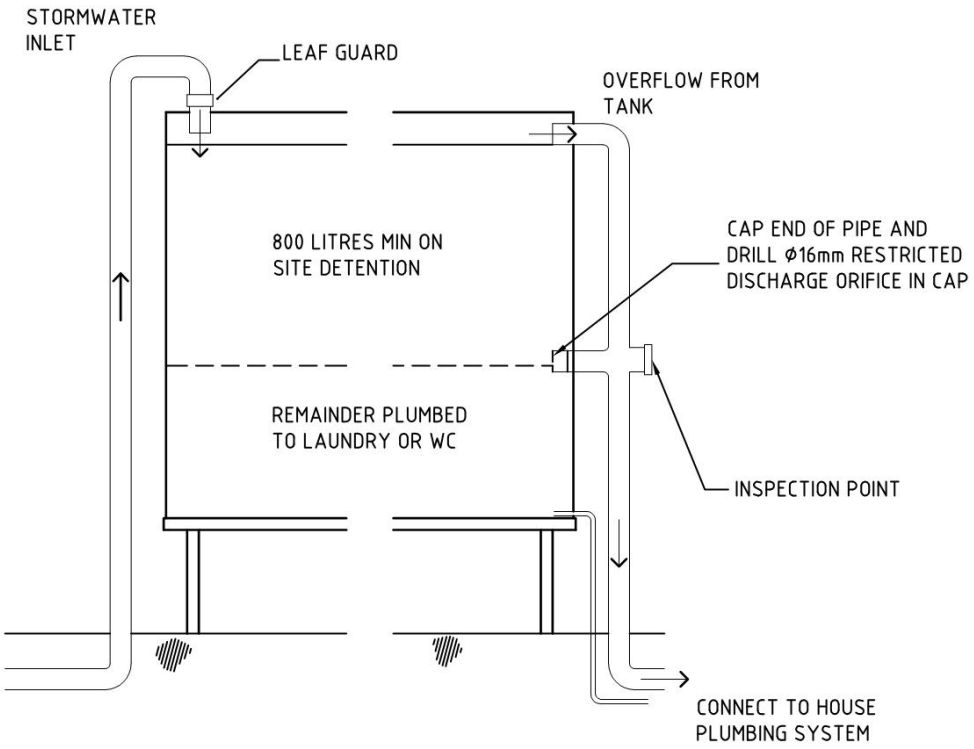
REV	DESCRIPTION	DATE	CHECKED
C	PERMEABLE PAVING SHOWN	31/01/2019	MM
B	ISSUED FOR PLANNING APPROVAL	02/08/2018	MM
A	ISSUED FOR PLANNING APPROVAL	27/06/2018	MM

GAMA CONSULTING
engineers and project management
a: Suite 3, No.83 Fullarton Rd, Kent Town, SA 5067
t: 08 7123 4050
admin@gamaconsulting.com.au
www.gamaconsulting.com.au

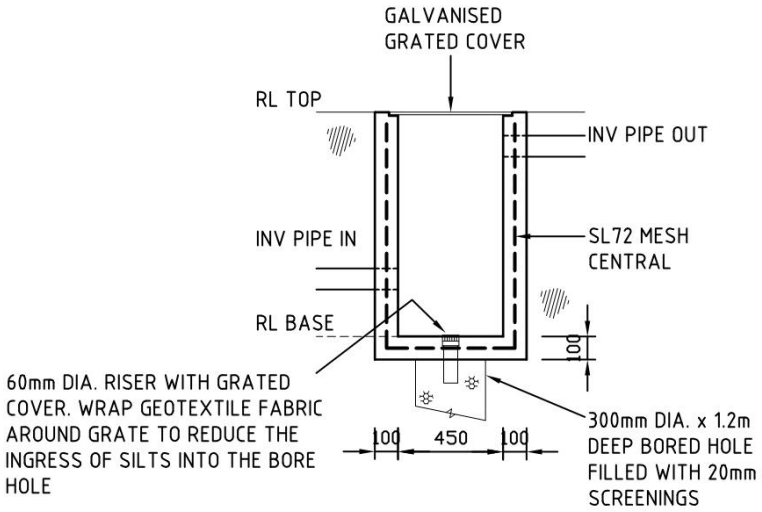
PROJECT	BRAZZALE DEVELOPMENT 428 HENLEY BEACH ROAD, LOCKLEYS, SA
CLIENT	RUSSO DESIGN & CONSTRUCTION

STATUS	PRELIMINARY	DRAWN NR	DESIGN NR
COUNCIL	WEST TORRENS	DRAFT CHECK MM	DESIGN CHECK MM
DESCRIPTION	SITE PLAN	DRAWING No.	18379-C01
		SHEET SIZE A3	REVISION C

T:\2018\18379\ACAD\CURRENT\18379-C01-REV.C.DWG



DETENTION TANK DETAIL (NTS)



JUMP UP SUMP DETAIL (NTS)

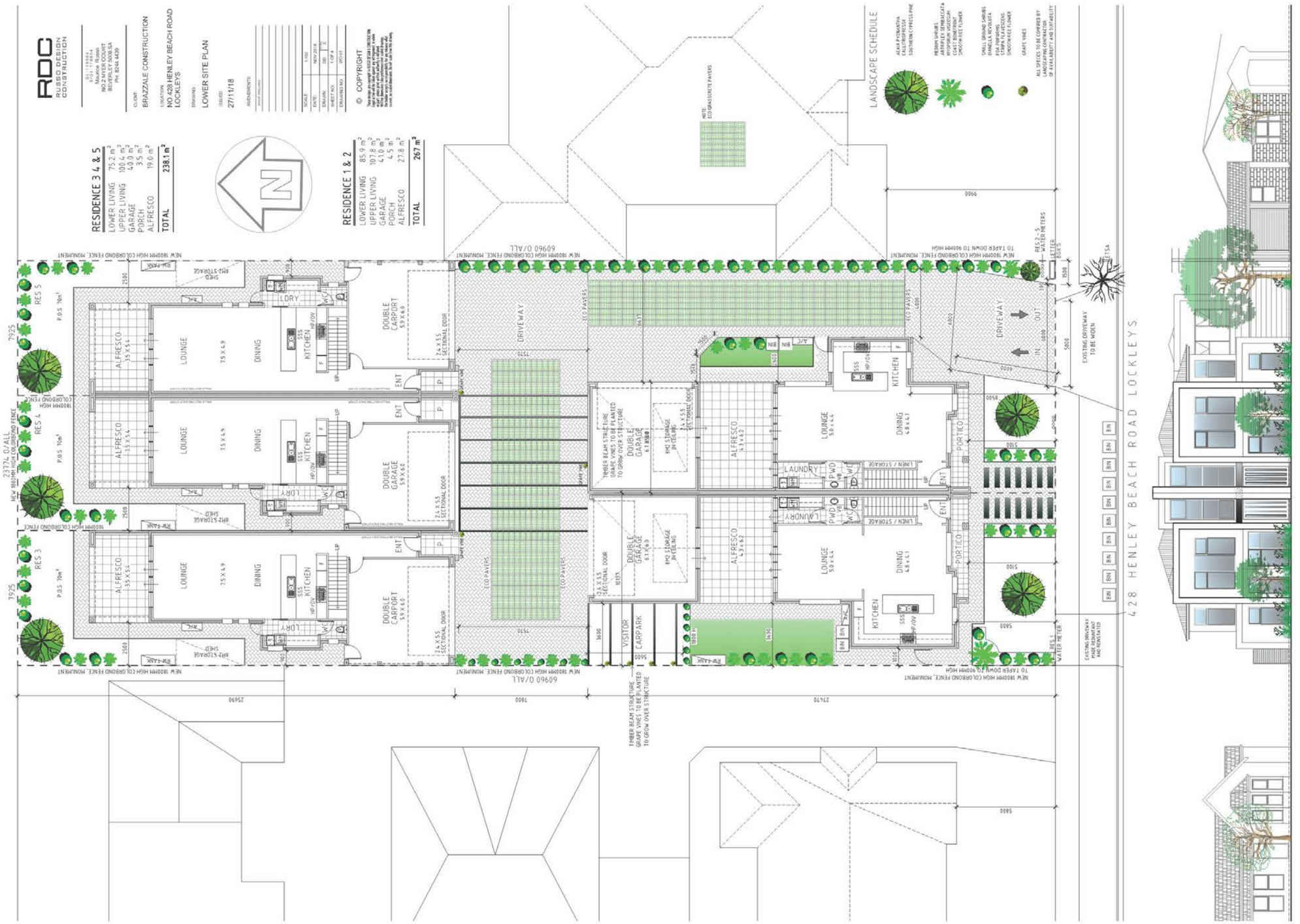
REV	DESCRIPTION	DATE	CHECKED
A	ISSUED FOR PLANNING APPROVAL	25/06/18	MM

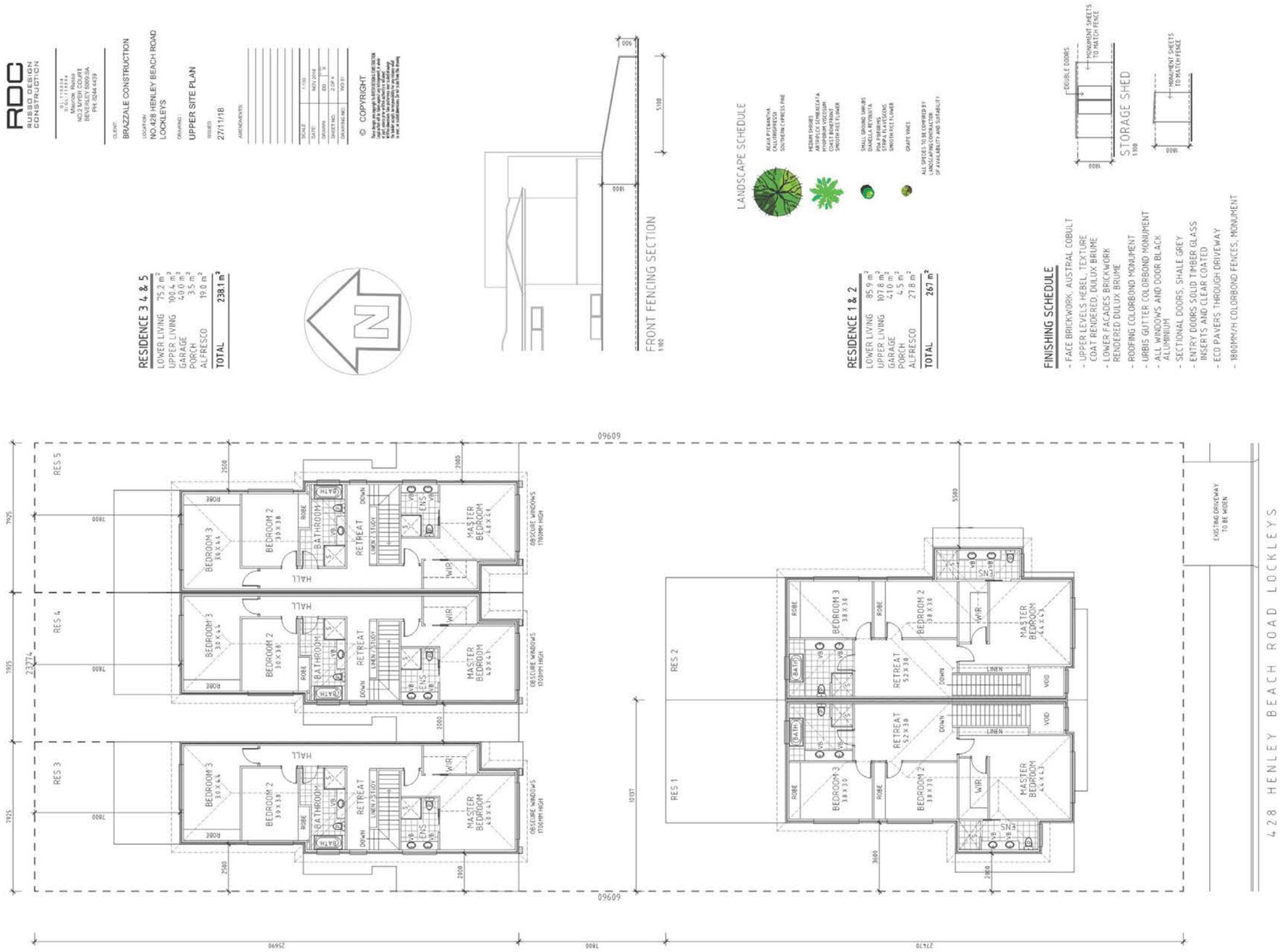
GAMA CONSULTING
engineers and project management

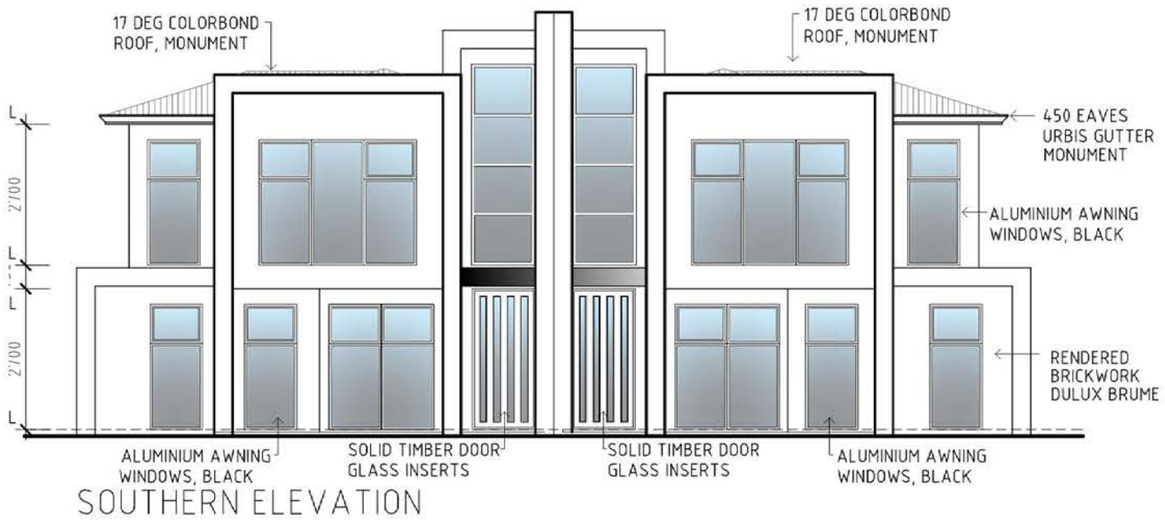
PROJECT
BRAZZALE DEVELOPMENT
428 HENLEY BEACH ROAD,
LOCKLEYS, SA
CLIENT
RUSSO DESIGN & CONSTRUCTION

STATUS APPROVAL
COUNCIL WEST TORRENS
DESCRIPTION
SITE PLAN DETAILS

DRAWN NR | DESIGN NR
DRAFT CHECK MM | DESIGN CHECK MM
DRAWING No. 18379-C02
SHEET SIZE A4 | REVISION A


RUSSO DESIGN CONSTRUCTION
BRAZZALE CONSTRUCTION
NO 428 HENLEY BEACH ROAD LOCKLEYS
LOWER SITE PLAN
27/11/18
© COPYRIGHT
RESIDENCE 3 4 & 5
LOWER LIVING 75.2 m²
UPPER LIVING 100.4 m²
GARAGE 40.0 m²
PORCH 3.5 m²
ALFRESCO 19.0 m²
TOTAL 238.1 m²
RESIDENCE 1 & 2
LOWER LIVING 85.9 m²
UPPER LIVING 107.8 m²
GARAGE 41.0 m²
PORCH 4.5 m²
ALFRESCO 27.8 m²
TOTAL 267 m²
LANDSCAPE SCHEDULE
428 HENLEY BEACH ROAD LOCKLEYS
HENLEY BEACH ROAD STREET SCAPE
DRIVEWAY
DOUBLE CARPORT
DOUBLE GARAGE
VISITOR CARPARK
LOUNGE
DINING
KITCHEN
ALFRESCO
LAUNDRY
PORTICO
LDRY
ENT
ECO PAVERS
60960 O/ALL
23774 O/ALL
7925
RES 3
RES 4
RES 5


RDC
RUSSO DESIGN CONSTRUCTION
BRAZZALE CONSTRUCTION
NO.428 HENLEY BEACH ROAD LOCKLEYS
UPPER SITE PLAN
27/11/18
© COPYRIGHT
RESIDENCE 3 4 & 5
LOWER LIVING 75.2 m²
UPPER LIVING 100.4 m²
GARAGE 40.0 m²
PORCH 3.5 m²
ALFRESCO 19.0 m²
TOTAL 238.1 m²
FRONT FENCING SECTION
LANDSCAPE SCHEDULE
RESIDENCE 1 & 2
LOWER LIVING 85.9 m²
UPPER LIVING 107.8 m²
GARAGE 41.0 m²
PORCH 4.5 m²
ALFRESCO 27.8 m²
TOTAL 267 m²
FINISHING SCHEDULE
- FACE BRICKWORK, AUSTRAL COBULT
- UPPER LEVELS HEBEL, TEXTURE COAT RENDERED, DULUX BRUME
- LOWER FACADES BRICKWORK RENDERED DULUX BRUME
- ROOFING COLORBOND MONUMENT
- URBIS GUTTER COLORBOND MONUMENT
- ALL WINDOWS AND DOOR BLACK ALUMINIUM
- SECTIONAL DOORS, SHALE GREY
- ENTRY DOORS SOLID TIMBER GLASS INSERTS AND CLEAR COATED
- ECO PAVERS THROUGH DRIVEWAY
- 1800MM/H COLORBOND FENCES, MONUMENT
STORAGE SHED
DOUBLE DOORS
MONUMENT SHEETS TO MATCH FENCE
RES 5
RES 4
RES 3
RES 2
RES 1
BEDROOM 3
BEDROOM 2
BATHROOM
RETREAT
MASTER BEDROOM
HALL
ROBE
WIR
ENS
OBSCURE WINDOWS 1700MM HIGH
EXISTING DRIVEWAY TO BE WIDEN
428 HENLEY BEACH ROAD LOCKLEYS
60960
25690
7800
27470



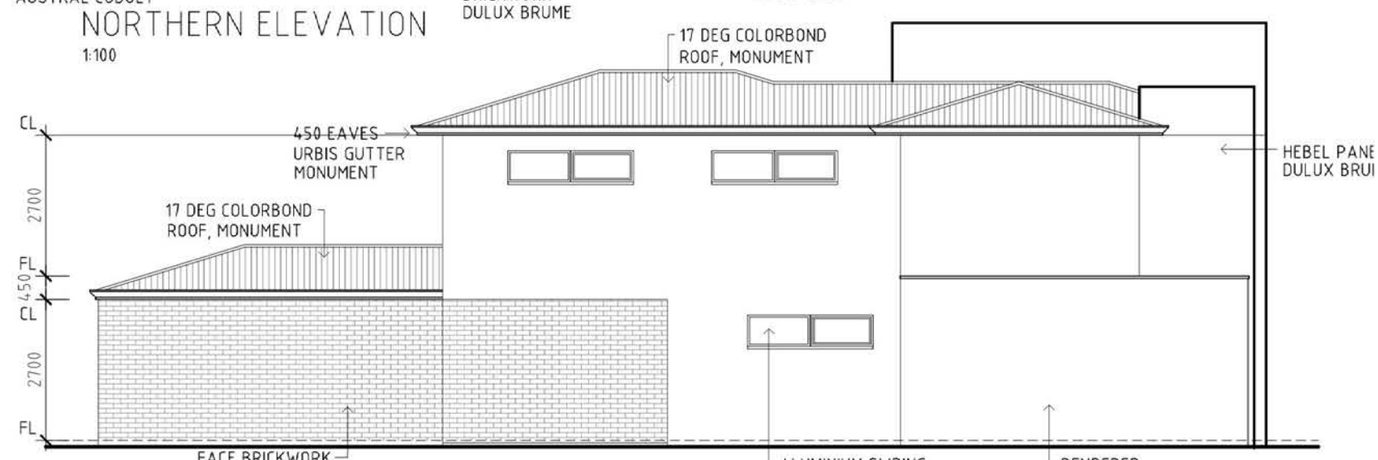
SOUTHERN ELEVATION

1:100



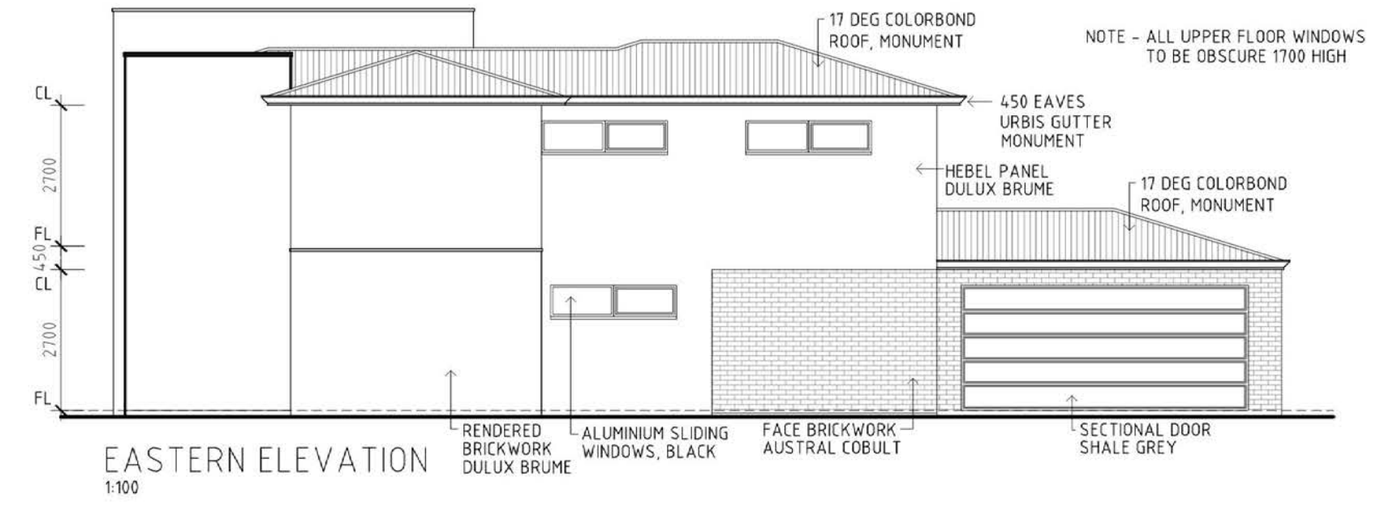
NORTHERN ELEVATION

1:100



WESTERN ELEVATION

1:100



EASTERN ELEVATION

1:100

RDC
RUSSO DESIGN CONSTRUCTION

GL: 116804
SFGL: 116804
Maurice Russo
NO.2 MYER COURT
BEVERLEY 5009.SA
PH: 8244 4439

CLIENT:
BRAZZALE CONSTRUCTI

LOCATION:
NO.428 HENLEY BEACH F
LOCKLEYS

DRAWING :
RES 1 & 2 ELEVATIONS

ISSUED
27/11/2018

AMENDMENTS

SCALE:	1:100
DATE:	NOV 2018
DRAWN:	DD / X
SHEET NO:	3 OF 4
DRAWING NO:	WO 01

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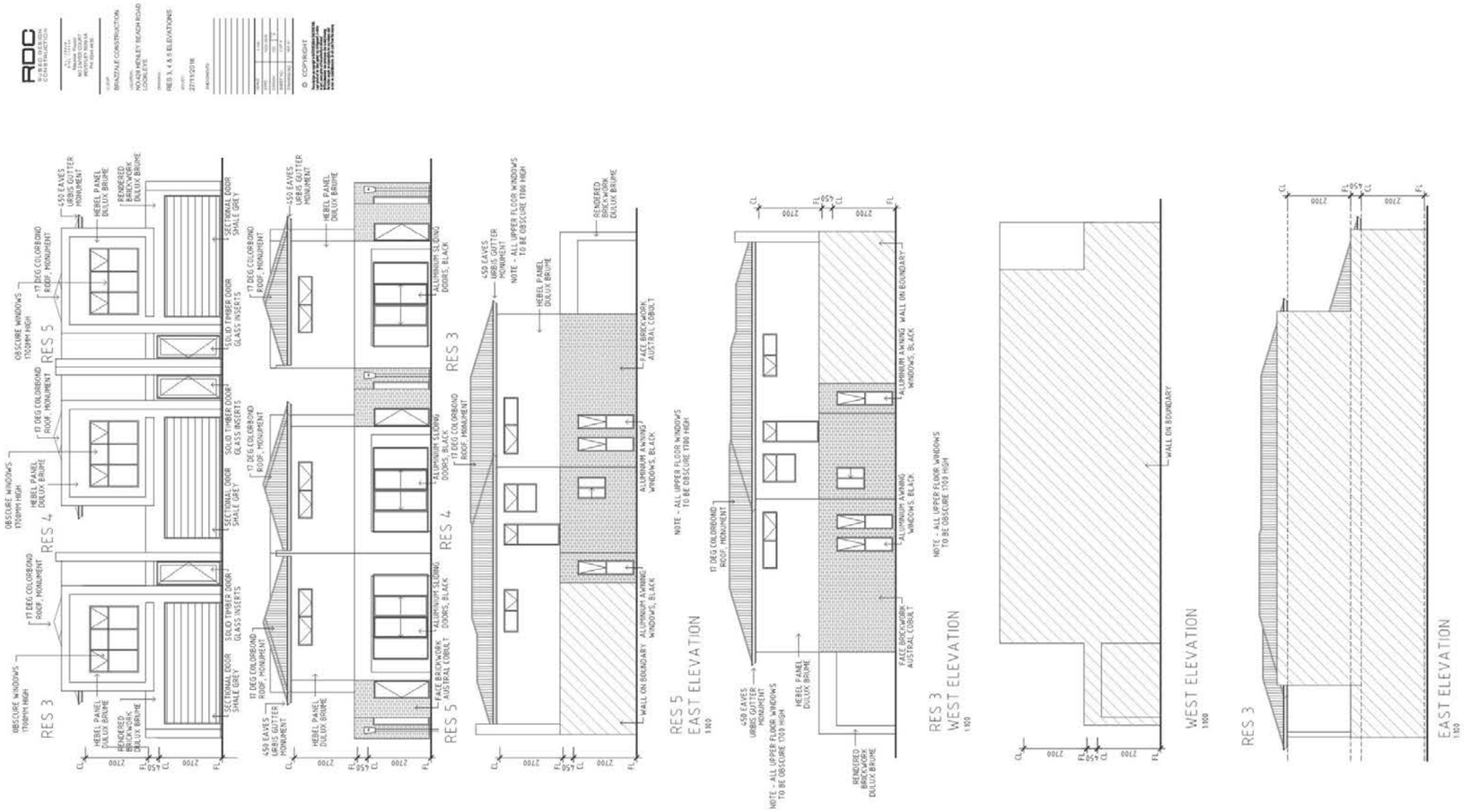

ROC
BRAZTALE CONSTRUCTION
HOLDEN HENLEY BEACH ROAD
RES 3, 4 & 5 ELEVATIONS
27/11/2018
© COPYRIGHT
RES 3
RES 4
RES 5
OBSCURE WINDOWS 1700MM HIGH
17 DEG COLORBOND ROOF, MONUMENT
450 EAVES GIBBS GUTTER MONUMENT
HEBEL PANEL DULUX BRUME
RENDERED BRICKWORK DULUX BRUME
SECTIONAL DOOR SHALE GREY
SOLID TIMBER DOOR GLASS INSERTS
ALUMINIUM SLIDING DOORS, BLACK
FACE BRICKWORK AUSTRAL COBALT
ALUMINIUM AWNING WINDOWS, BLACK
WALL ON BOUNDARY
NOTE - ALL UPPER FLOOR WINDOWS TO BE OBSCURE 1700 HIGH
RES 5 EAST ELEVATION 1:100
RES 3 WEST ELEVATION 1:100
WEST ELEVATION 1:100
RES 3
EAST ELEVATION 1:100

RECEIVED CSU WTCC
AM 8 9 10 11 12
PM 1 2 3 4 5
6 FEB 2019

STATEMENT OF REPRESENTATION
Pursuant to Section 38 of the Development Act 1993

City of West Torrens
07 FEB 2019
City Development

TO Chief Executive Officer
City of West Torrens
165 Sir Donald Bradman Drive
HILTON 5033

DEVELOPMENT No. 211/1059/2018
PROPERTY ADDRESS: 428 Henley Beach Road, LOCKLEYS SA 5032

YOUR FULL NAME	DAVID CHRISTOPHER GILBERT
YOUR ADDRESS	426 HENLEY BEACH RD LOCKLEYS SA 5032
YOUR PHONE No	[redacted]
YOUR EMAIL	
NATURE OF INTEREST	ADJOINING RESIDENT (eg. Adjoining resident, owner of land in the vicinity etc.)

REASON/S FOR REPRESENTATION

VISITOR PARKING INADEQUATE

ALOTMENT SIZE TOO SMALL / TOO MANY DWELLINGS

FENCE HEIGHT OF EASTERN BOUNDARY

SIGNIFICANT TREES REMOVED

MY REPRESENTATIONS WOULD BE OVERCOME BY
(state action sought)

REDUCE THE NUMBER OF DWELLINGS TO THREE AND INCREASE ONSITE PARKING

FENCE ADJACENT MY COURTYARD BE 2.1m.

Please indicate in the appropriate box below whether or not you wish to be heard by Council in respect to this submission:

I DO **NOT** WISH TO BE HEARD ☐
I DESIRE TO BE HEARD PERSONALLY ☑
I DESIRE TO BE REPRESENTED BY BARBARA GARE (PLEASE SPECIFY) ☑

SIGNED [signature] DATE 30/01/2019

Responsible Officer: Ebony Cetinich
Ends: Thursday 7 February 2019

RECEIVED - CWT IM
6 FEB 2019

If space insufficient, please attach sheets

RECEIVED - CWT IM
4 FEB 2019

STATEMENT OF REPRESENTATION
Pursuant to Section 38 of the Development Act 1993

RECEIVED CSU WTCC
AM 8 9 10 11 12
PM 1 2 3 4 5
4 FEB 2019

TO Chief Executive Officer
City of West Torrens
165 Sir Donald Bradman Drive
HILTON 5033

DEVELOPMENT No. **211/1059/2018**
PROPERTY ADDRESS: **428 Henley Beach Road, LOCKLEYS SA 5032**

YOUR FULL NAME	PAUL FRANCIS CHISHOLM
YOUR ADDRESS	2 BROUGHTON ST. LOCKLEYS
YOUR PHONE No	[redacted]
YOUR EMAIL	
NATURE OF INTEREST	Adjoining Resident *(eg. Adjoining resident, owner of land in the vicinity etc.)*

REASON/S FOR REPRESENTATION

Refer to attached

City of West Torrens
05 FEB 2019
City Development

MY REPRESENTATIONS WOULD BE OVERCOME BY
(state action sought)

Refer to attached

Please indicate in the appropriate box below whether or not you wish to be heard by Council in respect to this submission:

I DO **NOT** WISH TO BE HEARD ☐
I DESIRE TO BE HEARD PERSONALLY ☑
I DESIRE TO BE REPRESENTED BY _____ ☐
(PLEASE SPECIFY)

SIGNED _____ DATE 4/2/2019

Responsible Officer: Ebony Cetinich
Ends: Thursday 7 February 2019

If space insufficient, please attach sheets

I **strongly** object to townhouses being built on this property as it will depreciate and devalue my home and put unsustainable demand on the local stormwater drains.

From my backyard I would be looking at three townhouses each having 8 metre walls built close to the fence and will be just like looking at walls of a factory! They will have a huge negative visual impact due to the large scale of these townhouses and the amount of light visibility in my backyard will be reduced. At the rear of my property there is currently a homette positioned close to the fence and there is also another existing townhouse (off Henley Beach Rd) currently causing a negative visual impact from my backyard. The construction of three townhouses would cause a claustrophobic effect in my backyard due to the current high-density housing, resulting in a severely restricted view.

Additionally, I have concerns regarding a stormwater issue in the area if these townhouses are built. There is currently only one stormwater drain (on the corner of Henley Beach Road and Torrens Avenue), and it is often unable to service the Torrens Ave, Cross Rd, Broughton St and Henley Beach Rd block. During periods of rain, flooding often occurs in Broughton St and along Henley Beach Rd, resulting in stormwater build up on the corner of Henley Beach Rd and Torrens Ave. Quite often, stormwater floods over the footpath on the corner of Henley Beach Rd and Torrens Ave and also partially blocks the left hand lane on Henley Beach Rd for traffic driving eastward. This flooding increases the risk of vehicles aquaplaning and potentially losing control of their vehicles whilst driving, which may cause property damage or prove dangerous for pedestrians

Currently, stormwater from the homettes on Cross Rd is initially directed into a pit and, once that pit fills, it is then pumped into Cross Rd to flow down Broughton St. This system often creates flooding on both sides of Broughton St, down the roads and over the footpaths. The soaker pit in the front of 3 Broughton St also fills quickly and overflows. From what I can ascertain, stormwater from 428 Henley Beach Rd is not currently directed onto Henley Beach Rd and is therefore contained on site. The construction of five townhouses at 428 Henley Beach Rd will cause additional stormwater to be directed on to Henley Beach Rd. I notice on the proposed plans that each residence will have a rainwater tank. However, once they fill, rainwater will be directed onto Henley Beach Rd, thus exacerbating the stormwater issue on Henley Beach Rd and making a dangerous situation worse.

If additional residences are built on 428 Henley Beach Rd, I would strongly recommend all stormwater be contained onsite by use of an onsite drainage pit. If this issue is not addressed, the council will need to spend hundreds of thousands of dollars catering for the additional stormwater directed onto Henley Beach Rd

I have lived in my property for 30 years and have paid rates and taxes to West Torrens Council during that time. I would appreciate any support from the council on the declining of building of these townhouses, as these plans directly impact the value of my property and the management of stormwater in the local area. If development is required, I would accept the building of four single level homettes on 428 Henley Beach Rd, provided acceptable management of stormwater is organised.

TOWN PLANNING ADVISORS

PO BOX 9061 HENLEY BEACH SOUTH SA 5022
Phone: 0478 509 777
Email: bill@townplanningadvisors.com.au
Website: www.townplanningadvisors.com.au

19 February 2019

Ebony Cetinich
Planning Officer
West Torrens Council

Dear Ebony,

Response to representations for Development Application number 211/1059/18 for a combined Land division - Community Title; SCAP No. 211/C128/18; Create four (4) additional allotments and common property and construction of five (5) two-storey group dwellings and associated retaining wall and fence (2.4 metres maximum combined height) at 428 Henley Beach Road, Lockleys

Background and Introduction

Town Planning Advisors have been engaged by the applicant 428 HENLEY BEACH ROAD PTY LTD, to provide a response to the representations received following the public notification undertaken.

In preparing this response, I confirm that I have visited the subject land and locality, had regard to the representations and the West Torrens Council Development Plan.

This response should be considered in addition to the planning statement and plans previously provided to the Council.

The following response will address the reasons raised in the representations below.

For the reasons I will detail below, I am of the view that the proposal warrants Development Plan Consent.

Representations

A total of two representations were received during the public notification period and both representors wish to be heard by the CAP.

Name of representor	Address of representor	Wishes to be heard by CAP
Paul Chisholm	**2 Broughton Street, Lockleys**	**Yes**
David Gilbert	**426 Henley Beach Road, Lockleys**	**Yes**

Having reviewed the representations, the concerns raised in the representations specifically relate to:

- Visual impact of proposal
- Potential for stormwater issues resulting from the proposal
- Impact on property values
- Allotment sizes too small
- Would prefer four single storey dwellings to the constructed on the site rather than five dwellings / three dwellings to be constructed
- Visitor parking inadequate
- Fence height of eastern boundary of 2.1 metres
- Removal of trees on site

I respond accordingly to the matters raised above:

Visual impact of proposal.

Concern was raised in relation to the potential visual impact if the proposal on the property to the south. The Residential Zone envisages two storey development and provides quantitative provisions in relation to setbacks which have been generally satisfied by the proposal. The proposal provides adequate separation between buildings to minimise environmental impacts and provides well-articulated dwellings utilising a range of materials and finishes which will provide visual interest when viewed from the adjoining properties.

We contend that the proposal will have an acceptable visual impact when viewed from the adjoining properties.

Potential for stormwater issues resulting from the proposal

With regard to the Objectives and Principles of Development Control relating to Stormwater Management (Natural Resources), a stormwater management system has been designed by a qualified engineer to mitigate peak flows and manage the rate and duration of stormwater discharges from the site to ensure the carrying capacities of downstream systems are not overloaded. The design of the stormwater system will ensure that the proposed development will capture and re-use stormwater, minimise surface water runoff and minimise the impacts of a minimum of a 1-in-100 year average return interval flood.

Based on the Stormwater Management Plan and design provided, the stormwater management system design will result in a proposal that satisfies the relevant provisions of the Development Plan relating to Stormwater Management (Natural Resources) and the proposal will not impact on adjoining properties.

Impact on property values

The issue of property values is often a matter raised by parties in dispute as to the merits of a proposed development. It is not, however, a matter the ERD Court or Council Assessment Panels entertain and certainly not in the absence of any expert advice or documentation. No evidence, nor any expert opinion, was produced to support the representor's concerns.

Allotment sizes too small

The subject site is located within 400m of a Local Centre Zone, i.e. located on the corner of Henley Beach Road and Torrens Avenue, therefore according to the above, group dwelling sites should have a minimum area of 300m2 and a 9m frontage.

The proposal provides average site areas of 289.85m2, with a combined 23.774m frontage.

Excluding common areas, the proposed group dwellings are provided individual site areas of between 200.95 – 279.36m2. Whilst less than the sought site area, the proposal is consistent in area and layout with several examples in the locality, including adjoining land to the west (side) and north (rear) (refer to figure 1 below).



Figure 1: Pattern of development (subject site highlighted in yellow)

I consider a technical shortfall of 3% in average site area to be minor and acceptable. This position is strengthened by the medium density built form and correlated land division patterns displayed within the locality and Policy Area Principle of Development Control 5, which provides the opportunity for allotments not achieving minimum area and/or frontage requirements to be created where the land division follows an approval for dwellings on the site.

Would prefer four single storey dwellings to the constructed on the site rather than five dwellings / three dwellings to be constructed

As outlined above, the proposal provides site areas which are consistent with the allotment sizes envisaged by the Development Plan and the proposal results in a medium-density residential development which is in a manner anticipated within the Low Density Policy Area 20 of the Residential Zone, and generally achieves general residential provisions of the Development Plan.

On this basis we contend the proposed number of dwellings is suitable on the subject land.

Visitor parking inadequate

Based on Table WeTo/2, the proposal generates a demand for 11 off street car parking spaces.

The proposal provides 11 off street car parking spaces, 2 covered spaces per dwelling plus 1 communal visitor parking space.

Vehicle parking is designed and located to facilitate safe and convenient traffic access and circulation. Furthermore, the proposal has been designed to enable vehicles to enter and exit the site in a forward motion.

Fence height of eastern boundary of 2.1 metres

The proposal results in a proposed retaining wall and fence with a combined height of 2.4 metres at the maximum height. The proposal will have an acceptable visual impact when viewed from the adjoining properties and will have an acceptable impact in terms of loss of light.

Removal of trees on site

The proposal results in the removal of a tree in the middle of the site. This tree however, is exempt from being development as it is located within 10m to a dwelling and is not a Willow Myrtle or Eucalyptus.

Not withstanding the above, extensive landscaping consisting of trees, shrubs and ground cover is incorporated throughout the development.

Conclusion

For the above reasons and the details contained within the planning statement and supporting documentation, the proposal in our opinion represents a desirable development expressly sought by the requirements of the Residential Zone, the general provisions of the West Torrens Council Development Plan and the unique circumstances of the subject land and locality.

Further, for the reasons contained within this response, the proposed development satisfies the requirements of the Development Plan in relation to the issues raised by the representors. Therefore, I contend that the proposal represents an appropriate form of development and warrants support.

Please confirm when this proposal will be considered by the Council Assessment Panel and the date and time of the meeting. A representative shall attend at this meeting in support of the proposal.

Should you have any further queries or require clarification, please do not hesitate to contact by calling me on 0478 509 777 or by email bill@townplanningadvisors.com.au

Yours faithfully,



Bill Stefanopoulos, MPIA
BA Planning, Grad Dip Environmental Planning

TOWN PLANNING ADVISORS

Preliminary Traffic, Flooding & Stormwater Assessment

Development Application No: 211/1059/2018

Assessing Officer:	Ebony Cetinich
Site Address:	428 Henley Beach Road, LOCKLEYS SA 5032
Certificate of Title:	CT-5462/274
Description of Development	Combined Land division - Community Title; SCAP No. 211/C128/18; Create four (4) additional allotments, common property and construction of 5 dwellings

TO THE TECHNICAL OFFICER - CITY ASSETS

Please provide your comments in relation to:

☐ Site drainage and stormwater disposal

☐ Required FFL

☐ On-site vehicle parking and manoeuvrability

☐ New Crossover

☐ Your advice is also sought on other aspects of the proposal as follows:

.....
.....

PLANNING OFFICER - Ebony Cetinich DATE 13 December, 2018

City of West Torrens
Between the City and the Sea

Memo

To	Ebony Cetinich
From	Richard Tan
Date	13th December 2018
Subject	211/1059/2018, 428 Henley Beach Road, LOCKLEYS SA 5032

Ebony Cetinich,

The following City Assets Department comments are provided with regards to the assessment of the above development application:

1.0 FFL Consideration – Finished Floor Level (FFL) Requirement

1.1 This has previously been accepted in item 1.1 of DA 211-942-2018.

2.0 Verge Interaction

In association with new development, driveways and stormwater connections through the road verge need to be located and shaped such that they appropriately interact with and accommodate existing verge features in front of the subject and adjacent properties. Any new driveway access shall be constructed as near as practicable to 90 degrees to the kerb alignment (unless specifically approved otherwise) and must be situated wholly within the property frontage.

New driveways and stormwater connections are typically required to be located a minimum 1.0 metre offset from other existing or proposed driveways, stormwater connections, stobie poles, street lights, side entry pits and pram ramps, etc. (as measured at the front property boundary).

These new features are also desired to be located a minimum of 2.0 metres from existing street trees, although a lesser offset may be acceptable in some circumstances. If an offset less than the desired 2.0 metres is proposed or if it is requested for the street tree to be removed, then assessment for the suitability of such will be necessary from Council's Technical Officer (Arboriculture).

2.1 Existing street tree on the eastern boundary of the property has been approved to be removed by Council's Technical Officer (Arboriculture).

Civic Centre 165 Sir Donald Bradman Drive, Hilton 5033 South Australia **Tel** (08) 8416 6333 **Fax** (08) 8443 5709
E – mail csu@wtcc.sa.gov.au **Website** westtorrens.sa.gov.au

City of West Torrens
Between the City and the Sea

2.2 It is noted that the existing western crossover will be made redundant. This crossover should be reinstated to vertical kerb prior to the completion of any building works at the applicant's expense.

3.0 Traffic Requirements

3.1 The proposed development is adjacent to Henley Beach Road. DPTI may need to be referred to consider other planning issues.

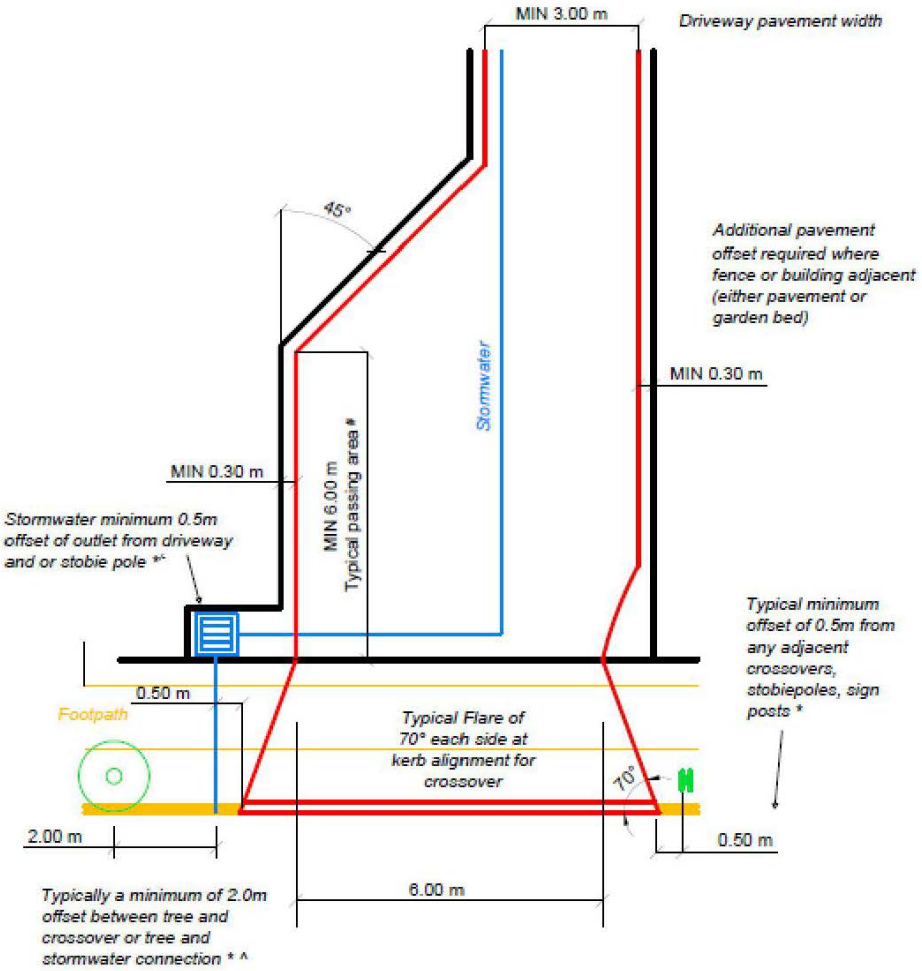
3.2 Traffic manoeuvrability has previously been assessed as acceptable in accordance with the site layout shown in 'Site Plan' (Gama Consulting – Drawing Number 18379-C0101 – Revision B) under DA211/942/2018 dot point 3.2.

3.3 Based on the provided 'Lower Site Plan' (RDC, Ref: WO01, Sheet 1 of 4, Dated 27/11/2018), the proposed driveway layout is acceptable. I noted that the driveway crossover has not shown typical DPTI flaring (70°) occurring on both sides of the access. See Figure 1.0 below for a typical layout.

It should be noted that there is inconsistency in driveway access configuration between provided amended plan (Western Surveying Services, Dated 12/11/18) and the above acceptable 'Lower Site Plan' (RDC, Ref: WO01, Sheet 1 of 4, Dated 27/11/2018).

Civic Centre 165 Sir Donald Bradman Drive, Hilton 5033 South Australia **Tel** (08) 8416 6333 **Fax** (08) 8443 5709
E – mail csu@wtcc.sa.gov.au **Website** westtorrens.sa.gov.au

City of West Torrens
Between the City and the Sea



NOTES:
* *Distance as measured along the kerbline*
^ *Must be deemed to comply by Council's Technical Officer (Amenity)*
# No aboveground structure(s) such as letterboxes, service meters or similar are to be installed within the common driveway entrance and passing area.
- *Stormwater connection through the road verge area to be constructed of shape and material to satisfy Council's standard requirements.*
  - *100 x 50 x 2mm RHS Galvanised Steel or*
  - *125 x 75 x 2mm RHS Galvanised Steel or*
  - *Multiples of the above.*

Figure 1.0 - Access arrangement serving multiple rear properties off a main arterial road

4.0 Waste Management

4.1 There is sufficient public space for bins presentation as indicated in 'Lower Site Plan' (RDC, Ref: WO 01, Sheet 1 of 4, Dated 27/11/2018).

City of **West Torrens**
Between the **City and the Sea**

5.0 Stormwater Requirements

5.1 For this scale and nature of proposed development, Council's City Assets Department would consider acceptable an alternate approach to the provision of conventional stormwater detention calculations and implementation. This alternate solution would provide improved sustainable supply to water to the ultimate homeowner and at the same time, collect and use the majority of the roof stormwater generated by the properties.

In this alternate stormwater management proposal, the following arrangements should be notated for each dwelling within the development.

- Installation of a 3,000 litre rainwater tank (no detention element);
- Rainwater tank plumbed to deliver recycled water all toilets and laundry cold water outlet. (Can also be connected to Hot Water Service if desired);
- A minimum of 90% of the dwelling roof area is to have its stormwater runoff directed to the rainwater tank;
- Mains water backup, pump and plumbing arrangements as typically required to support such an installation are to be compliant with the standard Building Code requirements associated with a compulsory rainwater tank installation;
- The stormwater collection and re-use system is to be installed and operational prior to occupancy of the dwelling.

In association with a development where the applicant has nominated this approach, it is recommended that a condition similar to the following be included with any approval;

- Prior to occupancy of a dwelling, the 3000 litre stormwater collection & reuse tank and associated plumbing to service all toilets and laundry is to be installed and operational.

Should the applicant not desire to utilise the above alternate arrangement for stormwater management, then the applicant would be requested to demonstrate through satisfactory calculations and design for conventional stormwater detention. These works to limit the peak discharge rate for the site critical 20 year ARI storm event to

City of **West Torrens**
Between the **City and the Sea**

equivalent to a predevelopment arrangement with a 0.25 runoff coefficient.

It is recommended that revised plans and calculations (if required) to be updated to satisfaction of the above criteria be provided to Council.

Regards,

Richard Tan

Civic Centre 165 Sir Donald Bradman Drive, Hilton 5033 South Australia **Tel** (08) 8416 6333 **Fax** (08) 8443 5709
E – mail csu@wtcc.sa.gov.au **Website** westtorrens.sa.gov.au

Arboricultural Assessment of Street Trees

Development Application No: **211/1059/2018**

REFERRAL DUE DATE: 22 Nov 2018

Assessing Officer:	**Ebony Cetinich**
Site Address:	**428 Henley Beach Road, LOCKLEYS SA 5032**
Certificate of Title:	**CT-5462/274**
Description of Development	**Combined Land division - Community Title; SCAP No. 211/C128/18; Create four (4) additional allotments, common property and construction of 5 dwellings**

TO THE TECHNICAL OFFICER – CITY ASSETS

Please provide your comments in relation to:

☐ **The removal of or impact upon the Street Tree**

☐ **Species of Tree:**

☐ **Your advice is also sought on other aspects of the proposal as follows:**

PLANNING OFFICER - Ebony Cetinich DATE 8 November 2018

FROM THE TECHNICAL OFFICER

I have examined the plans as requested and provide comments as follow.

As with all development applications it must be proven beyond reasonable doubt that all alternatives have been explored so not to hinder the progress of any street tree(s).

Any proposed development that does not consider “AS4970 Protection of Trees on Development Sites”, is likely to require revision until all plans accurately correspond with the specific tree information detailed in this standard.

Verge interaction must consider all services that cross council land including stormwater outlets (and other) which will need to be maintained a minimum of 2.0m from any existing street tree (unless existing or otherwise negotiated). All services must be indicated /documented on appropriate plans for Council assessment and approval.

A site investigation together with the information provided has revealed that the location of the proposed eastern crossover to access the proposed rear dwellings will be in direct conflict with an existing large *Fraxinus angustifolia* street tree.

With reference to the City of West Torrens, Fees and Charges Document 2018-2019 “Tree

removal for driveway construction", once Council has assessed all circumstances and Considered it acceptable that a street tree can be removed, a fee is calculated based on Council's standard schedule of fees and charges.

The fee is used to offsets the loss of the asset (street tree) to the community, with funds received invested in Council's annual Greening Program.

As a result of the proposed crossover on Henley Beach Road, City Operations has considered the health, structure, form, useful life expectancy, and age of the street tree and due to the extending weight of circumstances in this specific circumstance will support the removal.

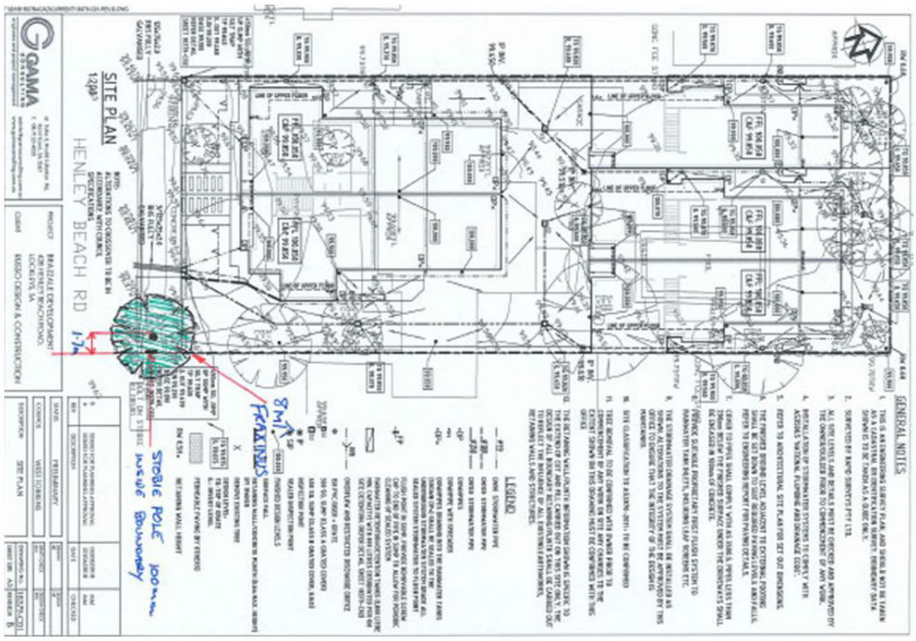
A fee of $1582.00 will be required prior to the commencement of any work.

Please note, under no circumstances is any individuals other than council staff permitted to interfere with a street tree. If pruning etc. is required, council must be notified via the appropriate customer request, and council staff will perform all works associated with the community asset.

Final crossover locations will be confirmed once appropriate documentation has been received from the applicant and they have submitted "an application to construct a vehicle crossing place(s) across council land".

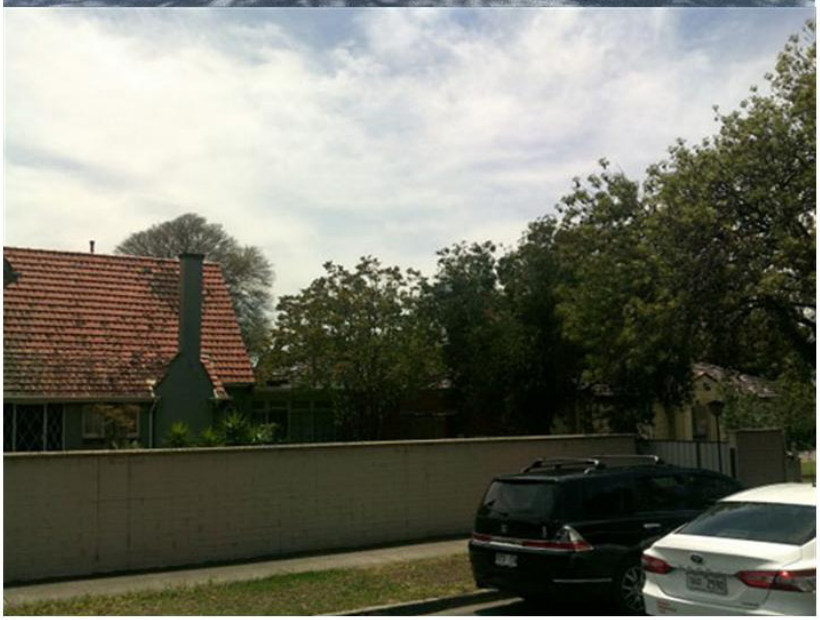
Rick Holmes
Arboriculture Assistant
165 Sir Donald Bradman Drive
Hilton SA 5033

Telephone: 8416 6333
Fax: 8443 5709
Email: rholmes@wtcc.sa.gov.au **DATE: 27/11/2018**











In reply please quote 2019/00298, Process ID: 557524
Enquiries to Matthew Small
Telephone 7109 7875
E-mail dpti.luc@sa.gov.au

Government of South Australia
Department of Planning, Transport and Infrastructure

DEVELOPMENT DIVISION
Transport Assessment and Policy Reform

GPO Box 1533
Adelaide SA 5001

ABN 92 366 288 135

22 January 2019

The Presiding Member
State Commission Assessment Panel
GPO Box 1815
ADELAIDE SA 5001

Dear Ms Fogarty

SCHEDULE 8 - REFERRAL RESPONSE

Development No.	211/C128/18 (2nd Amended Plan)
Applicant	428 Henley Beach Road Pty Ltd
Location	428 Henley Beach Road, Lockleys
Proposal	AMENDED PLAN - community division

I refer to the above development application forwarded to the Commissioner of Highways (CoH) in accordance with Section 37 of the *Development Act 1993*. The proposed development involves development adjacent a main road as described above.

The following response is provided in accordance with Section 37(4) (b) of the *Development Act 1993* and Schedule 8 of the *Development Regulations 2008*.

THE PROPOSAL

This application proposes a complete redevelopment of the subject site into five new community allotments.

CONSIDERATION

The adjacent section of Henley Beach Road is identified as a Major Cycling Route and Public Transport Corridor under the Department of Planning, Transport and Infrastructure's (DPTI) '*A Functional Hierarchy for South Australia's Land Transport Network*'. At this location, Henley Beach Road carries approximately 20,900 vehicles per day (3.5% commercial vehicles) and has a posted speed limit of 60 km/h.

Access and Road Safety

DPTI's policy is to minimise access points onto arterial roads in the interest of road safety. Accordingly, DPTI supports a widening of the existing access at the eastern property boundary to serve this site, along with the closure of the access adjacent the western property boundary. It is noted that related Concept Drawing WO 01, dated 27 November 2018, shows a 6-metre wide access that extends at that width for a distance of 6 metres into the site, prior to tapering back into the shared driveway. This is also supported by DPTI as it will cater for any simultaneous two-way vehicular movements, and allow a vehicle to store safely on-site whilst waiting for another vehicle to exit the property at the same time. It is recommended that this access be flared appropriately to the kerb to allow for easy access and egress movements.

#13521180

The initial 6 x 6-metre area of the shared driveway and all on-site vehicle manoeuvring areas should remain clear of any impediments (including utility meters, vegetation, fencing/retaining walls, letterboxes and parked vehicles). Additionally, Council should be satisfied that sufficient on-site manoeuvring areas have been provided to enable all vehicles to enter and exit Henley Beach Road in a forward direction.

CONCLUSION

No in-principle objections are raised to this application.

ADVICE

It is recommended that the following conditions be attached to any approval given:

1. All access shall be gained via the shared access adjacent the eastern property boundary (as shown on related Concept Drawing WO 01, dated 27 November 2018).

2. The shared access shall be flared appropriately to the kerb for easy access and egress movements.

3. The obsolete crossover adjacent the western property boundary shall be closed and reinstated to Council's kerb and gutter standards at the applicant's expense.

4. All vehicles must enter and exit Henley Beach Road in a forward direction.

5. The initial 6 x 6 metre area of the shared driveway and all on-site vehicle manoeuvring areas shall remain clear of any impediments (including utility meters, vegetation, fencing/retaining walls, letterboxes and parked vehicles).

6. Stormwater run-off shall be collected on-site and discharged without jeopardising the safety and integrity of Henley Beach Road. Any alterations to the road drainage infrastructure required to facilitate this shall be at the applicant's expense.

Yours sincerely

MANAGER, TRANSPORT ASSESSMENT AND POLICY REFORM
for **COMMISSIONER OF HIGHWAYS**

#13521180

STATE COMMISSION ASSESSMENT PANEL
A COMMITTEE OF THE STATE PLANNING COMMISSION

Contact Planning Services
Telephone 7109 7016
Email dldptipdclearanceletters@sa.gov.au

State Commission Assessment Panel

Level 5
50 Flinders Street
Adelaide SA 5000

GPO Box 1815
Adelaide SA 5001

08 7109 7061

7 February 2019

City Manager
City of West Torrens
165 Sir Donald Bradman Drive
HILTON SA 5033

Dear Sir

Re: Proposed Development Application No.211/C128/18 (ID 63072) – Amended Plan 01/01/19 for Land Division *(Community Title Plan)* by 428 Henley Beach Road Pty Ltd

Further to my letter dated 18 December 2018 and to assist the Council in reaching a decision on this application, copies of the reports received by the State Commission Assessment Panel (SCAP) from agencies that it has consulted have been uploaded for your consideration.

IT IS REQUESTED PURSUANT TO SECTION 33 (1) (c) OF THE *DEVELOPMENT ACT 1993* THAT THE COUNCIL INCLUDE IN ITS DEVELOPMENT APPROVAL THE FOLLOWING REQUIREMENTS OF THE SCAP.

1. The financial requirements of the SA Water Corporation shall be met for the provision of water supply and sewerage services. (SA Water H0077577)

   SA Water Corporation further advise that an investigation will be carried out to determine if the water and/or sewer connection/s to your development will be costed as standard or non-standard.

   The developer must inform potential purchasers of the community lots in regards to the servicing arrangements and seek written agreement prior to settlement, as future alterations would be at full cost to the owner/applicant.

2. Payment of $29,012.00 into the Planning and Development Fund (4 allotment/s @ $7253.00 /allotment). Payment may be made by credit card via the internet at www.edala.sa.gov.au or by phone (7109 7018), by cheque payable to the State Planning Commission marked "Not Negotiable" and sent to GPO Box 1815, Adelaide 5001 or in person, by cheque or credit card, at Level 5, 50 Flinders Street, Adelaide.

3. A final plan complying with the requirements for plans as set out in the Manual of Survey Practice Volume 1 (Plan Presentation and Guidelines) issued by the Registrar General to be lodged with the State Commission Assessment Panel for Land Division Certificate purposes.

Council's particular attention is drawn to the comments by the Department of Planning, Transport and Infrastructure – Transport Services for this application, advising the recommended conditions be attached to any approval issued.

IT IS ALSO REQUIRED THAT COUNCIL PROVIDE THE SCAP WITH:

a) the date on which any existing building(s) on the site were erected (if known);
b) the postal address of the site; and
c) a copy of its Decision Notification Form (via EDALA) pursuant to Regulations 60 (4) (b) ii and 44 respectively.

IT IS RECOMMENDED THAT THIS INFORMATION BE INCORPORATED INTO COUNCIL'S ADVICE WHEN REPORTING THAT THEIR REQUIREMENTS (IF ANY) HAVE BEEN FULLY SATISFIED.

Yours faithfully,

Biljana Prokic
LAND DIVISION COORDINATOR – PLANNING SERVICES
as delegate of the
STATE COMMISSION ASSESSMENT PANEL
Q:\PLANNINGSERVICES\TEMPLATES\STATEMENTS\ELECTRONIC\TFF2R-CT

SA Water
Level 6, 250 Victoria Square
ADELAIDE SA 5000
Ph (08) 7424 1119
Inquiries JOSIE BONNET
Telephone 7424 1119

08 January 2019

Our Ref: H0077577

The Chairman
State Commission Assessment Panel
50 Flinders St
ADELAIDE SA 5000

Dear Sir/Madam

PROPOSED LAND DIVISION APPLICATION NO: 211/C128/18 AT LOCKLEYS

In response to the abovementioned proposal, I advise that pursuant to Section 33 of the Development Act it is necessary for the developer to satisfy this Corporation's requirements, which are listed below.

The financial requirements of SA Water shall be met for the provision of water supply and sewerage services.

An investigation will be carried out to determine if the connection/s to your development will be costed as standard or non standard.

The developer must inform potential purchasers of the community lots of the servicing arrangements and seek written agreement prior to settlement, as future alterations would be at full cost to the owner/applicant.

Yours faithfully

JOSIE BONNET
for MANAGER LAND DEVELOPMENT & CONNECTIONS

6.4 42A West Street, TORRENSVILLE

Application No 211/1214/2018

Appearing before the Panel will be:

Representors: **Ivor Skevington** & **Carina Byerley** of 94 North Parade, Torrensville wish to appear in support of the representation.

Applicant: **Scott Meek** & **Marie Glezos** of Stallard Meek Architects wishes to appear to respond to the representations.

DEVELOPMENT APPLICATION DETAILS

DESCRIPTION OF DEVELOPMENT	Construction of a two storey detached dwelling and fencing
APPLICANT	Stallard Meek Architects
LODGEMENT DATE	14 November 2018
ZONE	Residential
POLICY AREA	Torrensville Character Policy Area 28
APPLICATION TYPE	Merit
PUBLIC NOTIFICATION	Category 2
REFERRALS	Internal • City Assets External • Heritage Advisor
DEVELOPMENT PLAN VERSION	Consolidated 12 July 2018
DELEGATION	• The relevant application is for a merit, Category 2 or Category 3 form of development, representations have been received and one or more representors wish to be heard on their representation.
RECOMMENDATION	Support with conditions
AUTHOR	Josh Banks

SUBJECT LAND AND LOCALITY

The subject land is formally described as Lot 2 in Deposited Plan 117946 in the area named Torrensville, Hundred of Adelaide, Volume 6204 Folio 786, more commonly known as 42A West Street, Torrensville. The site is rectangular in shape with a 22.3 metre (m) wide frontage to West Street, and a site area of 340 square metres (m^2).

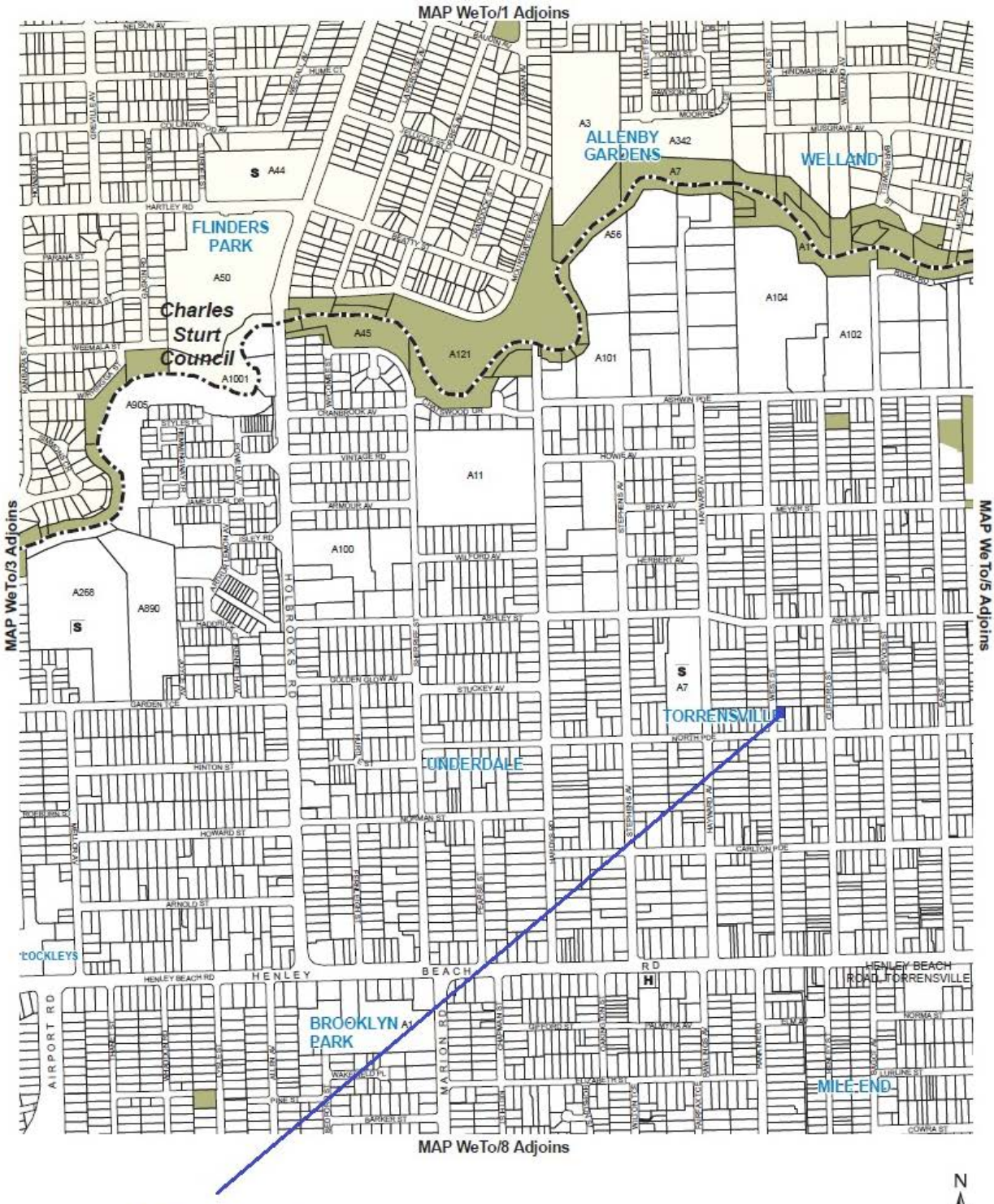
It is noted that there are no encumbrances or Land Management Agreements on the Certificate of Title and there are no regulated trees on the subject site or on adjoining land that would be affected by the development.

The site is currently vacant, and is relatively flat. The adjacent site at 42B West Street is also vacant.

The locality is solely residential and contains mostly detached dwellings. Council's records indicate that the majority of dwellings were established between 1900 and 1940, with a few being established in the last two decades. Some dwellings in the locality have undergone alterations and additions visible from the public realm. Pitched roofs and front verandahs are prominent and most dwellings are set back consistently from the street.

The amenity of the locality is considered to be high, with mature street vegetation and well maintained front gardens lending strong positive contributions to the streetscape character.

The subject land and locality are shown on the aerial imagery and maps below.



Location Map WeTo/4

S School
H Other Health Services
Local Reserves
Development Plan Boundary

WEST TORRENS COUNCIL
Consolidated - 12 July 2018


R 28
TORRENSVILLE
WEST STREET
CLIFFORD STREET
NORTH PARADE
42A
42B
SUBJECT LAND
42A West Street,
TORRENSVILLE
Subject Land
Locality

RELEVANT APPLICATIONS

DA Number	Description of Development	Decision	Decision Date
211/1053/2016	Land Division - Torrens Title; Create one additional allotment	Development Approval granted	20 October 2016

PROPOSAL

The application seeks Development Plan Consent for the construction of a two storey detached dwelling with a front fence.

The proposed dwelling incorporates a number of bespoke design features and it is apparent that strong consideration has been given to both the design of the dwelling and the context of the site where it will be located.

There is a variety of external materials and finishes which include face brick, timber, fibre cement cladding and colorbond© roofing. The dwelling has a total floor area of 188m² with a ground level footprint of 147m², an upper floor area of 41.5m² plus an attached wooden canopy to the front of the dwelling and a verandah to the rear.

The relevant plans and documents are contained in **Attachment 2**.

Amendments
Over the course of the assessment, amendments were made to the design and appearance of the dwelling following advice from the administration.

Noting that single storey detached dwellings constitute the predominant character of the locality, the bulk and scale of the upper storey of the original iteration was initially of some concern. The applicant agreed to redesign and reduce the mass of the building as viewed from the public realm by, *inter alia*, partially incorporating upper storey walls into the roof space.

For comparative purposes, copies of the original elevations and floor plans are contained in **Attachment 3**.

PUBLIC NOTIFICATION

The application is a Category 2 form of development pursuant to the Procedural Matters section of the Residential Zone of the Development Plan.

Properties notified	Nine properties were notified during the public notification process.
Representations	Two representations were received.
Persons wishing to be heard	One representor wishes to be heard: • C Byerley & I Skevington
Summary of representations	Concerns were raised regarding the following matters: • Height and colour of front fence. • Colour, style and design. • Not complementary to or compatible with character. • Visual impact to streetscape. • Devalue the neighbourhood.
Applicant's response	• Significant design changes made to proposal and shown to representors. • No responses received from representors.

A copy of the representations is contained in **Attachment 4**.

INTERNAL REFERRALS

Department	Comments
City Assets	• Initial concerns over garage setback - since rectified.
Heritage Advisor	• Revised plans supportable through better contextual reference and a single storey presentation to the street.
City Operations	• Initial concerns with street tree conflict now resolved through increased minimum offset of 1.6m.

A copy of the referral responses is contained in **Attachment 5**.

RELEVANT DEVELOPMENT PLAN PROVISIONS

The subject land is located within the Residential and, more specifically, the Torrensville Character Policy Area 28 as described in the West Torrens Council Development Plan. The relevant Desired Character statements are as follows:

Residential Zone - Desired Character	
This zone will contain predominantly residential development. There may also be some small-scale non-residential activities such as offices, shops, consulting rooms and educational establishments in certain locations. Non-residential activities will be complementary to surrounding dwellings. *Allotments will be at very low, low and medium densities to provide a diversity of housing options in different parts of the zone. The range of allotment sizes will support the desired dwelling types anticipated in each policy area, and the minimum allotment sizes shall be treated as such in order to achieve the Desired Character for each policy area and, in turn, reinforce distinction between policy areas. Row dwellings and residential flat buildings will be common near centres and in policy areas where the desired density is higher, in contrast to the predominance of detached dwellings in policy areas where the distinct established character is identified for protection and enhancement. There will also be potential for semi-detached dwellings and group dwellings in other policy areas.* *Residential development in the form of a multiple dwelling, residential flat building or group dwelling will not be undertaken in a Historic Conservation Area.* *Landscaping will be provided throughout the zone to enhance the appearance of buildings from the street as viewed by pedestrians, provide an appropriate transition between the public and private realm and reduce heat loads in summer.*	
Objectives	2 & 4
Principles of Development Control	1, 5, 7, 8, 9, 10, 11, 12, 13, 14 & 17

Torrensville Character Policy Area 28 - Desired Character	
The policy area will contain predominantly detached dwellings and some semi-detached dwellings. *Allotments will vary in size from low to very low density with side street frontages and even deeper side boundaries. Subdivision will reinforce the existing allotment pattern which is a significant positive feature of the policy area.* *New development will be complementary to the key character elements of Victorian-era villas, cottages, inter-war bungalows and tudor-style dwellings in the policy area, rather than dominating or detracting from them, particularly as viewed from the street. Key elements of this character include pitched roofs, veranda/porticos and masonry building materials. There will be predominantly one storey buildings, with some tow storey buildings designed in a manner that is complementary to the single storey character of nearby buildings. Setbacks will be complementary to the boundary setbacks of nearby older dwellings.* *There will be no garages/carports forward of the main façade of buildings. Fencing forward of dwellings will be low to provide views of built-form that define the character of the policy area. Any driveway crossovers will be carefully designed and located to ensure the preservation of street trees which have an important positive impact on the streetscape.*	
Objectives	1
Principles of Development Control	1 & 2

Additional provisions of the Development Plan which relate to the proposed development are contained in **Attachment 1**.

QUANTITATIVE STANDARDS

The proposal is assessed for consistency with the quantitative requirements of the Development Plan as outlined in the table below:

DEVELOPMENT PLAN PROVISIONS	**STANDARD**	**ASSESSMENT**
SITE AREA *Torrensville Character Policy Area 28* *PDC 3*	340m^2	340m² (existing) **Satisfies**
PRIMARY STREET SETBACK *Residential Zone* *PDC 8*	4.5m	3.2m (façade) 1m (verandah) **Does Not Satisfy**
SIDE SETBACKS *Residential Zone* *PDC 11*	0/1m (min. ground floor) 2m (min. upper floor)	0m/2.73m (ground) 5.2m/2.73m (upper) **Satisfies**

REAR SETBACKS *Residential Zone* *PDC 11*	3m (min. ground floor) 8m (min. upper floor)	4.63m 4.63m **Does Not Satisfy**
PRIVATE OPEN SPACE *Residential Development* *PDC* 19	60m² (min. area) 4m (min. dimension) 16m² (min. directly accessible from a habitable room).	59.4m² (total) 2.3m (dimension) 48m² (accessed from habitable room) **Does Not Satisfy**
CAR PARKING SPACES *Transportation and Access* *PDC 34*	2 (1 covered)	2 spaces provided **Satisfies**

ASSESSMENT

In assessing the merits or otherwise of the application, the proposed development is discussed under the following sub headings:

Desired Character

The proposed dwelling has been designed in a manner that complements the single storey character of nearby buildings and, together with appropriate side and front setbacks, addresses the intent of the Desired Character of Policy Area 28. The character of the locality is not considered to be compromised through the introduction of this dwelling, which has a sympathetic form in which the upper storey has been integrated into the roof space. The dwelling will be complementary to the character of the surrounding dwellings - most of which offer positive contributions to the character and amenity of the locality.

It is acknowledged that the predominant pattern of development within the locality consists of rectangular-shaped allotments with single storey detached dwellings. The front setbacks of these dwellings are consistent, and most feature well-landscaped allotments together with a mix of front fencing styles. Principle of Development Control (PDC) 17 of the Residential Zone and the Desired Character statement for the policy area does not exclude two storey dwellings, but asks for two storey elements to be integrated and be contained within the roof space. It is also noted that the Desired Character uses the adjective 'complementary' in terms of new development, which suggests that new development could demonstrate some differences rather than being imitations of older existing built forms.

The applicant has sought to integrate the upper level to reduce the bulk and scale of the second storey element when viewed from the public realm. By way of comparison, this approach results in a significantly better design outcome than the contemporary example at 40A West Street, south of the subject land.

Built Form

The proposal has been designed in a manner that is sympathetic to the predominant character of the locality. The lower level is low lying and wide, encompassing most of the street frontage in a similar way to surrounding dwellings. The proposed dwelling has front and side setbacks that are consistent with other dwellings in the locality, most of which provide generously landscaped front yards (as previously described) that reinforce a significant feature of the policy area.

Council's Heritage Consultant is supportive of the proposal and notes that the contextual design intent of the Policy Area has been addressed through the development having a traditional roof form, a single storey presentation to the street, and increased front and side setbacks. The Consultant concludes that the proposal is supportable as it is, "innovative, complementary and a good response to the established and desired character."

It is clear that this project has been developed with emphasis placed on environmental sustainability principles, with feature sun shades and an extensive canopy to the western-facing façade of the dwelling at ground level. The design also includes a breezeway though the centre of the dwelling which will allow for effective natural ventilation.

On balance, the design is considered to have addressed the initial concerns which were based around the form of the proposal, while also achieving a good outcome in terms of solar efficiency and natural ventilation by way of orientation, configuration of living and private open space areas, and by incorporating upper storey walls into the high-pitched roof sections. In this regard, Objective 1 and PDC 1 of the Design and Appearance module are considered to be met.

Private Open Space and Amenity

The amount of private open space (POS) is approximately 59.4m^2, and is marginally short of the quantitative amount noted in PDC 19 of the Residential Development module. However, the positioning and configuration of the POS is considered to be very good given the limited depth and overall area of the site. The usability of the POS is considered commensurate to the size of the dwelling and should provide for adequate areas of private open space enjoyment and amenity.

Fencing

The front fence has been considered against the relevant provisions and, in particular, the Desired Character statement for Policy Area 28. While the fencing is not considered 'low' in terms of total height, its open design allows generous views of the proposed built form that will become part of the character of the policy area and, in this regard, the fencing is deemed appropriate and in accordance with PDC 6 of the Landscaping, Fences and Walls module.

Overshadowing

While it is acknowledged that the dwelling will partially overshadow portions of adjoining land at 42B West Street (to the south) and 90 North Parade (to the west), the orientation of the existing allotment together with the setbacks and height of the proposal will facilitate adequate direct winter sunlight during the winter solstice, in accordance with PDC 14 of the Residential Zone, PDC 3 of the Energy Efficiency module, and PDCs 10-13 of the Residential Development module.

Setbacks

Given the limited depth of the subject site (15.24m), it would be unreasonable to expect a dwelling to be set back the same distance as the adjoining dwelling to the north at 42 West Street. Quantitative shortfall aside, the proposal is consistent with a number of other built form examples in the immediate locality. Further, it will not impair the amenity of the streetscape character and will not result in a negative contribution to the locality.

Similarly, the proposal is not set back 8m from the rear boundary, although consideration has been given to both visual and overshadowing impacts to the adjacent land. The total roof height at 6.2m does not exceed that of a typical single storey dwelling to any significant degree and, as discussed earlier, the orientation of the land and the proposed design will not create an unreasonable visual impact to adjoining owners or occupiers of the adjoining dwellings.

SUMMARY

The thoughtful design of the dwelling will result in a positive and meaningful addition to the character of the immediate locality. It satisfies the majority of relevant Development Plan provisions, and its shortcomings are considered offset by balancing an energy-efficient design with a built form that will be complementary to the character elements of the surrounding dwellings.

Having considered all the relevant provisions of the Development Plan, the proposal is not considered to be seriously at variance with the Development Plan.

On balance the proposed development sufficiently accords with the relevant provisions contained within the West Torrens Council Development Plan Consolidated 12 July 2018 and warrants Development Plan Consent.

RECOMMENDATION

The Council Assessment Panel, having considered all aspects of the report, the application for consent to carry out development of land and pursuant to the provisions of the *Development Act 1993* resolves to GRANT Development Plan Consent for Application No. 211/1214/2018 by Stallard Meek Architects to undertake construction of a two storey detached dwelling and fencing at 42A West Street, Torrensville (CT6204/786) subject to the following conditions of consent:

Development Plan Consent Conditions:

1. The development must be undertaken, completed and maintained in accordance with the plans and information detailed in this Application except where varied by any conditions listed below.

   Reason: To ensure the proposal is developed in accordance with the plans and documents lodged with Council.

2. All stormwater design and construction will 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 and, for this purpose, stormwater drainage will not at any time:
   a) Result in the entry of water into a building;
   b) Affect the stability of a building; or
   c) Create unhealthy or dangerous conditions on the site or within the building; or
   d) Flow or discharge onto the land of an adjoining owner; or
   e) Flow across footpaths or public ways.

   Reason: To ensure that adequate provision is made for the collection and dispersal of stormwater.

3. The finished floor level (FFL) of the dwelling shall be a minimum 350mm above the highest adjacent water table adjacent the allotment.

   Reason: To ensure that adequate provision is made for the collection and dispersal of stormwater.

4. All driveways, parking and manoeuvring areas will be formed, surfaced with concrete, bitumen or paving, and be properly drained prior to occupation, and shall be maintained in good condition to the satisfaction of Council at all times.

   Reason: To provide safe and convenient parking and manoeuvring areas for users of the development.

5. That all planting and landscaping will be completed within three (3) months of the commencement of the use of this development and be maintained in a reasonable condition at all times. Any plants that become diseased or die will be replaced with a suitable species.

   A watering system shall be installed and maintained at the time landscaping is established and operated so that all plants receive sufficient water to ensure their survival and growth.

   Reason: To enhance the amenity of the site and locality and to mitigate against heat loading.

6. That the upper level habitable room windows, as shown on the approved plans, will be provided with fixed obscure glass to a minimum height of 1.7 metres above the upper floor level to minimise the potential for overlooking of adjoining properties prior to occupation of the building. The glazing in these windows will be maintained in a reasonable condition to the satisfaction of Council at all times.

   Reason: To minimise the impact on privacy to residents of adjoining dwellings.

Attachments

1. Additional Development Plan Provisions
2. Plans and Associated Documentation
3. Original Plans
4. Representations Received
5. Internal Referral Responses

Relevant Development Plan Provisions

General Section		
Crime Prevention	*Objectives*	*1*
	Principles of Development Control	*1, 2, 3, 6, 7 & 8*
Design and Appearance	*Objectives*	*1*
	Principles of Development Control	*1, 2, 3, 9, 10, 11, 12, 13, 14, 15, 18, 19, 20 & 21*
Energy Efficiency	*Objectives*	*1 & 2*
	Principles of Development Control	*1 & 2*
Landscaping, Fences and Walls	*Objectives*	*1*
	Principles of Development Control	*1, 2, 3, 4 & 6*
Residential Development	*Objectives*	*1*
	Principles of Development Control	*1, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13, 16, 18, 19, 20, 21, 27 & 31*
Transportation and Access	*Objectives*	*2*
	Principles of Development Control	*1, 8, 11, 23, 24, 30, 34, 35, 36 & 44*

Status:

INFORMATION

0 10 20 30 40 50

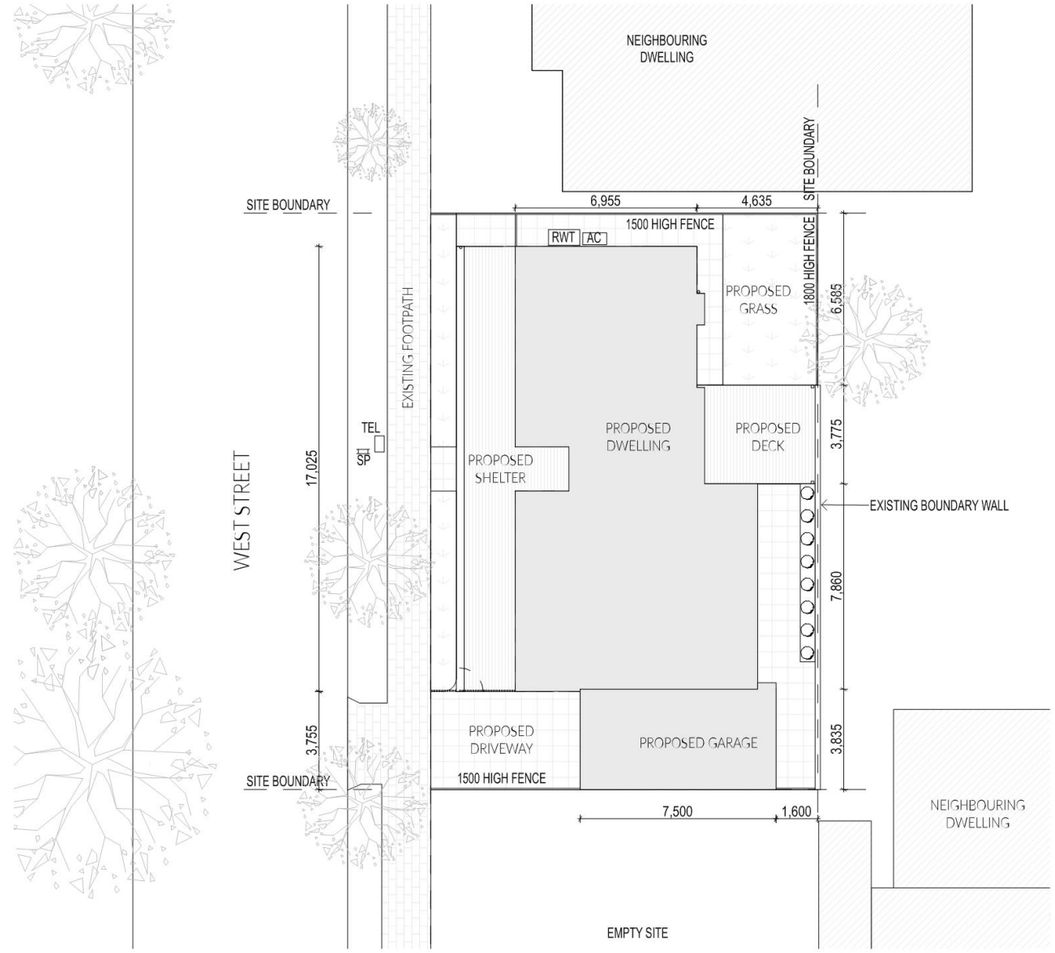
GENERAL NOTES

DO NOT SCALE OFF DRAWINGS.

WORKS SHALL COMPLY WITH ALL LOCAL, STATE AND NATIONAL REGULATIONS, CODES AND STANDARDS AND COMPLY WITH RELEVANT AUTHORITY REQUIREMENTS.

CONSTRUCTION, MATERIALS & FIXTURES OF WET AREAS TO COMPLY WITH NCC AND AS 3740.

ALL AIR CONDITIONING UNITS AND SOLAR PANELS WILL NOT BE VISIBLE FROM STREET



Plot Sheet Location: /Volumes/SMA Network/A - Job Files/18025 West Street Residence/B Documentation/B5 Model/18025 West Street Residence_Planning Fence.pln

Plot Date: 26/2/19

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e: mail@stallardmeek.com.au

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Scale: 1:200 @ A3
Date: 26/2/19
Drawn: MG
Approved: SM

Job: West Street Residence

Client: Kathleen Whimp

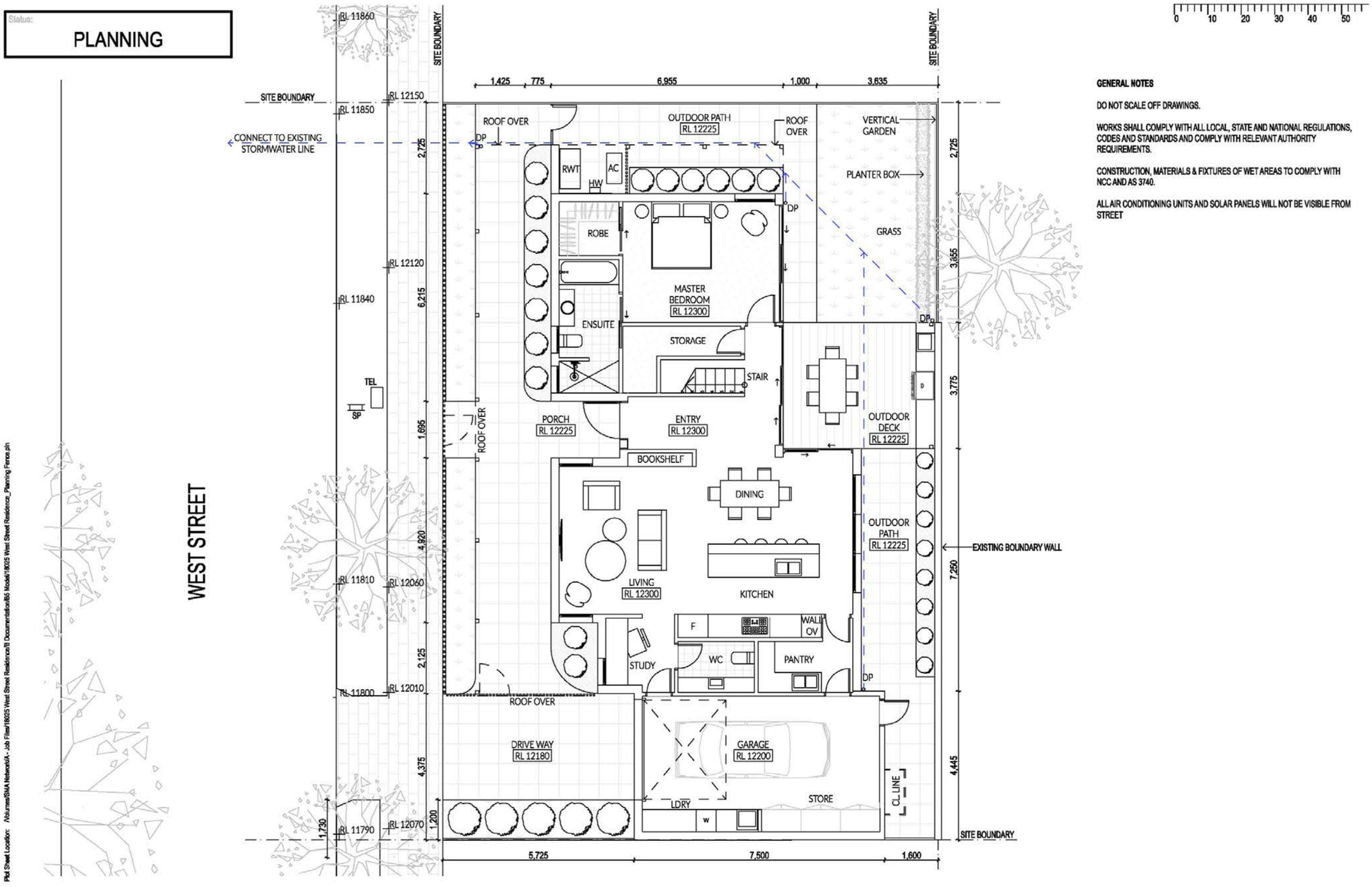
Address: 42A West Street, Torrensville, SA 5031

Title: PROPOSED SITE PLAN

Job No.:	Drg No.:	Issue:
18025	SK100	P4

Status:

PLANNING



0 10 20 30 40 50

GENERAL NOTES

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CONSTRUCTION, MATERIALS & FIXTURES OF WET AREAS TO COMPLY WITH NCC AND AS 3740.

ALL AIR CONDITIONING UNITS AND SOLAR PANELS WILL NOT BE VISIBLE FROM STREET

Plot Sheet Location: /Volumes/SNA Network/A - Job Files/18025 West Street Residence/B Documentation/B5 Model/18025 West Street Residence_Planning Fence.pln

Plot Date: 21/3/19

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Scale: 1:100 @ A3
Date: 21/3/19
Drawn: MG
Approved: SM

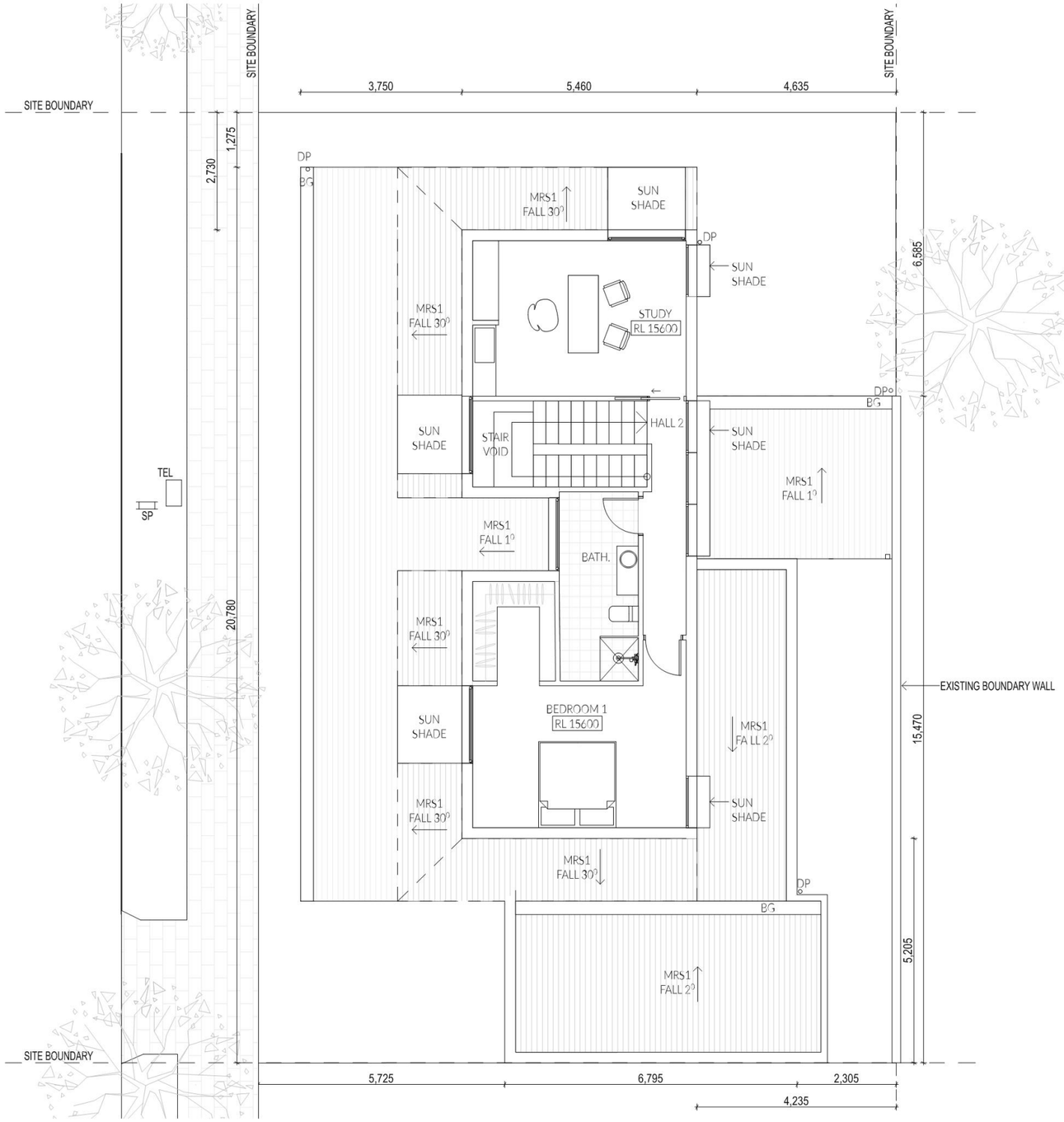
Job: West Street Residence
Client: Kathleen Whimp
Address: 42A West Street, Torrensville, SA 5031

Title: PROPOSED GROUND FLOOR PLAN

Job No.:	Drg No.:	Issue:
18025	SK200	P6

Status:

INFORMATION



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GENERAL NOTES

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CONSTRUCTION, MATERIALS & FIXTURES OF WET AREAS TO COMPLY WITH NCC AND AS 3740.

ALL AIR CONDITIONING UNITS AND SOLAR PANELS WILL NOT BE VISIBLE FROM STREET

Plot Sheet Location: /Volumes/SMA Network/A - Job Files/18025 West Street Residence/B Documentation/B5 Modal/18025 West Street Residence_Planning Fence.pln

Plot Date: 26/2/19

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Scale: 1:100 @ A3
Date: 26/2/19
Drawn: MG
Approved: SM

Job: West Street Residence

Client: Kathleen Whimp

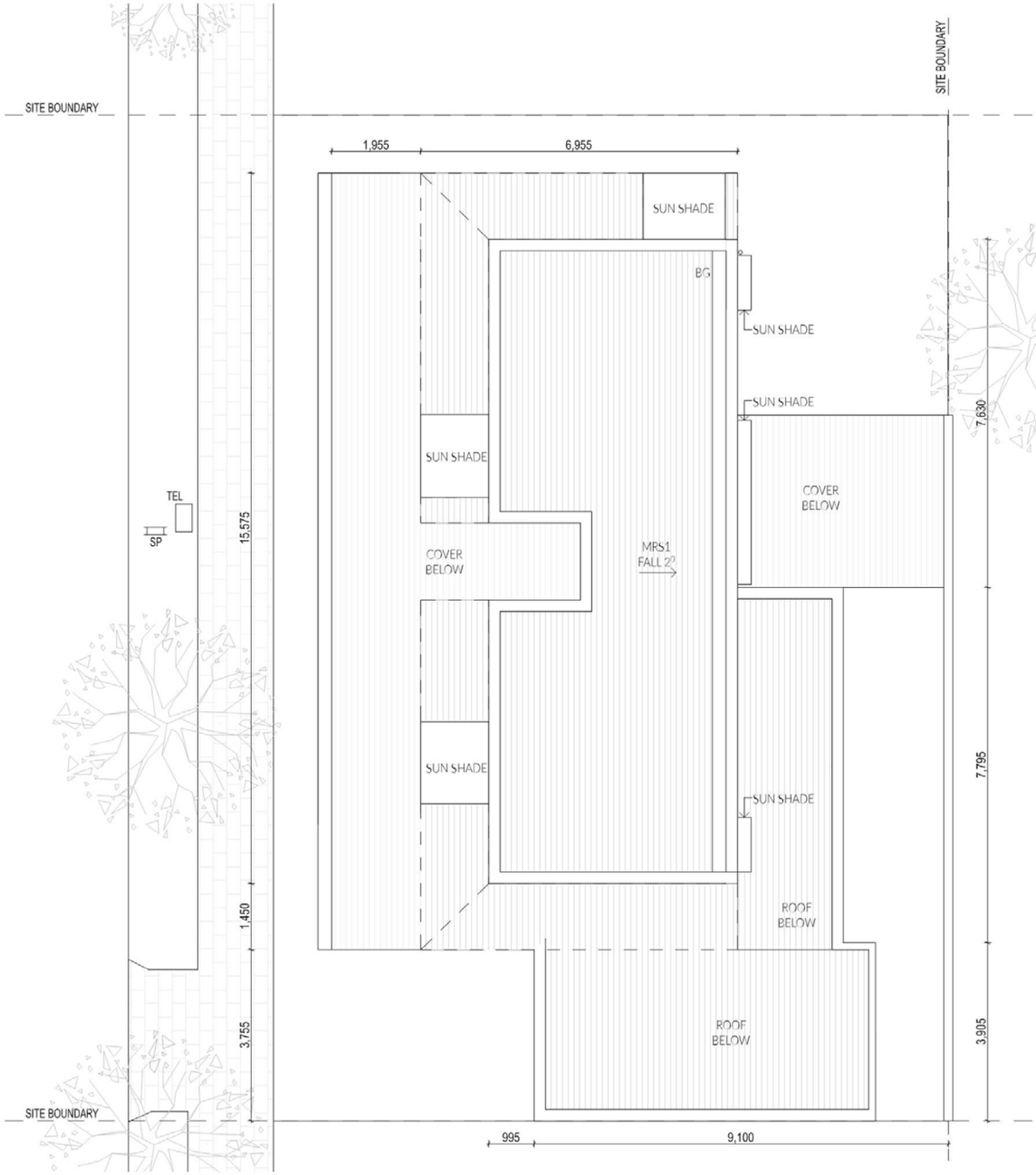
Address: 42A West Street, Torrensville, SA 5031

Title: PROPOSED FIRST FLOOR PLAN AND ROOF PLAN

Job No.:	Drg No.:	Issue:
18025	SK201	P4

Status:

INFORMATION



0 10 20 30 40 50

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Plot Sheet Location: \Volumes\SMA Network\A - Job Files\18025 West Street Residence\B Documentation\B5 Model\18025 West Street Residence_Planning Fence.pln

Plot Date: 26/2/19

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Scale: 1:100 @ A3
Date: 26/2/19
Drawn: MG
Approved: SM

Job: West Street Residence

Client: Kathleen Whimp

Address: 42A West Street, Torrensville, SA 5031

Title: PROPOSED ROOF PLAN

Job No.: 18025 | Drg No.: SK202 | Issue: P4

Status:

INFORMATION

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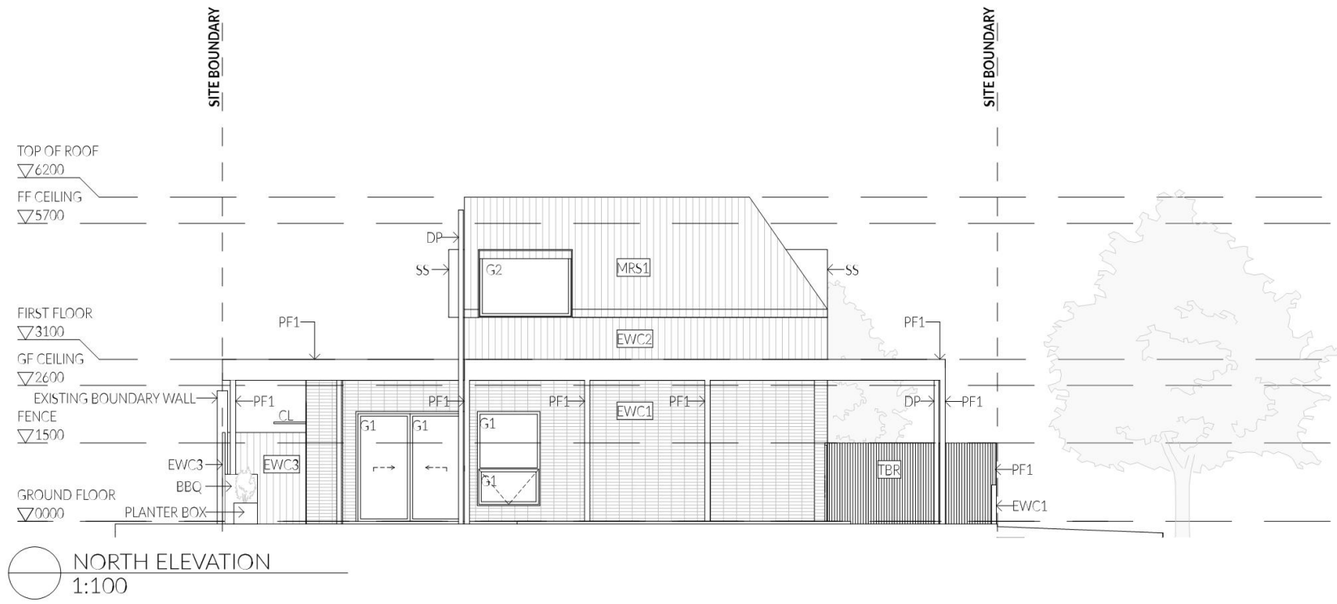
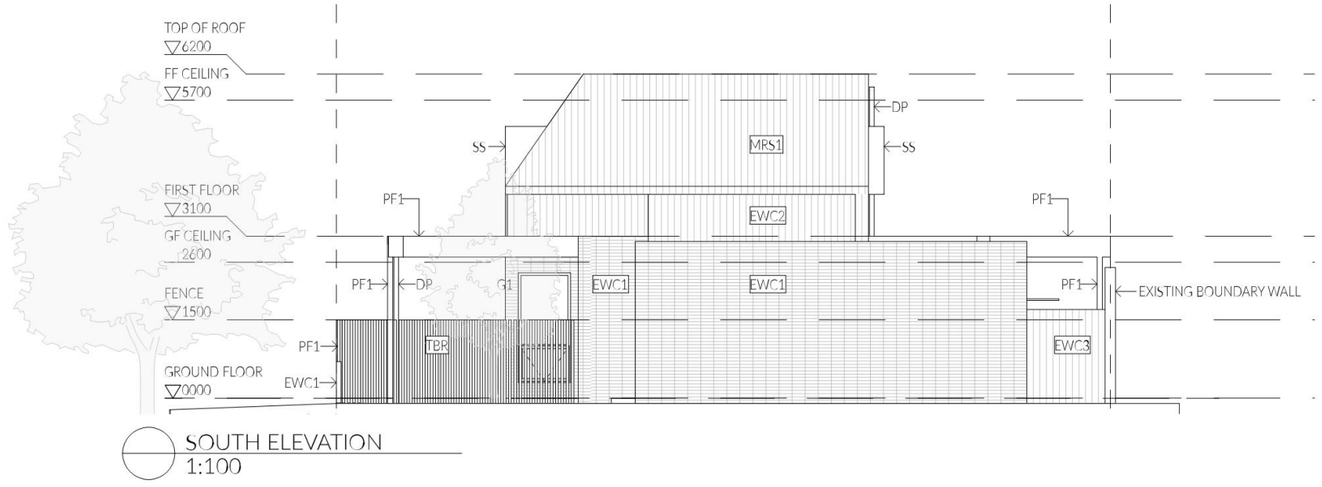


NORTH ELEVATION
1:100



SOUTH ELEVATION
1:100

GENERAL NOTES

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ALL AIR CONDITIONING UNITS AND SOLAR PANELS WILL NOT BE VISIBLE FROM STREET

Plot Sheet Location: /Volumes/SMA Network/A - Job Files/18025 West Street Residence/B Documentation/B5 Model/18025 West Street Residence_Planning Fence.pln

Plot Date: 27/2/19

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Scale: 1:100 @ A3
Date: 27/2/19
Drawn: MG
Approved: SM

Job: West Street Residence

Client: Kathleen Whimp

Address: 42A West Street, Torrensville, SA 5031

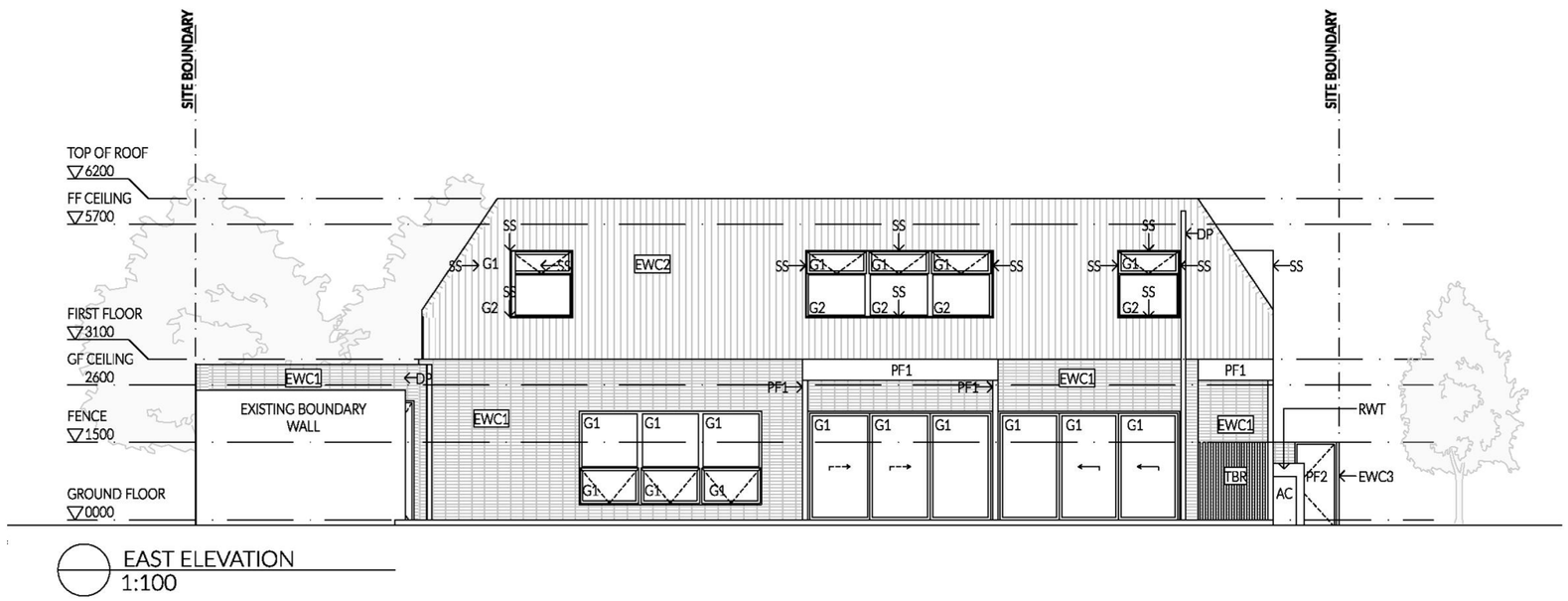
Title: ELEVATIONS

Job No.: 18025 | Drg No.: SK300 | Issue: P4

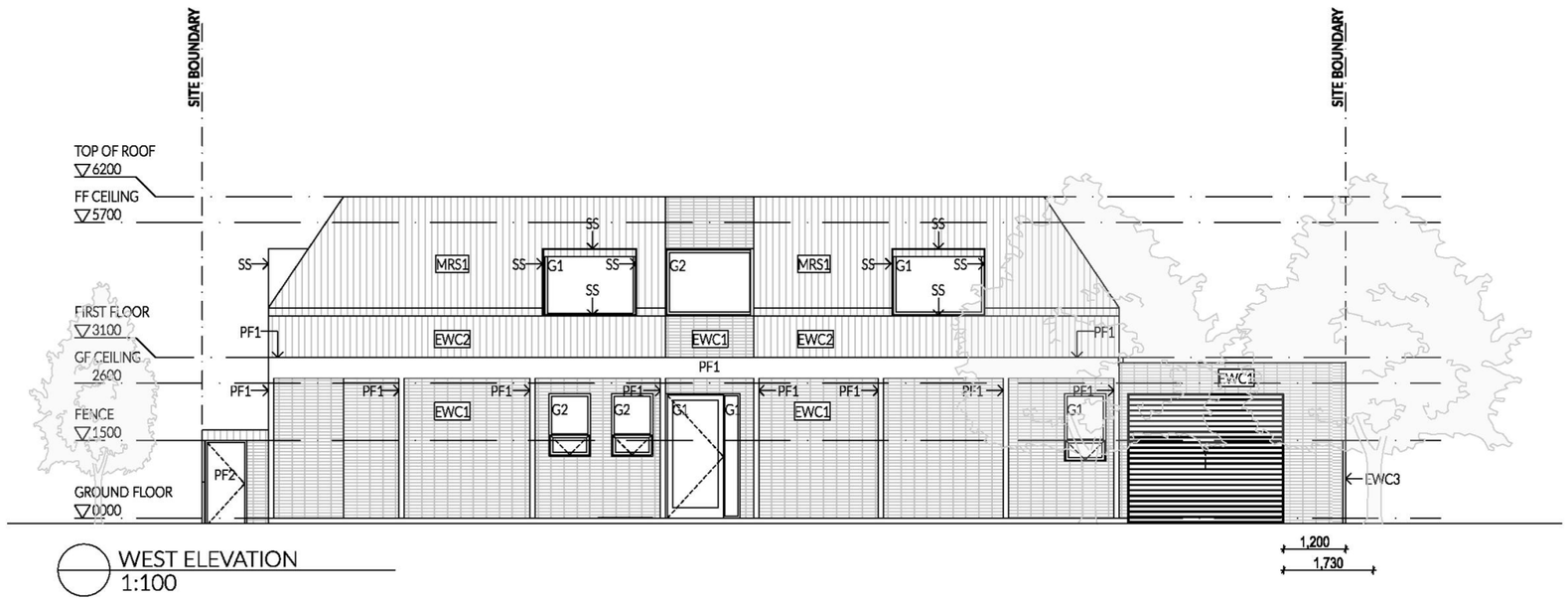
Status:

PLANNING

0 10 20 30 40 50



EAST ELEVATION
1:100



WEST ELEVATION
1:100

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ALL AIR CONDITIONING UNITS AND SOLAR PANELS WILL NOT BE VISIBLE FROM STREET

Plot Date: 21/3/19

Plot Sheet Location: /Volumes/SMA Network/A - Job Files/18025 West Street Residence/B Documentation/B6 Model/18025 West Street Residence_Planning_Fence.pln

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Scale: 1:100 @ A3
Date: 21/3/19
Drawn: MG
Approved: SM

Job: West Street Residence

Client: Kathleen Whimp

Address: 42A West Street, Torrensville, SA 5031

Title: ELEVATIONS

Job No.:	Drg No.:	Issue:
18025	SK301	P5

Status:
INFORMATION

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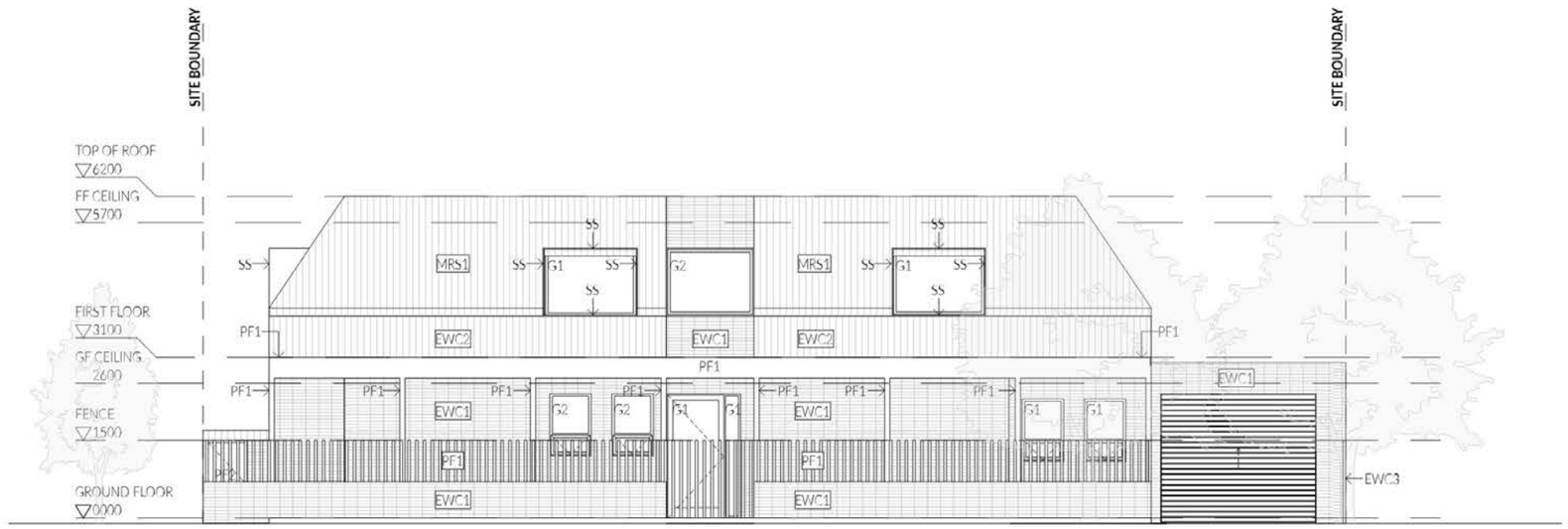

STREET ELEVATION
1:100



GENERAL NOTES

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MRS1
METAL ROOF SHEETING
COLORBOND - MONUMENT

EWC1
NEW BRICK
WHITE

EWC2
SCYON AXON CLADDING
CHARCOAL

EWC3
METAL FENCING
COLORBOND - MONUMENT

G1
CLEAR GLAZING

G2
FROSTED GLAZING

PF1
TIMBER STURCTURE
PAINT FINISH - CHARCOAL

PF2
PAINT FINISH - WHITE

SS
SUN SHADE
CHARCOAL

TBR
TIMBER POSTS
PAINT FINISH - CHARCOAL

Plot Sheet Location: \Volumes\SMA Network\A - Job Files\18025 West Street Residence\B Documentation\BIS Model\18025 West Street Residence_Planning Fence.pln

Plot Date: 27/2/19

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Scale: 1:100 @ A3
Date: 27/2/19
Drawn: MG
Approved: SM

Job: West Street Residence
Client: Kathleen Whimp
Address: 42A West Street, Torrensville, SA 5031

Title: ELEVATIONS

Job No.: 18025 | Drg No.: SK302 | Issue: P4

Status:

PLANNING

0 10 20 30 40 50

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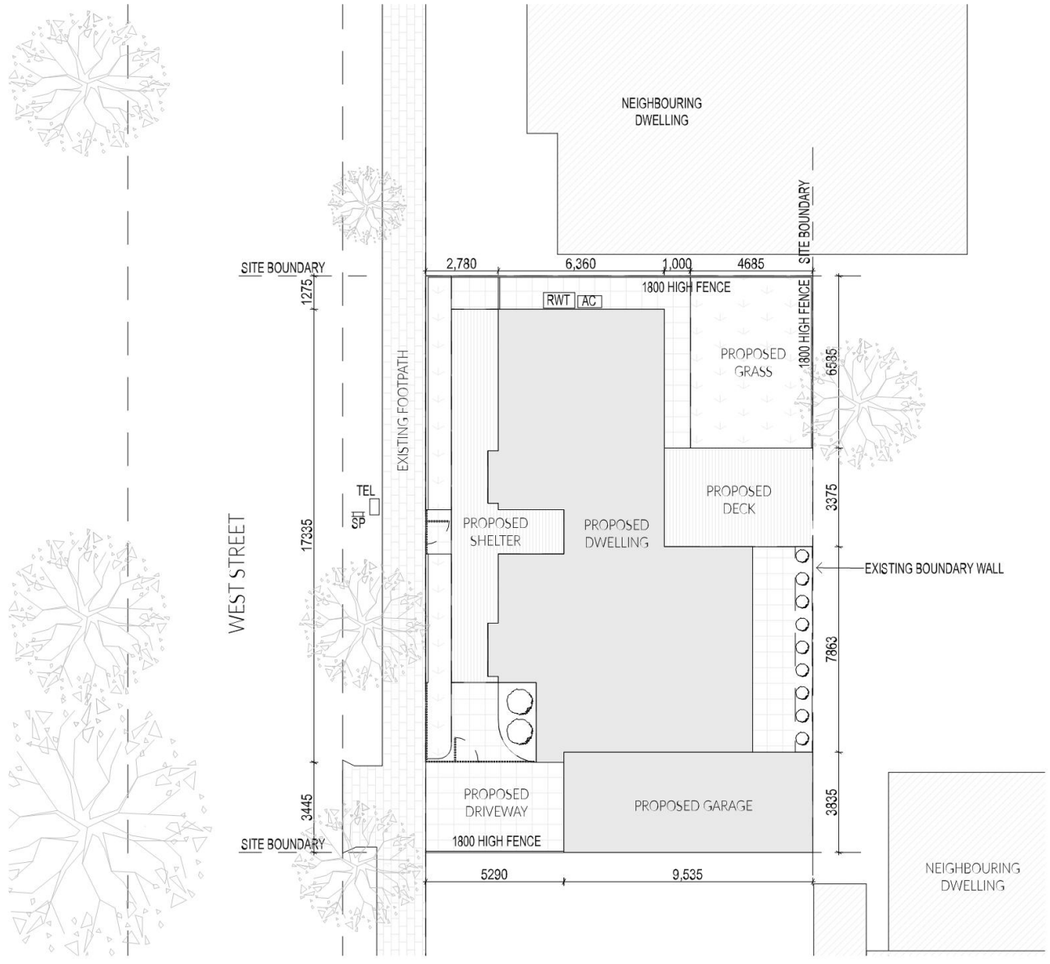
ALL AIR CONDITIONING UNITS AND SOLAR PANELS WILL NOT BE VISIBLE FROM STREET



Plot Sheet Location: /Volumes/SMA Network/Job Files/18025 West Street Residence/B Documentation/B5 Model/18025 West Street Residence_Planning.pln

Plot Date: 12/11/18

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Scale: 1:200 @ A3
Date: 12/11/18
Drawn: MG
Approved: SM

Job: West Street Residence

Client: Kathleen Whimp

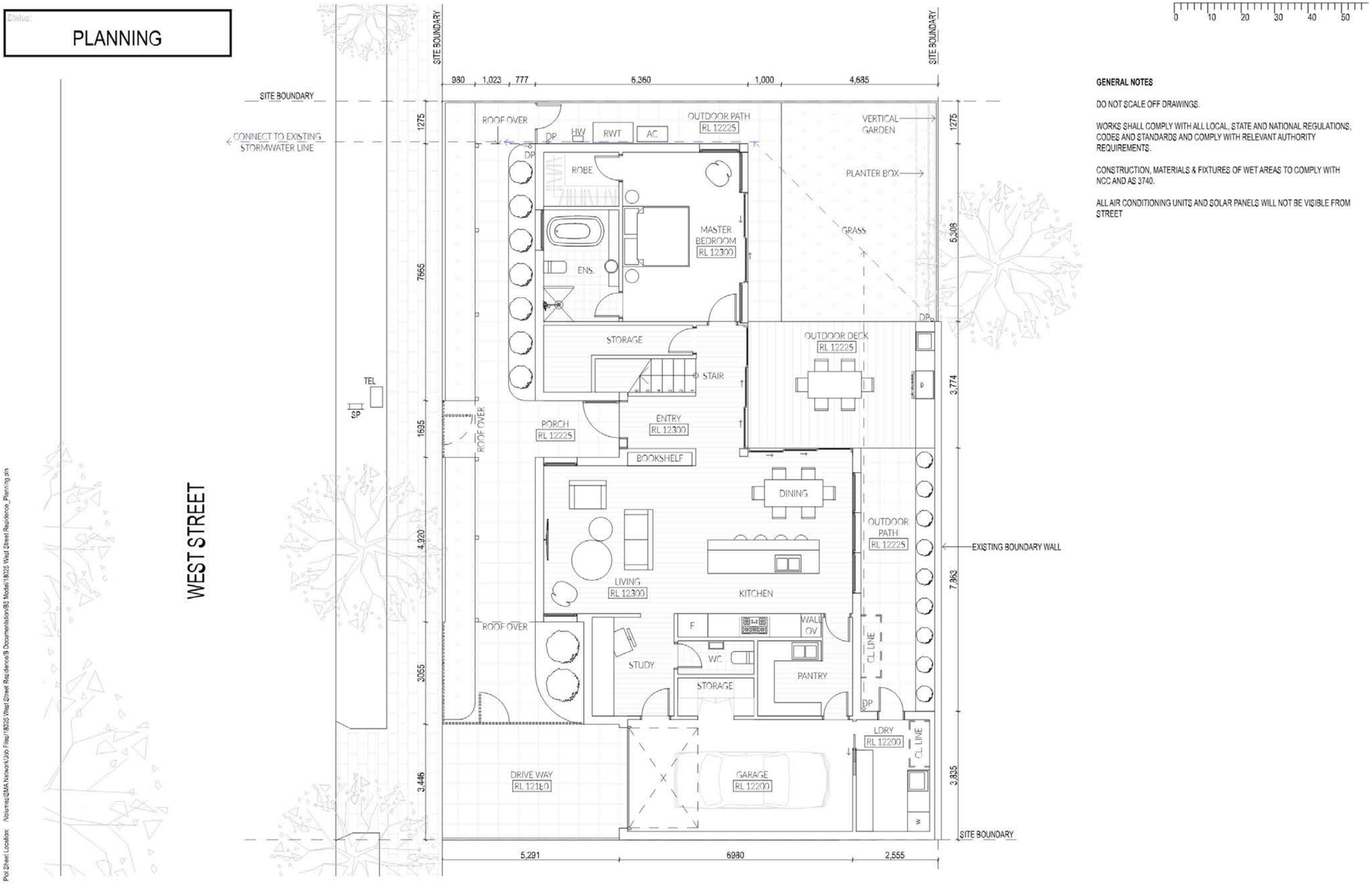
Address: 42A West Street, Torrensville, SA 5031

Title: PROPOSED SITE PLAN

Job No.: 18025 | Drg No.: SK100 | Issue: P2

Status:

PLANNING



0 10 20 30 40 50

GENERAL NOTES

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Plot Sheet Location: /Volumes/SMA Network/Job Files/18025 West Street Residence/B Documentation/B5 Models/18025 West Street Residence_Planning.pln

Plot Date: 12/11/18

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Scale: 1:100 @ A3
Date: 12/11/18
Drawn: MG
Approved: SM

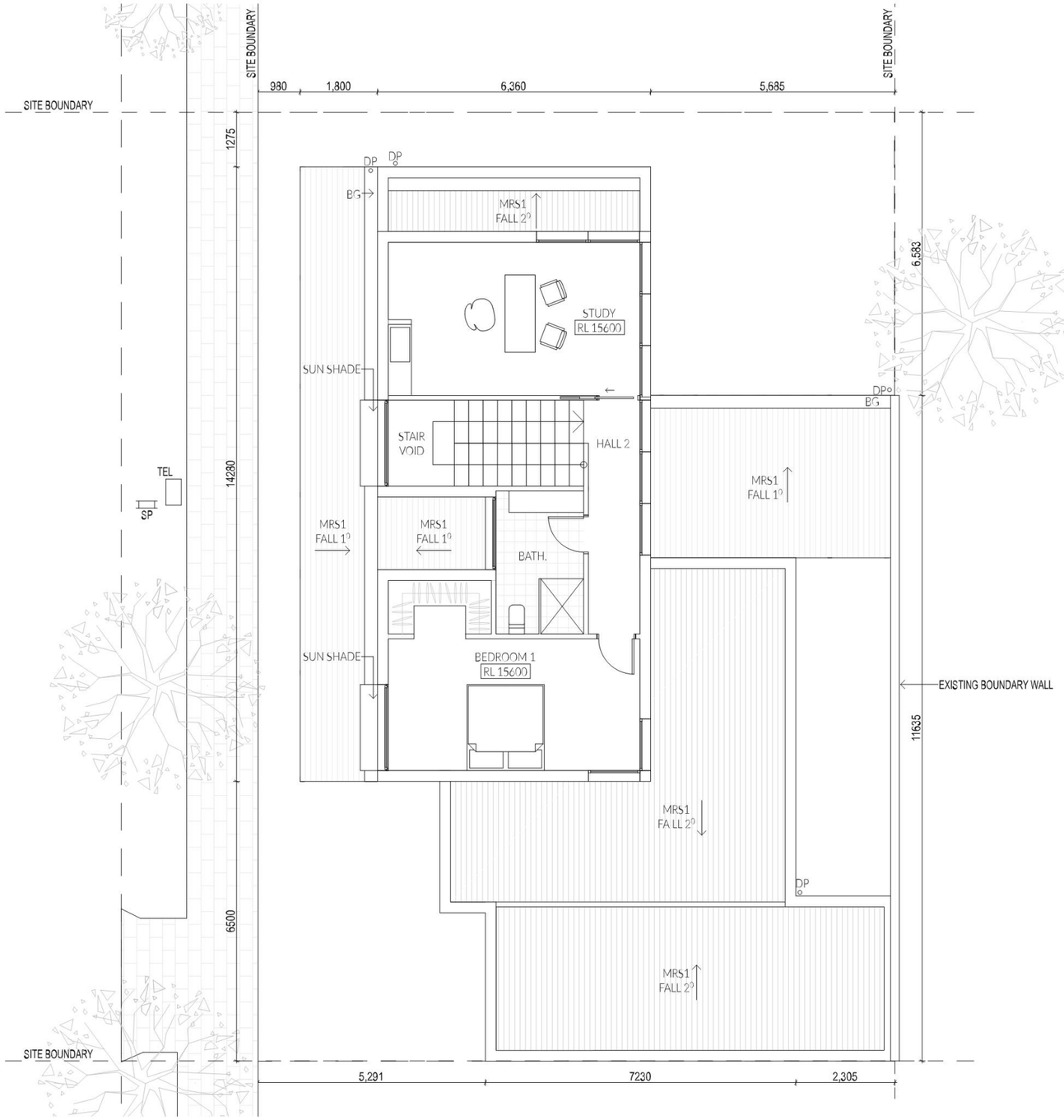
Job: West Street Residence
Client: Kathleen Whimp
Address: 42A West Street, Torrensville, SA 5031

Title: PROPOSED GROUND FLOOR PLAN

Job No.:	Drg No.:	Issue:
18025	SK200	P2

Status:

PLANNING



0 10 20 30 40 50

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Plot Sheet Location: /Volumes/SMA Network/Job Files/18025 West Street Residence/B Documentation/B5 Model/18025 West Street Residence_Planning.pln

Plot Date: 12/11/18

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Scale: 1:100 @ A3
Date: 12/11/18
Drawn: MG
Approved: SM

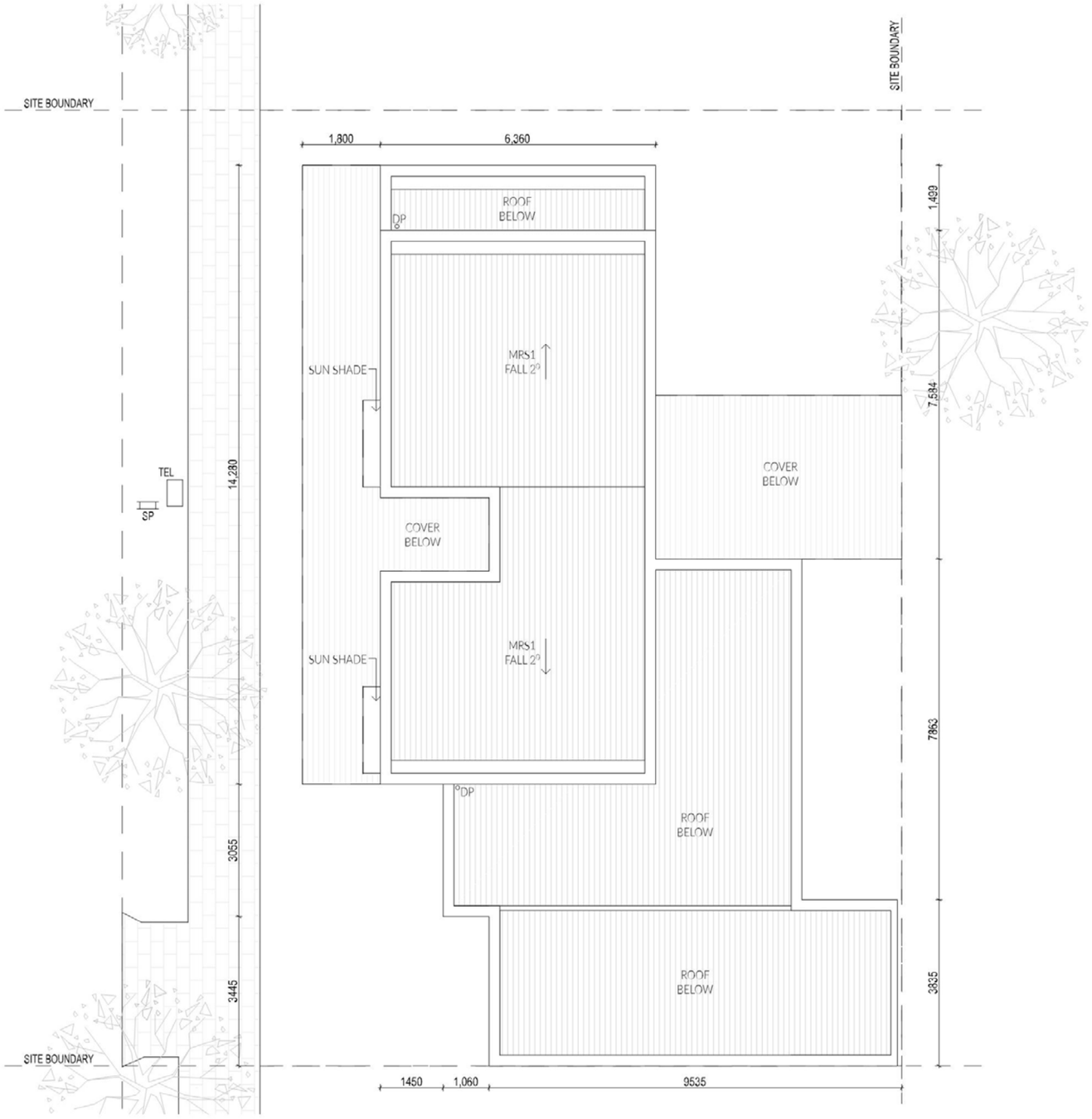
Job: West Street Residence
Client: Kathleen Whimp
Address: 42A West Street, Torrensville, SA 5031

Title: PROPOSED FIRST FLOOR PLAN AND ROOF PLAN

Job No.:	Drg No.:	Issue:
18025	SK201	P2

Status:

PLANNING



0 10 20 30 40 50

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Plot Sheet Location: /Volumes/SMA Network/Job Files/18025 West Street Residance/B Documentation/B5 Model/18025 West Street Residence_Planning.pln

Plot Date: 12/11/18

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Scale: 1:100 @ A3
Date: 12/11/18
Drawn: MG
Approved: SM

Job: West Street Residence
Client: Kathleen Whimp
Address: 42A West Street, Torrensville, SA 5031

Title: PROPOSED ROOF PLAN

Job No.:	Drg No.:	Issue:
18025	SK202	P2

Status:

PLANNING

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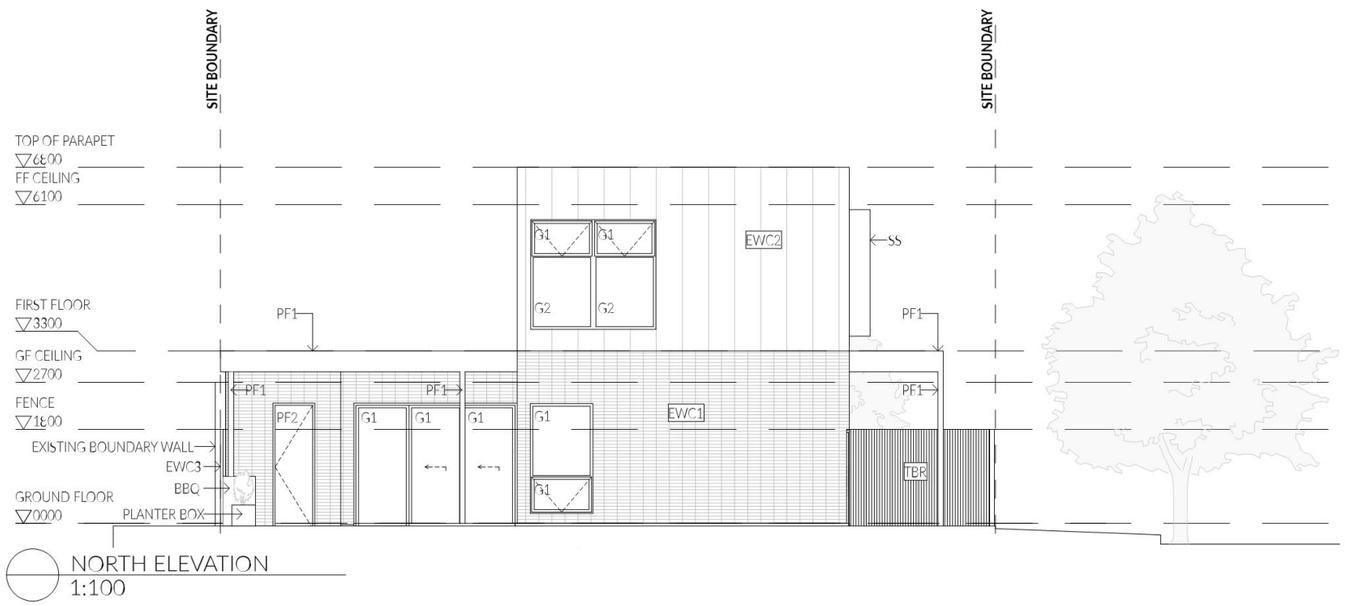
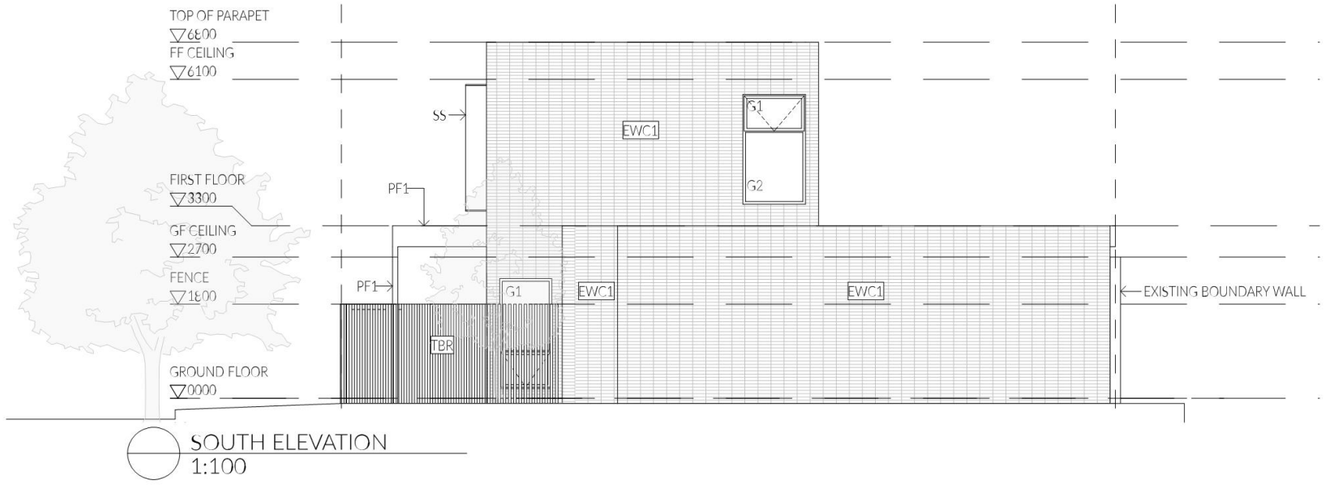


NORTH ELEVATION
1:100



SOUTH ELEVATION
1:100

GENERAL NOTES

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CONSTRUCTION, MATERIALS & FIXTURES OF WET AREAS TO COMPLY WITH NCC AND AS 3740.

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Plot Sheet Location: /Volumes/SMA Network/Job Files/18025 West Street Residence/B Documentation/B5 Model/18025 West Street Residence_Planning.pln

Plot Date: 12/11/18

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Scale: 1:100 @ A3
Date: 12/11/18
Drawn: MG
Approved: SM

Job: West Street Residence
Client: Kathleen Whimp
Address: 42A West Street, Torrensville, SA 5031

Title: ELEVATIONS

Job No.: 18025 | Drg No.: SK300 | Issue: P2

Status:

PLANNING

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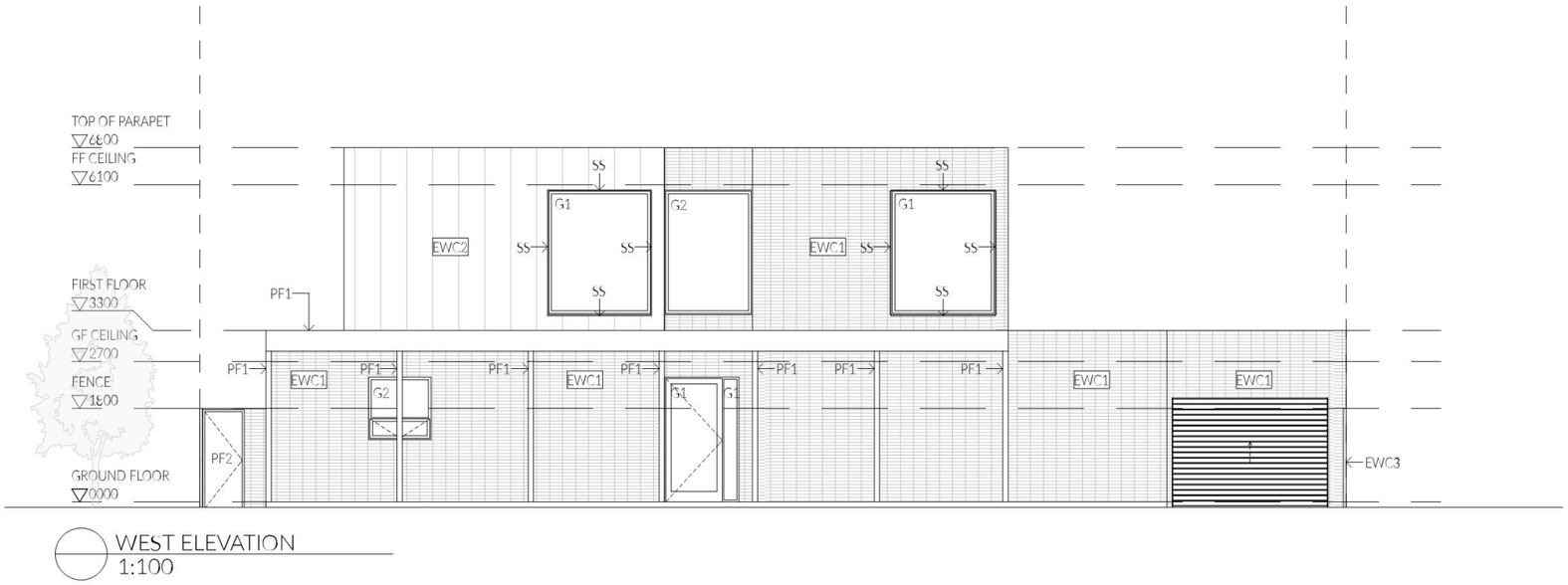
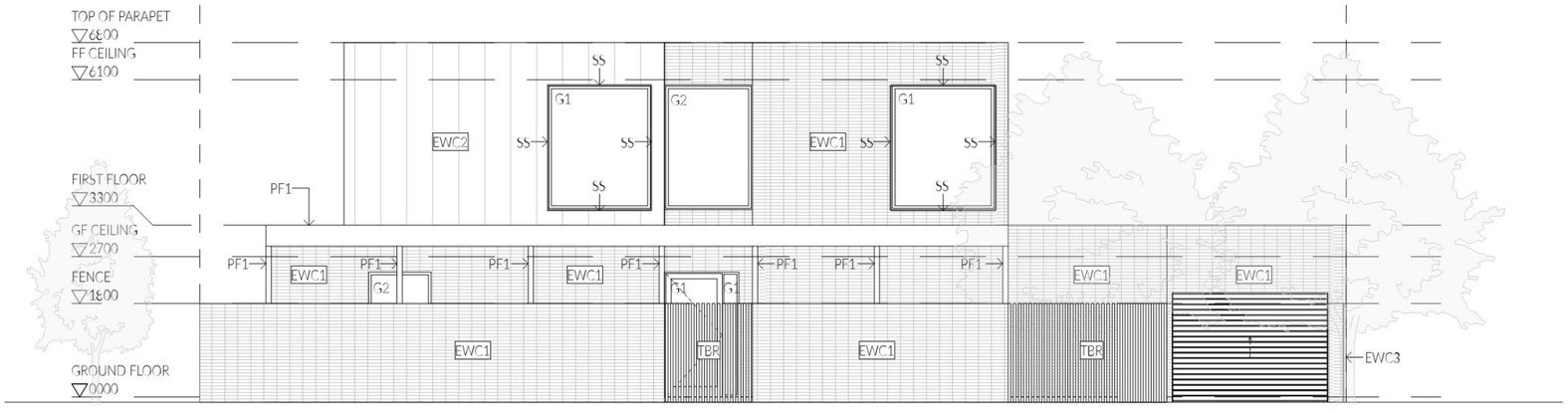


WEST ELEVATION
1:100



STREET ELEVATION
1:100

GENERAL NOTES

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CONSTRUCTION, MATERIALS & FIXTURES OF WET AREAS TO COMPLY WITH NCC AND AS 3740.

ALL AIR CONDITIONING UNITS AND SOLAR PANELS WILL NOT BE VISIBLE FROM STREET

Plot Sheet Location: /Volumes/SMA Network/Job Files/18025 West Street Residence/B Documentation/B5 Model/18025 West Street Residence_Planning.pln

Plot Date: 12/11/18

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e: mail@stallardmeek.com.au

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Scale: 1:100 @ A3
Date: 12/11/18
Drawn: MG
Approved: SM

Job: West Street Residence

Client: Kathleen Whimp

Address: 42A West Street, Torrensville, SA 5031

Title: ELEVATIONS

Job No.: 18025 | Drg No.: SK301 | Issue: P2

Status:

PLANNING

0 10 20 30 40 50

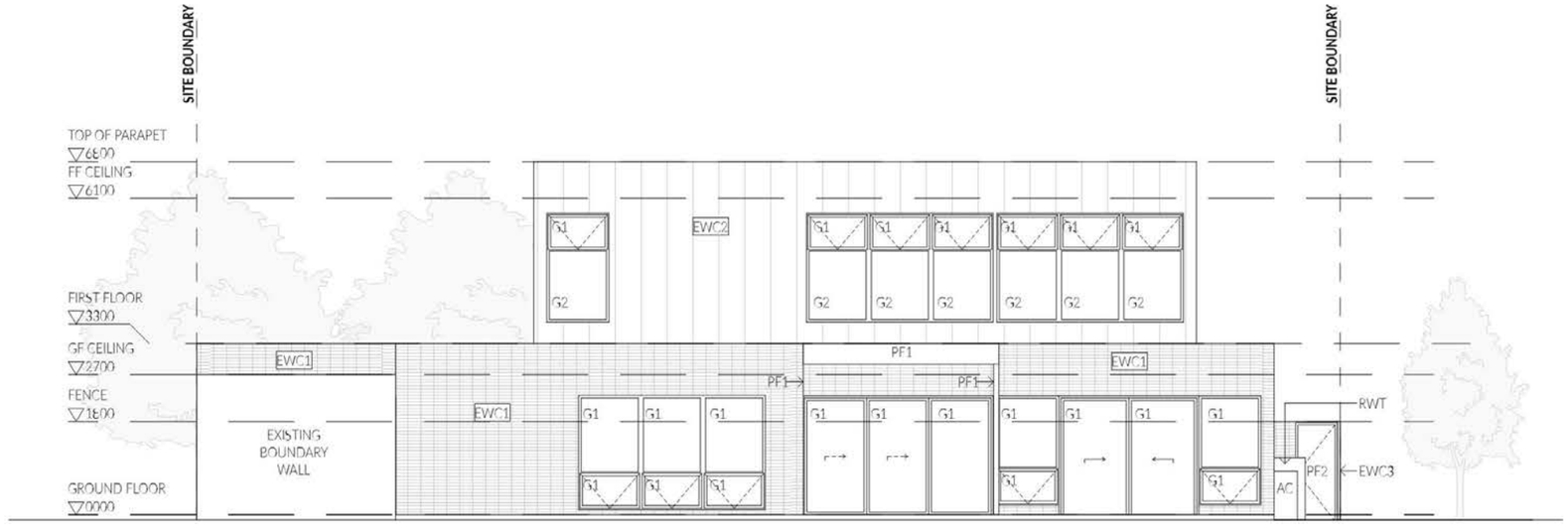
GENERAL NOTES

DO NOT SCALE OFF DRAWINGS.

WORKS SHALL COMPLY WITH ALL LOCAL, STATE AND NATIONAL REGULATIONS, CODES AND STANDARDS AND COMPLY WITH RELEVANT AUTHORITY REQUIREMENTS.

CONSTRUCTION, MATERIALS & FIXTURES OF WET AREAS TO COMPLY WITH NCC AND AS 3740.

ALL AIR CONDITIONING UNITS AND SOLAR PANELS WILL NOT BE VISIBLE FROM STREET



EAST ELEVATION
1:100

MRS1
METAL ROOF SHEETING
COLORBOND - MONUMENT

EWC1
NEW BRICK
WHITE

EWC2
SCYON AXON CLADDING
CHARCOAL

EWC3
METAL FENCING
COLORBOND - MONUMENT

PF1
TIMBER STURCTURE
PAINT FINISH - CHARCOAL

PF2
PAINT FINISH - WHITE

TBR
TIMBER POSTS
PAINT FINISH - CHARCOAL

G1
CLEAR GLAZING

G2
FROSTED GLAZING

SS
SUN SHADE
CHARCOAL

Plot Sheet Location: /Volumes/SMA Network/Job Files/18025 West Street Residence/B Documentation/B5 Model/18025 West Street Residence_Plann

Plot Date: 12/11/18

Stallard Meek Architects
t: 08 7230 4980
e: mail@stallardmeek.com.au

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Scale: 1:100 @ A3
Date: 12/11/18
Drawn: MG
Approved: SM

Job: West Street Residence
Client: Kathleen Whimp
Address: 42A West Street, Torrensville, SA 5031

Title: ELEVATIONS

Job No.: 18025 | Drg No.: SK302 | Issue: P2

STATEMENT OF REPRESENTATION
Pursuant to Section 38 of the Development Act 1993

TO Chief Executive Officer
City of West Torrens
165 Sir Donald Bradman Drive
HILTON 5033

City of West Torrens
12 FEB 2019
City Development

DEVELOPMENT No. 211/1214/2018
PROPERTY ADDRESS: 42A West Street, TORRENSVILLE SA 5031

YOUR FULL NAME	Jennifer Anne Russell
YOUR ADDRESS	45 West St Torrensville
YOUR PHONE No	[redacted]
YOUR EMAIL	
NATURE OF INTEREST	Resident across the street *(eg. Adjoining resident, owner of land in the vicinity etc.)*

REASON/S FOR REPRESENTATION

I am concerned at the height of the proposed fence (1.5m). I note that the character policy for Area 28 states that "fencing forward of dwellings will be low to provide views of built-form..." Not only does a 1.5m fence prevent a view from the street of the form of the new building, but it has the effect of excluding casual contact with neighbours and passers-by, which as a new arrival in the area I value highly. Also the proposed white colour of the fence will be very glary in the afternoons, and not in keeping with the facades of surrounding houses.

MY REPRESENTATIONS WOULD BE OVERCOME BY
(state action sought)

Lowering the height of the front fence.
If not, the planting of street trees to soften the visual impact.

Please indicate in the appropriate box below whether or not you wish to be heard by Council in respect to this submission:

I DO **NOT** WISH TO BE HEARD ☑
I DESIRE TO BE HEARD PERSONALLY ☐
I DESIRE TO BE REPRESENTED BY _____ ☐
(PLEASE SPECIFY)

SIGNED _____ DATE 8/2/19

Responsible Officer: Josh Banks
Ends: Tuesday 12 February 2019

RECEIVED - CWT IM
12 FEB 2019

If space insufficient, please attach sheets

STATEMENT OF REPRESENTATION
Pursuant to Section 38 of the Development Act 1993

RECEIVED CSU WTCC
AM 8 9 10 11 12
PM 1 2 3 4 5
– 7 FEB 2019

TO Chief Executive Officer
City of West Torrens
165 Sir Donald Bradman Drive
HILTON 5033

DEVELOPMENT No. 211/1214/2018
PROPERTY ADDRESS: 42A West Street, TORRENSVILLE SA 5031

YOUR FULL NAME	IVOR SKEVINGTON & CARINA BYERLEY
YOUR ADDRESS	9H NORTH PARADE TORRENSVILLE SA 5031
YOUR PHONE No	[redacted]
YOUR EMAIL	
NATURE OF INTEREST	ADJACENT RESIDENT AND OWNER *(eg. Adjoining resident, owner of land in the vicinity etc.)*

REASON/S FOR REPRESENTATION

SEE ATTACHED DOCUMENT

City of West Torrens
0 8 FEB 2019
City Development

MY REPRESENTATIONS WOULD BE OVERCOME BY
(state action sought)

SEE ATTACHED DOCUMENT

Please indicate in the appropriate box below whether or not you wish to be heard by Council in respect to this submission:

I DO **NOT** WISH TO BE HEARD ☐
I DESIRE TO BE HEARD PERSONALLY ☒
I DESIRE TO BE REPRESENTED BY _____ ☐
(PLEASE SPECIFY)

SIGNED _____ DATE 7/2/19

Responsible Officer: Josh Banks
Ends: Tuesday 12 February 2019

RECEIVED - CWT IM
8 FEB 2019

If space insufficient, please attach sheets

REASON/S FOR REPRESENTATION

We have been to the council to view the proposed development.

We feel that the building colour, style and design does not compliment or enhance the character of surrounding character houses.

The street appeal is contemporary rather than character, especially the proposed white colour of external bricks and fence.

The building appearance is not compatible with the desired character of **Character Policy Area 28: Residential Zone – Torrensville**

As stated in the policy "Building designed in the manner that is complimentary to the single story character of nearby buildings."

As stated also "New development will be complimentary to the key character elements of victorian era villas, cottages, inter-war bungalow and tudor-style" dwellings in the policy area, rather than dominating or detracting from them."

As stated also "Where a dwelling is constructed alongside or within a group of older style residential buildings, the new dwelling should be of similar height, scale and proportions and be constructed of materials that compliment and reinforce the character and design elements of the building.

We believe the entire design does not meet any criteria of **Character Policy Area 28: Residential Zone – Torrensville**, or the **West Torrens Development Plan**, in the section Residential Development – Design and Appearance.

As a resident of 30 years we have owned & renovated 4 character homes, we are proud to live in the middle of a unique part of Torrensville. Now that it has been rezoned a character area, we enjoy seeing the homes gradually being restored and creating a special part of Adelaide, into a desirable suburb to live in.

We recently received a heritage fund provided by West Torrens Council to help restore a character building. Obviously West Torrens Council is encouraging residents to maintain the style and street appeal in pockets of our council area to preserve the heritage elements and character of these areas.

MY REPRESENTATIONS WOULD BE OVERCOME BY

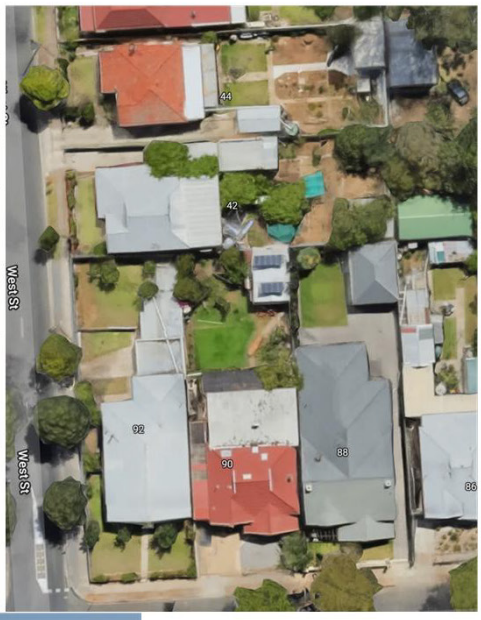
Completely rejecting the current application based on the above information.

We feel that this development will visually impact the streetscape and devalue our neighbourhood. The importance of maintaining our unique suburb by adhering to **Character Policy Area 28: Residential Zone – Torrensville**, will preserve the Torrensville character and heritage for future generations.

City of West Torrens
Heritage Advisor Comment

Planning Application No.:	**211/1214/2018**
Applicant:	**Stallard Meek Architects**
Location:	**42A West Street, Torrensville**
Zone:	**Residential**
Policy Area:	**Torrensville Character Policy Area 28**
Heritage Status:	**nil**
Proposal:	**AMENDED: Construction of a two-storey detached dwelling**
To:	**Josh Banks**
Date:	**20 February 2019**







Description:

The Subject Land is within Torrensville Character Policy Area 28. This is not an Historic Conservation Area and there are no Local Heritage Places in the immediate vicinity.

The proposal is to construct a new detached part two-storey detached dwelling on the Subject Land, which appears to be a subdivided portion of the corner allotment at 92 North Parade.

The amended proposal incorporates the upper storey within two articulated roof forms.

City of West Torrens
Heritage Advisor Comment

The immediate locality is characterised by detached single storey dwellings with pitched forms on reasonably generous allotments. A similar subdivision has occurred at 40A West Street and a part two storey dwelling constructed.

The proposed new dwelling will have a new 1800 high stack bonded, white brick wall with timber pedestrian gates and end panel adjacent the driveway.

In the amended proposal, there will be a visible pitched roof to the dwelling incorporating the upper storey. A flat painted timber verandah will face the street and now return on the north side.

The single garage and driveway with occur to the southern boundary and the garage will be constructed to the south boundary. The Laundry has been removed from the east boundary.

In the amendment the east wall to the dwelling will be moved closer to the east boundary, without diminishing north facing living from the rear Dining Area. The Master Bedroom will be located to the rear and face into the same grass area and courtyard. The north wall has an increased set back of 2725 off the north boundary. The Master Bedroom will be screened by a robe and ensuite bathroom to the street side, the west wall has been increased to being 3235 from the front boundary at its closest point.

The upper storey walls will now be incorporated in the roof space with the deeper articulation at the entrance porch retained.

As development within Torrensville Character Policy Area 28 I have assumed the Land Division has occurred or been approved and therefore considered the following Development Plan Provisions:

Torrensville Character Policy Area 28

OBJECTIVES: 1
DESIRED CHARACTER
PRINCIPLES OF DEVELOPMENT CONTROL: 1,2

Residential Zone

OBJECTIVES: 1,2,3,4
DESIRED CHARACTER
PRINCPLES OF DEVELOPMENT CONTROL: 1,5,6,7,8,9,10,11,12,13,17,18, 20,21.

Assessment:

Desired Character contemplates development that is complementary to the key character elements of dwellings in the policy area, with its focus being on street presentation. Specific character elements include pitched roofs, verandahs and masonry building materials.

Desired Character also contemplates predominantly one storey buildings, with some two storey buildings designed in a manner that is complementary to the single storey character of nearby buildings. PDC 17 of the Zone provides powerful guidance.

Setbacks are contemplated as being complementary to the boundary setbacks of nearby older dwellings and fencing forward of dwellings to be low to provide views of

City of West Torrens
Heritage Advisor Comment

built-form that define the character of the policy area. Garages are to be set back from the main facade of buildings.

The amended design sets the dwelling further back than originally proposed. There is much better contextual reference, with the single storey appearance.

The amended design of the proposed dwelling is simple and innovative, with better consideration and interpretation of the characteristics in the immediate context, as suggested in Desired Character. Therefore PA 28 Objective 1 and PDC2 are now satisfied. The Residential Zone adopts a slightly broader view in seeking a diversity of housing options but observing the distinct established character is identified for protection and enhancement. Objective 4 and PDC 5 of the Zone are no longer challenged and better satisfied.

The maximum vertical wall height is relieved and broken from the street and north by a visible roof and the extended return verandah element satisfying PDC 6 and the proximity of the dwelling to site boundaries is much improved satisfying PDC 7.

What was the secondary street frontage is now the primary frontage and the amended dwelling setbacks from the front and rear boundaries better aligns with PDC 8. The proposed dwelling has adopted the guidance of PDC 10. The rear set back for the upper storey can be forgiven because the street and side setbacks have been improved causing less concerns for PDC 12.

The proposed garage with the laundry now removed and integrated, no longer exceeds the length of wall on boundary.

The second storey, being now incorporated in the roof space no longer challenges the guidance of PDC 17. PDC 18 is less demanding of a low fence because as a former corner allotment, there would have been an expectation of a higher soild fence.

The amended design provides a much better response to PDC 20 in its wishes for new dwellings within a group of older style residential buildings, to be of a similar height, scale and proportions and be constructed of materials that complement and reinforce the character and design elements of existing buildings. PDC 21 is satisfied.

Conclusion:

The architectural design and merit of the proposal has not been lost.

The amended proposal is no longer at odds with the expressed wishes of the Policy Area for contextual design in terms of:

- having a visible traditional roof form;
- having a single storey presentation to the street;
- increased set backs being to the front and sides.

The amended design responds to the character provisions of the development plan and remains innovative. The amended proposal is supported, because it is considered innovative and complementary and a good response to the established and desired character.

Douglas Alexander

Arboricultural Assessment of Street Trees

Development Application No: **211/1214/2018**

REFERRAL DUE DATE: 5 December 2018

Assessing Officer: **Justin Clisby**
Site Address: **42A West Street, TORRENSVILLE SA 5031**
Certificate of Title: **CT-6204/786**
Description of Development **Construction of a two-storey detached dwelling**

TO THE TECHNICAL OFFICER – CITY ASSETS

Please provide your comments in relation to:

☐ **The removal of or impact upon the Street Tree**

☐ **Species of Tree:**

☐ **Your advice is also sought on other aspects of the proposal as follows:**

PLANNING OFFICER - Justin Clisby DATE 21 November 2018

FROM THE TECHNICAL OFFICER

I have examined the plans as requested and provide comments as follow.

As with all development applications it must be proven beyond reasonable doubt that all alternatives have been explored so not to hinder the progress of any street tree(s).

Any proposed development that does not consider "AS4970 Protection of Trees on Development Sites", is likely to require revision until all plans accurately correspond with the specific tree information detailed in this standard.

Verge interaction must consider all services that cross council land including stormwater outlets (and other) which will need to be maintained a minimum of 2.0m from any existing street tree (unless existing or otherwise negotiated). All services must be indicated /documented on appropriate plans for Council assessment and approval.

A site investigation together with the information provided has revealed that the location for the proposed crossover will be in conflict with an existing Celtis australis (European nettle tree) street tree.

Survey pegs located within the property on the southern boundary line clearly indicates that the existing street tree is inside the property boundary.

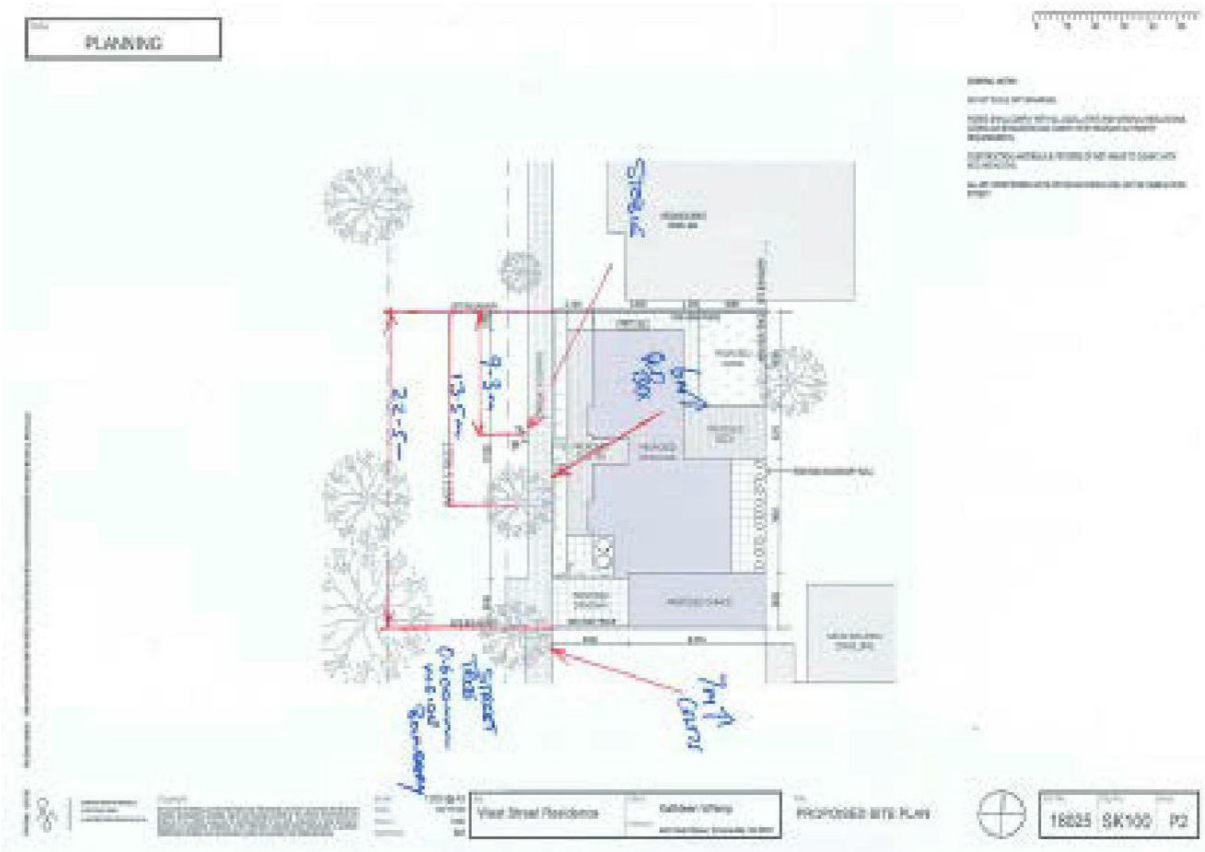
City Operations in this instance will support a reduced offset of 1.6m from the existing street tree with no flare on the southern side of the proposed crossover.

Please note, under no circumstances is any individuals other than council staff permitted to interfere with a street tree. If pruning etc. is required, council must be notified via the appropriate customer request, and council staff will perform all works associated with the community asset.

Final crossover locations will be confirmed once appropriate documentation has been received from the applicant and they have submitted "an application to construct a vehicle crossing place(s) across council land".

Rick Holmes
Technical Support Officer Arboriculture
165 Sir Donald Bradman Drive
Hilton SA 5033

Telephone: 8416 6333
Fax: 8443 5709
Email: rholmes@wtcc.sa.gov.au **DATE: 21/03/2019**



Josh Banks

Subject: FW: 42A West Street

From: Richard Tan
Sent: Thursday, 21 March 2019 12:29 PM
To: Josh Banks
Subject: RE: 42A West Street

Hi Josh,

Based on the provided plan and also reference to previous DA (211/801/2016) for the subject land as attached, the provided RL is acceptable. Hence the FFL proposed at minimum 12200 is acceptable.

Regards

Richard Tan
Development Engineer
City of West Torrens

Phone: 0884166296
Email: rtan@wtcc.sa.gov.au

City of West Torrens
Between the City and the Sea

Memo

To	Justin Clisby
From	Sean Vial
Date	27/11/2018
Subject	211/1214/2018, 42A West Street, TORRENSVILLE SA 5031

Justin Clisby,

The following City Assets Department comments are provided with regards to the assessment of the above development application:

1.0 FFL Consideration – Finished Floor Level (FFL) Requirement

1.1 Council seeks to ensure that the FFL of all new development is protected from inundation when considering a 350mm stormwater flow depth in the adjacent street watertable.

This is typically achieved through establishing the FFL of new development a minimum of 350mm above the highest adjacent street water table.

In association with the above proposed development, no site or road verge level information has been provided and as such it is impossible to determine if the proposal will satisfy the above consideration.

Simply conditioning that a development satisfy this consideration can have its complications with regards to the ultimately required level of the development in relation to neighbouring properties and the related planning considerations this brings about. It may also bring about the necessity for alterations to the design of the development which are outside of the expectations of the applicant (for example; requiring step(s) up from existing buildings to additions).

It is recommended that appropriate site and adjacent road verge survey information be provided to correctly assess the required minimum FFL for this proposal.

2.0 Verge Interaction

2.1 In association with new development, driveways and stormwater connections through the road verge need to be located and shaped such that they appropriately interact with and accommodate existing verge features in front of the subject and adjacent properties. Any new

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E – mail csu@wtcc.sa.gov.au **Website** westtorrens.sa.gov.au

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Between the City and the Sea

driveway access shall be constructed as near as practicable to 90 degrees to the kerb alignment (unless specifically approved otherwise) and must be situated wholly within the property frontage.

New driveways and stormwater connections are typically required to be located a minimum 1.0 metre offset from other existing or proposed driveways, stormwater connections, stobie poles, street lights, side entry pits and pram ramps, etc. (as measured at the front property boundary).

These new features are also desired to be located a minimum of 2.0 metres from existing street trees, although a lesser offset may be acceptable in some circumstances. If an offset less than the desired 2.0 metres is proposed or if it is requested for the street tree to be removed, then assessment for the suitability of such will be necessary from Council's Technical Officer (Arboriculture).

The proposed crossover does not have the required 2m offset from the existing street tree. **An arboriculture assessment is required.**

It is recommended that revised plans indicating satisfaction to the above requirements should be provided to Council. The arboriculture assessment will provide information on an acceptable offset to the street tree from the proposed crossover. It may be determined that the proposed crossover will have to be shifted.

2.2 It should also be nominated for the stormwater connection through the road verge area to be constructed of shape and material to satisfy Council's standard requirements

- 100 x 50 x 2mm RHS Galvanised Steel or
- 125 x 75 x 2mm RHS Galvanised Steel or
- Multiples of the above.
- No connection through bus stop hard stand (if applicable).

It is recommended that revised plans clearly and accurately indicating satisfaction of the above criteria be provided to Council.

3.0 Traffic Comments

3.1 Currently the garage is setback 5.291m from the property boundary. Therefore, it is likely that cars parking in the driveway will overhang slightly onto the footpath. Note that traffic engineering best practice guides that the minimum internal length of an enclosed garage or enclosed carport space should be a minimum of 5.8m. The proposed garage is 6.98m in length and obtaining a 5.5m garage setback can be satisfied by slightly reducing the length of the garage.

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It is recommended that the setback of the garage from the property boundary be maintained at 5.5m at the shortest length.

Regards,

Sean Vial

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6.5 17 and 19 Carlton Parade, TORRENSVILLE

Application No 211/1130/2018 & 211/1089/2018

DEVELOPMENT APPLICATION DETAILS

DESCRIPTION OF DEVELOPMENT	Construction of a two storey detached dwelling	Construction of a two storey detached dwelling and retaining walls and fencing to a maximum height of 2.2 metres
APPLICANT	Fairmont Homes Pty Ltd	
APPLICATION NUMBER	211/1130/2018	211/1089/2018
LODGEMENT DATE	30 October 2018	17 October 2018
ZONE	Residential Zone	
POLICY AREA	Torrensville East Conservation Policy Area 33	
APPLICATION TYPE	Merit	
PUBLIC NOTIFICATION	Category 2 - re-notification was not deemed necessary for the amendments	
REFERRALS	Internal • Nil External • Nil	
DEVELOPMENT PLAN VERSION	Consolidated 12 July 2018	
RECOMMENDATION	Support with conditions	
AUTHOR	Sonia Gallarello	

BACKGROUND

These applications were presented to the Council Assessment Panel (CAP) at its meeting of 12 March 2019.

The CAP resolved to defer the applications to enable the applicant to address the following matters:

DA 211/1130/2018 - 17 Carlton Parade, Torrensville

- excessive length of side boundary wall
- side setback deficiency
- storage and collection of waste from the site
- clarification of degree of overshadowing impact.

DA 211/1089/2018 - 19 Carlton Parade, Torrensville

- rear setback deficiency
- deficiency in provision of private open space.

The applicant has submitted amended plans and additional information in response to the CAP's decision. A copy of the amended plans and all supporting information provided by the applicant is contained within **Attachment 1**.

The original assessment report and associated plans and information are included within **Attachment 2**.

A meeting between the representor from 15A Carlton Parade and the administration has occurred regarding 17 Carlton Parade and information was tabled. This is presented in **Attachment 3**.

As noted above, the amendments for both proposals were considered and deemed to be minor changes and therefore re-notification was not warranted.

AMENDED PROPOSAL

The amended plans incorporate a number of changes to the original proposal. These changes are as follows:

- The eastern side wall of 17 Carlton Parade has been reduced in length from 13m to 7.2m. The lower level living area has also been setback 0.9m instead of being on the boundary.
- The lower level living area is now located on the western boundary increasing the length of this boundary wall to 8.8m.
- The applicant has added details of the dwelling at 15A Carlton Parade to the overshadowing diagram.
- The private open space area for 19 Carlton Parade has increased to 67.4m^2 by adding a small section of front yard space.

QUANTITATIVE STANDARDS

The amended proposal is assessed for consistency with the quantitative requirements of the Development Plan. The following table includes only those provisions relevant to the reasons for the deferral as follows:

DEVELOPMENT PLAN PROVISIONS	**STANDARD**	**ASSESSMENT**	
		17 Carlton Pde	**19 Carlton Pde**
SIDE SETBACKS *Residential Zone* *PDC 11*	Ground floor - 1m (min.) Upper floor - 2m (min.)	<u>Ground</u> 0m (east) 0m (west) <u>Upper</u> 2.7m (east) 2.5m (west) **Does not Satisfy**	<u>Ground</u> 4m (east) 0m (west) <u>Upper</u> 4m (east) 3m (west) **Does not Satisfy**
REAR SETBACKS *Residential Zone* *PDC 11*	Ground floor - 3m (min.) Upper floor - 8m (min.)	5m (ground) 5m (upper) **Does not Satisfy**	0m (ground) 1m (upper) **Does not Satisfy**
SIDE BOUNDARY WALL LENGTH *Residential Zone* *PDC 13*	8m (maximum)	7.2m (east) 8.8m (west) **Does not Satisfy**	6m (west) 8m (south) **Satisfies**

PRIVATE OPEN SPACE *Residential Development PDC 19*	60m (min. area) 4m (min. dimension) 16m^2 (min. accessible from habitable room)	61.8m^2 (area) 5.5m (dim) 61.8m^2 (accessed) **Satisfies**	67.4m^2 (area) 3m (dim) 67.4m^2 (accessed) **Does not Satisfy (4m dimension is underachieved)**

ASSESSMENT

The section focuses on the assessment of the amended components of the applications and the reasons for deferral outlined by the CAP.

DA 211/1130/2018 - 17 Carlton Parade, Torrensville

Excessive length of side boundary wall

The previous plans presented an eastern boundary wall of 13 metres (m) in length. The applicant has set the rear living room off 0.9m from this side boundary which has allowed for a reduction in the length of the boundary wall to 7.2m. In order to maintain the area of the living room, the applicant has extended the western boundary wall for this dwelling to 8.8m. While this amendment creates a new non-conformity with the Development Plan requirements (PDC 13 of the Residential Zone), the western boundary wall is marginally in excess of the numerical requirement and is mitigated to an extent by it adjoining the driveway to 19 Carlton Parade. The overall effect of lessening the length of the eastern boundary wall, (including internal alterations to the rear living / meals / kitchen space) and increasing the length of the western boundary wall is to shift the visual impact of the dwelling on 15A Carlton Parade to the western allotment. This is considered to be of lesser consequence in terms of any impacts caused by overshadowing or visual bulk given the siting of this section of the dwelling is adjacent a driveway and shall remain open.

This amendment is considered to be positive in terms of more closely meeting the quantitative criteria of the Development Plan.

Side setback deficiency

The dwelling remains as boundary to boundary development, with part of the eastern and western walls of the development forming part of the side boundaries. The applicant has reduced the eastern boundary wall length by creating a 0.9m gap extending from the garage to the rear of the dwelling joining with the private open space. As described above, this results in a reduced impact on the adjacent dwelling at 15A Carlton Parade. The garage remains on the eastern boundary for a length of 7.2m which complies with PDC 16 of the Residential Development module.

The shift of the rear living / meals / kitchen space off the eastern boundary and onto the western boundary has resulted in an increase of the western boundary wall adjacent 19 Carlton Parade. As a consequence, the side setback remains at 0m but the western boundary wall is now longer at 8.8m (as noted above). The internal rooms abutting this boundary include the bathroom, toilet and kitchen wall, while bedroom 1 is offset 400mm from the side boundary. Fairmont Homes have advised that compliance with the Building Code can be achieved for these arrangements. The additional separation between the wall and the boundary, despite being minor, is considered to be satisfactory and preferable to adding to the length of this boundary.

Storage and collection of waste from the site

The plans have been amended to enable waste bins to be stored in the rear yard and moved from the rear yard through the 0.9m gap, rear garage door and front garage roller door through to the street for collection. There is sufficient space in the rear yard for the placement of these bins. This has addressed the CAP's concern about the functionality of the previously proposed bin storage area. This arrangement complies with Objective 2 of the Waste section and PDC 19 of the Design and Appearance section of the Development Plan and will allow for a more practical waste management approach.

Clarification of degree of overshadowing impact

The applicant has addressed this concern by adding additional detail of the windows and awnings relating to the western side of 15A Carlton Parade to the overshadowing diagram (see Attachment 1). However, the applicant has not added a winter solstice shading at 1pm as discussed by the CAP.

As Development Plan policy does not require an assessment of shadow lines at singular hourly intervals, a winter solstice diagram that demonstrates 9am, 12pm and 3pm overshadowing is generally deemed to be sufficient. In addition, the overshadowing was considered in the original CAP report and deemed to be satisfactory, with particular consideration of dwellings located at 15A Carlton Parade and 2/14 Wainhouse Street.

DA 211/1089/2018 - 19 Carlton Parade, Torrensville

Rear setback deficiency

The applicant has chosen not to address this in terms of altering the southern setback of this dwelling. However the applicant has provided an interpretation of what is deemed to be the front, side and rear elevations as noted in Attachment 1.

Notwithstanding the front door is directed toward the west and the private open space is located on the eastern side of the dwelling, the 'rear setback' for the purpose of a dwelling on this hammerhead allotment is interpreted as being to the southern boundary. While the rear or southern setback fails to meet the requirements of PDC 11 of the Residential Zone, it is not considered to be fatal to the development.

Deficiency in provision of private open space

The applicant has increased the level of private open space for the rear dwelling to 67.4m^2 by adjusting the fence line. This now meets the area requirement of PDC 19 of the Residential Development section. Despite the minimum dimension of 4m not being achieved, the amendment results in a greater area of useable and functional private open space that is adjacent the internal living area of the rear dwelling.

SUMMARY

The amendments to the proposed developments are considered to be minor. The applicant has addressed the majority of the reasons for deferral for the two dwellings by physical changes which have led to better built form outcomes. The key improvements include a lessening of the impact of the eastern wall of 17 Carlton Parade on 15A Carlton Parade, improved functionality and access for bins from the rear yard of 17 Carlton Parade to the street and increased private open space for 19 Carlton Parade.

The applicant has partially addressed the overshadowing concern of the CAP and has not altered the rear boundary setback for the dwelling at 19 Carlton Parade. This is not seen as fatal to either application and support remains for both proposals.

Having considered all the relevant Objectives and Principles of the Development Plan, the proposal is not considered to be seriously at variance with the Development Plan.

On balance the proposed developments sufficiently accord with the relevant provisions contained within the West Torrens Council Development Plan Consolidated 12 July 2018 and warrant Development Plan Consent.

RECOMMENDATION 1

The Council Assessment Panel, having considered all aspects of the report, the application for consent to carry out development of land and pursuant to the provisions of the *Development Act 1993* resolves to GRANT Development Plan Consent, for Application No. 211/1130/2018 by Fairmont Homes Pty Ltd to undertake the construction of a two storey detached dwelling at 17 Carlton Parade (CT 6037/729) subject to the following conditions of consent:

Development Plan Consent Conditions:

1. The development must be undertaken, completed and maintained in accordance with the following plans and information:
   - Site plan by Fairmont Homes.
   - Front elevation, Rear Elevation, Lower Floor, Upper Floor, Left Elevation, Right Elevation, Eastern, Western Elevation for Lots 703 and 704, Landscaping Schedule by Fairmont Homes at Lot 301 (house 1).
   - SAF Consulting Engineers Drainage Plan, Job No 1808198, CRD/D, Date Oct -18, revision D.

   Reason: To ensure the proposal is developed in accordance with the plans and documents lodged with Council.

2. The noise attenuation measures specified in the BESTEC report for 17 & 19 Carlton Parade, Torrensville 'Acoustic Services Aircraft Noise Assessment' report dated 13 December 2018 and the recommendations for Dwelling 1 noted on p.4 of that report shall be adopted and installed prior to the occupancy of the development.

   Reason: To protect the amenity of residents of the dwelling from aircraft noise.

3. The roof of the dwelling approved herein shall be finished in Colorbond© sheeting with a corrugated profile.

   Reason: To maintain the historic character and amenity of the area.

4. 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 and, for this purpose, stormwater drainage will not at any time:
   a) Result in the entry of water into a building; or
   b) Affect the stability of a building; or
   c) Create unhealthy or dangerous conditions on the site or within the building; or
   d) Flow or discharge onto the land of an adjoining owner; or
   e) Flow across footpaths or public ways.

   Reason: To ensure that adequate provision is made for the collection and dispersal of stormwater.

5. The stormwater connection through the road verge area shall be constructed of shape and material to satisfy Council's standard requirements as follows:
   a) 100 x 50 x 2mm RHS Galvanised Steel or
   b) 125 x 75 x 2mm RHS Galvanised Steel or
   c) Multiples of the above
   d) No connection through bus stop hard stand (if applicable).

   Reason: To maintain existing Council infrastructure.

6. All landscaping shall be planted in accordance with the approved plans within three (3) months of the occupancy of the development. Any person(s) who have the benefit of this approval will cultivate, tend and nurture the landscaping and shall replace any plants which may become diseased or die.

   A watering system shall be installed and maintained at the time landscaping is established and operated so that all plants receive sufficient water to ensure their survival and growth.

   Reason: To enhance the amenity of the site and locality and to mitigate against heat loading.

7. The upper storey windows on the rear elevation of the dwelling shall be fitted with fixed obscure glass or raised sills to a minimum height of 1.7 metres above the upper floor level to minimise the potential for overlooking of adjoining properties, prior to occupation of the building. The glazing in these windows shall be maintained in good condition to the satisfaction of Council at all times.

   Reason: To maintain the privacy of neighbouring residents.

8. Perimeter fencing to the front of the dwelling shall be no higher than 1.5 metres and tapered down toward the street. All necessary approvals shall be sought where required.

   Reason: To maintain the heritage character of the street and locality.

9. Prior to occupancy of the dwelling, a 3000 litre stormwater collection and reuse tank and associated plumbing to service all toilets and the laundry within the dwelling is to be installed and operational.

   Reason: To ensure that adequate provision is made for the collection and reuse of stormwater.

RECOMMENDATION 2

The Council Assessment Panel, having considered all aspects of the report, the application for consent to carry out development of land and pursuant to the provisions of the *Development Act 1993* resolves to GRANT Development Plan Consent, for Application No. 211/1089/2018 by Fairmont Homes Pty Ltd to undertake the construction of a two storey detached dwelling and retaining walls and fencing to a maximum height of 2.2 metres at 19 Carlton Parade, Torrensville (CT 6037/730) subject to the following conditions of consent:

Development Plan Consent Conditions:

1. The development must be undertaken, completed and maintained in accordance with the following plans and information:
   - Site plan by Fairmont Homes.
   - Front elevation, Rear Elevation, Lower Floor, Upper Floor, Left Elevation, Right Elevation, Southern Elevation for Lots 703 and 704, Landscaping Schedule by Fairmont Homes at Lot 301 (house 1) (118340- C).
   - SAF Consulting Engineers Drainage Plan, Job No 1808198, CRD/D, Date Oct -18, revision D.

   Reason: To ensure the proposal is developed in accordance with the plans and documents lodged with Council.

2. The noise attenuation measures specified in the BESTEC report for 17 & 19 Carlton Parade, Torrensville 'Acoustic Services Aircraft Noise Assessment' report dated 13 December 2018 and the recommendations for Dwelling 2 noted on pp.4-5 of that report shall be adopted and installed prior to the occupancy of the development.

   Reason: To protect the amenity of residents of the dwelling from aircraft noise.

3. The roof of the dwelling approved herein shall be finished in Colorbond© sheeting with a corrugated profile.

   Reason: To maintain the historic character and amenity of the area.

4. 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 and, for this purpose, stormwater drainage will not at any time:

   a) Result in the entry of water into a building; or
   b) Affect the stability of a building; or
   c) Create unhealthy or dangerous conditions on the site or within the building; or
   d) Flow or discharge onto the land of an adjoining owner; or
   e) Flow across footpaths or public ways.

   Reason: To ensure that adequate provision is made for the collection and dispersal of stormwater.

5. The stormwater connection through the road verge area shall be constructed of shape and material to satisfy Council's standard requirements as follows:

   a) 100 x 50 x 2mm RHS Galvanised Steel or
   b) 125 x 75 x 2mm RHS Galvanised Steel or
   c) Multiples of the above
   d) No connection through bus stop hard stand (if applicable).

   Reason: To maintain existing Council infrastructure.

6. All landscaping shall be planted in accordance with the approved plans within three (3) months of the occupancy of the development. Any person(s) who have the benefit of this approval will cultivate, tend and nurture the landscaping and shall replace any plants which may become diseased or die.

   A watering system shall be installed and maintained at the time landscaping is established and operated so that all plants receive sufficient water to ensure their survival and growth.

   Reason: To enhance the amenity of the site and locality and to mitigate against heat loading.

7. The upper storey windows on the front, rear and east elevations of the dwelling shall be fitted with fixed obscure glass or raised sills to a minimum height of 1.7 metres above the upper floor level to minimise the potential for overlooking of adjoining properties, prior to occupation of the building. The glazing in these windows shall be maintained in good condition to the satisfaction of Council at all times.

   Reason: To maintain the privacy of neighbouring residents.

8. Perimeter fencing shall be no higher than 1.8 metres and tapered down toward the street at the driveway entrance to the satisfaction of Council. All necessary approvals shall be sought where required.

   Reason: To maintain the heritage character of the street and locality.

9. Prior to occupancy of the dwelling, a 3000 litre stormwater collection and reuse tank and associated plumbing to service all toilets and the laundry within the dwelling is to be installed and operational.

   Reason: To ensure that adequate provision is made for the collection and reuse of stormwater.

Attachments

1. Amended proposal and details (under separate cover)
2. CAP meeting agenda and report dated 12 March 2019 (under separate cover)
3. Information tabled from the representor Mr Kosmadopoulos (under separate cover)

6.6 30-46 Rutland Ave, LOCKLEYS

Application No 211/777/2018

DEVELOPMENT APPLICATION DETAILS

DESCRIPTION OF DEVELOPMENT	Construction of new tennis courts, tennis court lighting (12.3 metres in height), new oval light towers (22.3 metres in height), car parking and lighting, bicycle parking and removal of two (2) regulated trees and one (1) significant tree
APPLICANT	City of West Torrens
LODGEMENT DATE	27 August 2018
ZONE	Residential Zone
POLICY AREA	Low Density Policy Area 21
APPLICATION TYPE	Merit
PUBLIC NOTIFICATION	Category 3
REFERRALS	Internal • Nil External • Nil
DEVELOPMENT PLAN VERSION	12 July 2018
RECOMMENDATION	Support with reserved matters and conditions
AUTHOR	Brendan Fewster

BACKGROUND

This application was presented to the Council Assessment Panel (CAP) at its meeting of 12 March 2019.

The CAP resolved to defer the application to enable the applicant to address the following matters:

- Reduced operational hours of the tennis court lighting;
- To demonstrate that alternative options have been explored for the proposed removal of regulated trees across the site;
- Provision of screen planting on the northern edge of the site to reduce the lighting impact on neighbouring properties and
- Provision of final Stormwater Management Plan.

The applicant has submitted amended plans and additional information, including a statement addressing the reasons for deferral and stormwater management plans, in response to the CAP's decision. A copy of the amended plans and supporting information is contained within **Attachment 1**.

The original assessment report and associated plans and information are included within **Attachment 2**.

AMENDED PROPOSAL

The amended plans and additional information are summarised as follows:

- Details of lighting guards that will be provided for each tennis court light to further control and reduce light spill;
- Further discussion in relation to retention of regulated and significant trees where possible and the provision of new landscaping to offset the loss of trees;
- Further discussion on the provision of additional landscaping (i.e. screen plantings) adjacent to Netley Avenue; and
- A 'Final' Stormwater Management Concept Plan has been prepared by TMK Consulting Engineers. The concept plan will form the basis for a final engineered civil design.

ASSESSMENT

The section focuses on the assessment of the amended components of the application and the reasons for deferral outlined by the CAP.

Deferral reason 1 (tennis court lighting)

The applicant has resolved not to reduce the current proposed operational hours of the tennis court lighting. As currently proposed, the lighting for the tennis courts will be turned off by no later than 10.00pm on Monday to Saturday, with no lighting permitted on Sunday.

The reasons put forward for not changing the proposed operational hours of the lighting are:

- Council manages several existing sporting facilities with lighting that is operational until 10.00pm. These facilities are located adjacent to residential areas and operate without causing nuisance to surrounding residents;
- Council will review the operating hours of the lighting at Lockleys Oval after 12 months of use as the terms of the lease agreement will allow such a review to occur;
- The tennis courts will only be used by the leasing tenant (i.e. tennis club), with no use by the general public;
- Council has agreed to consult with adjacent property owners prior to entering into lease / licence agreements for the use of the tennis courts; and
- Lighting guards will be fitted onto each tennis court light to further control and reduce light spill (refer to details provided). The provision of the guards is in response to discussions with the representor who raised this issue.

A curfew of 10.00pm for the proposed lighting is consistent with similar sporting and recreational facilities within the Council area and is a recognised industry standard for such facilities, including domestic/household tennis courts. The applicant has confirmed that further consultation with adjacent property owners on the operating hours will occur during the leasing process. While this would be separate to the planning assessment process, it nonetheless enables Council an opportunity to regularly review the curfew hours and place limitations or conditions on the management of patron noise and behaviour.

The addition of lighting guards will further minimise light spill and glare, notwithstanding that the applicant has previously demonstrated that light spill would satisfy the Australian Standard at the boundaries of the nearest residential properties.

Accordingly, the proposed operational hours of the tennis court lighting are considered acceptable.

Deferral reason 2 (tree removal)

The original proposal presented to the CAP included the removal of two regulated trees and one significant tree. While the applicant has not amended the proposal to retain these trees, the following response has been provided:

- The original application required the removal of 18 trees as part of the development, including 5 regulated and 3 significant trees (these original plans were not presented to the CAP). Through a re-design process that involved re-orientating the car park, revised plans were submitted that significantly reduced the number of trees to be removed to 2 regulated trees and 1 significant tree;

- The legal advice provided by Botten Levinson Lawyers outlines the appropriateness of the proposed tree removal. The arborist report referral response also addresses this matter and supports the removal as the significant tree is not in good health and has a limited life expectancy (less than 5 years). While the two regulated trees are in reasonable health, their removal would not only facilitate reasonable development that substantially reduces the number of trees requiring removal, it would also lead to a better overall outcome for Lockleys Oval;

- It is noted that Mr Griffin's representation relating to the trees raises concerns about the removal of a significant tree which is now proposed to be retained. This representation was subsequently withdrawn. The net loss of trees has therefore been satisfactorily addressed and offset by the overall landscape design which includes additional tree planting.

As previously considered, the removal of two regulated trees is required to facilitate reasonable development while the significant tree is to be removed as it is of fair health with only a limited life expectancy. Principle of Development Control (PDC) 2(d) of the Regulated Trees module and PDC 3 of the Significant Trees module is therefore satisfied.

Deferral reason 3 (screen planting)

The applicant has confirmed that additional landscaping for screening purposes will be provided adjacent to Netley Avenue. As the landscaping details are to be considered in consultation with the adjacent property owners, which will require additional time and input, a Reserved Matter is recommended so that a detailed landscape plan can be prepared and submitted prior to the granting of Development Approval. The inclusion of additional landscaping will benefit the amenity of the adjacent property owners and the streetscape appearance.

The applicant has pointed out that landscape screening or acoustic treatments have not been considered in this location for crime prevention reasons. Maintaining views of the site and the adjacent road verge would ensure there is passive surveillance in accordance with *Crime Prevention Through Environmental Design* (CPTED) principles.

The applicant has advised that screening (i.e. shade cloth/mesh) around the perimeter of the courts to manage glare and other issues, while not currently proposed, will be managed through the leasing arrangements as it would not require development approval.

Deferral reason 4 (stormwater management)

In response to the request by the CAP for a final Stormwater Management Plan for the development, the applicant has submitted a final Stormwater Management Concept Plan that has been prepared by TMK Consulting Engineers. Although the stormwater design is still in concept form, the plan identifies suitable measures and solutions for the on-site storage and treatment of stormwater runoff. The detailed concept plan will form the basis for a final engineered civil design.

Even though Council's City Assets Department is satisfied with the final detailed concept, the final engineered civil design will require the approval of the City Assets Department prior to the granting of Development Approval. Given the detailed nature and overall suitability of the final concept, it is reasonable for the final engineered civil design to be addressed by way of a Reserved Matter.

SUMMARY

The amended proposal, which includes the provision of lighting guards for the tennis court lighting, the provision of additional landscaping and a detailed stormwater management concept, would benefit the amenity of adjacent properties and provide suitable measures and solutions for the on-site storage and treatment of stormwater runoff.

Having considered all the relevant Objectives and Principles of the Development Plan, the amended proposal is not considered to be seriously at variance with the Development Plan.

On balance the proposed development sufficiently accords with the relevant provisions contained within the West Torrens Council Development Plan Consolidated 12 July 2018 and warrants Development Plan Consent.

RECOMMENDATION

The Council Assessment Panel, having considered all aspects of the report, the application for consent to carry out development of land and pursuant to the provisions of the *Development Act 1993* resolves to GRANT Development Plan Consent for Application No. 211/777/2019 by City of West Torrens to undertake the construction of new tennis courts, tennis court lighting (12.3 metres in height), new oval light towers (22.3 metres in height), car parking and lighting, bicycle parking, and removal of two (2) regulated trees and one (1) significant tree at 30-46 Rutland Avenue, Lockleys (CT 5738/376) subject to the following conditions of consent and reserved matters:

Reserved Matters:

The following information shall be submitted for further assessment and approval by the City of West Torrens as reserved matters under Section 33(3) of the *Development Act 1993*:

1. A detailed stormwater management system and computations for the development. The stormwater management system shall adopt measures outlined in the Final Stormwater Management Concept prepared by TMK Consulting Engineers (Drawing No. 1705211-C1/A) 22 March 2019 that includes:
    a. Harvesting and re-use of stormwater runoff from the reuse tank adjacent the new clubroom building that is to be designed by a suitably qualified stormwater/civil engineer;
    b. Permeable paving for car parking areas with underground detention and drainage;
    c. Surface runoff from the tennis courts directed to a rain garden and detention storage basin; and
    d. Stormwater quality improvement measures that are demonstrated to satisfy the State Government Water-Sensitive Urban Design policy guidelines.

    Reason: To ensure that adequate provision is made for the collection and dispersal of stormwater.

2. A detailed landscape plan and schedule of plant species that provides a suitable mix of low to medium size shrubs and ground covers between the northern side of the proposed tennis courts and the Netley Avenue frontage. The landscaping shall be designed to provide visual screening at a height that will maintain a safe and secure public environment.

   Reason: To maintain the amenity of adjacent land in a manner that does not compromise public safety.

3. A Construction Management Plan (CMP) for the proposed development. The CMP should identify potential issues and appropriate measures to minimise impacts and disruption to surrounding residents and business owners during the construction phase of the development.

   Reason: To ensure that construction is managed to minimise impacts on surrounding properties and their occupants.

Development Plan Consent Conditions

1. The development must be undertaken, completed and maintained in accordance with the plans and information detailed in this Application except where varied by any conditions listed below.

   Reason: To ensure the proposal is developed in accordance with the plans and documents lodged with Council.

2. That all flood lighting for the oval approved herein shall be turned off by no later than 10.00pm on any given day.

   Reason: To ensure that the proposed lighting does not cause undue disturbance, annoyance or inconvenience to adjoining residents or motorists.

3. That all tennis court lighting approved herein shall be turned off by no later than 10.00pm on Monday to Saturday, with no lighting permitted on Sunday.

   Reason: To ensure that the proposed lighting does not cause undue disturbance, annoyance or inconvenience to adjoining residents or motorists.

4. That lighting timers shall be installed for the oval flood lights and tennis lighting approved herein, with lighting controls to be located securely to prevent unauthorised access.

   Reason: To ensure that the proposed lighting does not cause undue disturbance, annoyance or inconvenience to adjoining residents or motorists.

5. That all lighting approved herein shall be designed, positioned and directed so that the light levels at the boundaries of surrounding residential properties are no greater than 10 lux at all times.

   Reason: To ensure that the proposed lighting does not cause undue disturbance, annoyance or inconvenience to adjoining residents or motorists.

6. That all designated car parking areas shall be line marked to delineate the parking spaces prior to the occupation of the development.

   Reason: To provide safe and convenient parking and manoeuvring areas for users of the development.

7. That the maximum size vehicle permitted to service or access the site is limited to a Medium Rigid Vehicle (MRV) as outlined within AS 2890.2 - 2002.

   Reason: To ensure the ongoing use and safety of vehicle parking and manoeuvring areas.

8. That floodlighting within car parks and around the clubroom building shall be restricted to that necessary for security purposes only and be directed and shielded in such a manner as to cause no light overspill nuisance of nearby properties.

   Reason: To ensure that the proposed lighting does not cause undue disturbance, annoyance or inconvenience to adjoining residents or motorists.

9. That all stormwater runoff from roofs and impervious surfaces shall be managed on-site in such a manner that it does not result in the entry of water into a building or adversely affect any adjoining property or public road.

   Reason: To provide adequate protection against the possibility of stormwater inundation to neighbouring properties or public spaces.

10. That the bicycle parking delineated on Site Plan – Overall (Sheet WD012 RevD) dated 21/01/19 prepared by Walter Brooke & Associates Pty Ltd shall be installed prior to occupation of the development.

    Reason: To ensure the proposal is developed in accordance with the plans and documents lodged with Council.

Attachments

1. Amended proposal plans and details (under separate cover)
2. Extract from Council Assessment Panel Agenda & Minutes 12 March 2019 - Item 6.4 (under separate cover)

6.7 373 Anzac Highway, CAMDEN PARK

Application No 211/716/2018 & 211/249/2018

DEVELOPMENT APPLICATION DETAILS

DESCRIPTION OF DEVELOPMENT	Combined Application: Land division - Torrens Title; SCAP No. 211/D094/18; Creating one additional allotment; and the alteration and addition to the existing dwelling	Combined Application: Land division - Community Title; SCAP No. 211/C024/18; Creating one additional allotment and construction of a two-storey residential flat building comprising two dwellings and a retaining wall and fence with a maximum height of 2.6m
APPLICANT	Diamanti Design Development	Diamanti Design Development
APPLICATION No:	211/716/2018	211/249/2018
LODGEMENT DATE	10 July 2018	15 March 2018
ZONE	Residential Zone	
POLICY AREA	Medium Density Policy Area 18	
APPLICATION TYPE	Merit	
PUBLIC NOTIFICATION	Category 1	Category 2
REFERRALS	Internal • City Assets • City Operations External • Department of Planning, Transport and Infrastructure (DPTI) • State Commission Assessment Panel (SCAP) • South Australian Water Corporation (SA Water)	
DEVELOPMENT PLAN VERSION	19 December 2017	
DELEGATION	• With regard to residential development and land division applications, where all proposed allotments and or sites fail to meet, nor are within 5% of, the minimum frontage widths and site areas designated in respective zones and policy areas within the West Torrens Council Development Plan.	
RECOMMENDATION	Support with conditions	
AUTHOR	Jordan Leverington	

BACKGROUND

These applications have taken close to 12 months to be presented to the CAP due to extended negotiations and subsequent alterations to the plans. The applicant was adamant that the existing dwelling is to be retained in order to make the project viable. The same or higher yield could easily have been achieved had the existing dwelling been removed. However, the applicant wishes to retain the existing dwelling on its own Torrens titled allotment while developing the rear of the property.

SUBJECT LAND AND LOCALITY

The subject land is formally described as Allotment 187 in Deposited Plan 4007 in the area named Camden Park, Hundred of Adelaide, Volume 5705 Folio 921, more commonly known as 373 Anzac Highway, Camden Park. The subject site is rectangular in shape with an 18.3 metre (m) wide frontage to Anzac Highway, a depth of 45.3m and a site area of 829 square metres (m^2).

It is noted that there are no easements, encumbrances or Land Management Agreements on the current Certificate of Title and there are no regulated trees on the subject site or on adjoining land that would be affected by the development.

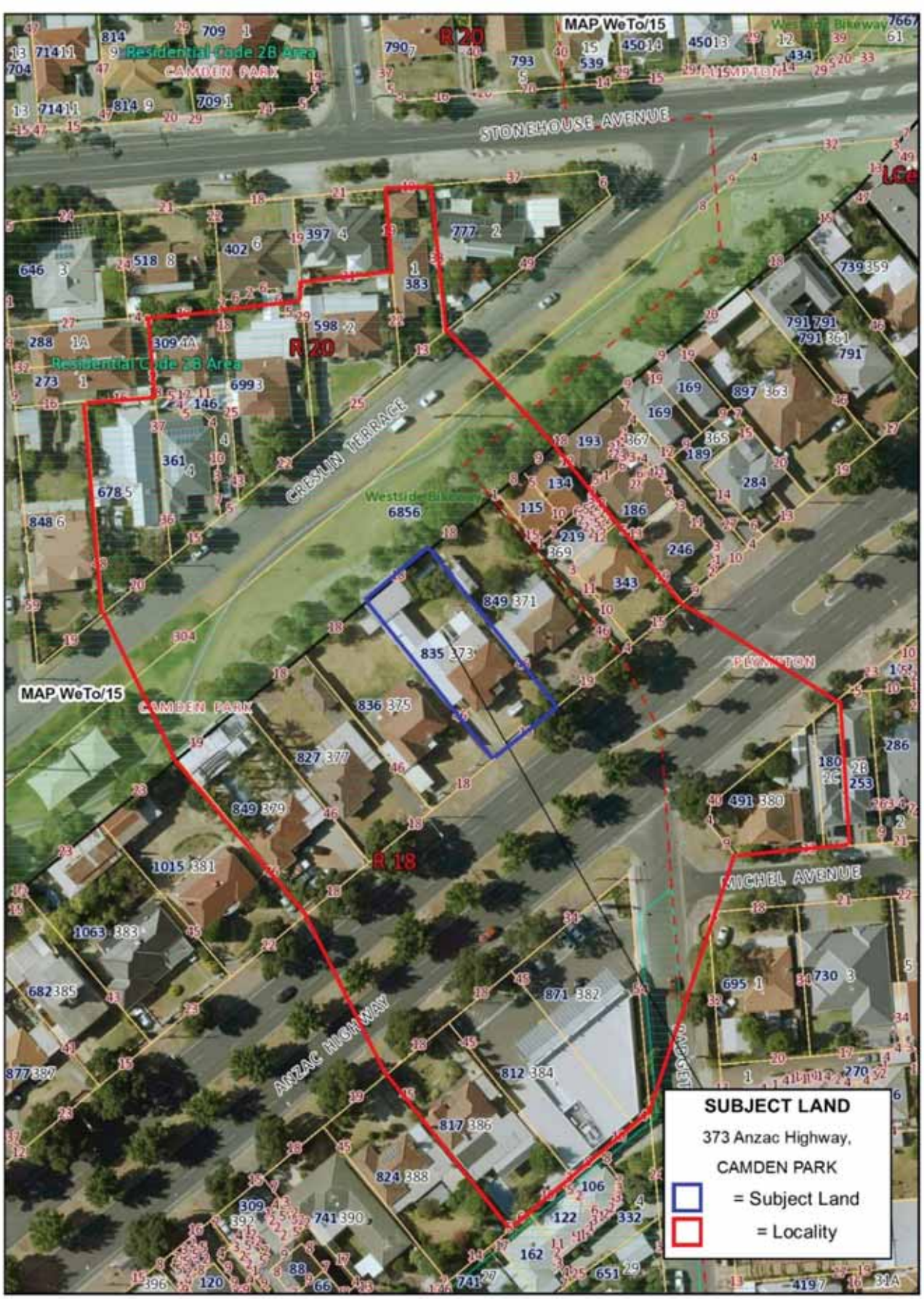
The site currently contains a single storey detached dwelling with verandah, carport and domestic outbuildings. The site has a slope of approximately 800mm between the front and rear of the site.

The locality is mixed use in nature comprised of residential and recreational land uses. The residential land uses are predominantly single storey detached dwellings, however this is beginning to change due to rezoning allowing for higher residential densities in this location. A proposal for three dwellings has recently been approved on the adjacent allotment at 371 Anzac Highway. Recreational land uses are adjacent the rear boundary of the subject site with the Westside bikeway running in a north-east to south-west direction. This area also accommodates vegetation, playgrounds and picnic areas. To the south of the subject site is a liquor retail sales outlet.

Although outside of the designated locality, it should be noted that a Local Centre Zone is located 120m north-east of the subject site.

The amenity of the locality is heavily impacted upon by Anzac Highway which is a primary arterial road accommodating 41,000 vehicles a day.

The subject land and locality are shown on the aerial imagery and maps below.


MAP WeTo/15
STONEHOUSE AVENUE
CRESLIN TERRACE
ANZAC HIGHWAY
MICHEL AVENUE
CAMDEN PARK
PLYMPTON
R 20
R 18
SUBJECT LAND
373 Anzac Highway,
CAMDEN PARK
= Subject Land
= Locality



Location Map WeTo/15

WEST TORRENS COUNCIL
Consolidated - 12 July 2018

RELEVANT APPLICATIONS

DA Number	Description of Development	Decision	Decision Date
211/1374/2017	Construction of a two storey residential flat building comprising two dwellings, and the alterations to an existing dwelling including construction of a carport	Withdrawn	8 May 2018

The above application was withdrawn and a new combined land division and built form application was lodged in its place. This was in order to take advantage of the smaller allotment sizes afforded to combined applications.

PROPOSAL

The proposal involves two parts, the first being the division of the existing allotment into two Torrens title allotments and the alteration to the existing detached dwelling. The second part of the proposal seeks to further divide an allotment created by the previous application into two allotments and common property and the construction of a two storey residential flat building accommodating two dwellings

211/716/2018

This application seeks consent for a Torrens titled division creating two allotments and the alteration of the existing dwelling. This is a battle-axe type division with the existing detached dwelling being accommodated on the allotment with direct street frontage. The other allotment is a development lot which is the subject of the next application.

Lots created:

	Area	Frontage
Lot 10	375m²	11.99m
Lot 100	453m²	6.3m

The alterations to the existing dwelling involve the following:

- Demolition of the existing sheds, verandah and garage;
- Construction of a new carport and courtyard; and
- New sliding door in the front of the lounge room to gain access to courtyard.

211/249/2018

This application seeks to further divide the rear battle-axe allotment into two allotments and community land and the construction of a two storey residential flat building accommodating two dwellings.

	Area	Frontage
Lot 11	135m²	Nil
Lot 12	135m²	Nil
Common property	183m²	6.3m

The proposed residential flat building is two storey in height and accommodates two dwellings. Each of the dwellings has the following attributes:

- Three bedrooms;
- 2.5 bathrooms;
- Open plan living, dining and kitchen area;
- Laundry; and
- Single carport.

The relevant plans and documents are contained in **Attachments 2 and 3**.

PUBLIC NOTIFICATION

Application 211/716/2018 is a Category 1 form of development and as such no public notification was required.

Application 211/249/2018 is a Category 2 form of development pursuant to Schedule 9 of the *Development Regulations 2008*.

Properties notified	Nine properties were notified during the public notification process.
Representations	One representation was received, but has subsequently been withdrawn.
Persons wishing to be heard	No representor wishes to be heard.
Summary of representations	Concerns were raised regarding the following matters: • Concerned with security once the shared fence has been removed; • Has a dog that cannot be temporarily housed elsewhere; • Concerned about structural integrity of back fence as it is connected to a shed that will be removed; and • That privacy will not be impacted by the two storey dwellings proposed.
Applicant's response to representations	Summary of applicant's response: • Tubular fencing will be retained; • Existing fencing will remain in place until new fencing is erected; • Temporary fencing will only be used where existing shed making up the fence line will be demolished; and • Shade cloth will be erected on temporary fencing to retain privacy.

The applicant has been in discussions with the representor in order to come to an amicable resolution. This has resulted in the representor being sufficiently satisfied to withdraw his representation.

A copy of the representation and the applicant's response is contained in **Attachment 4**.

INTERNAL REFERRALS

Department	Comments
City Assets	• Were initially concerned with vehicle movements, however amended plans have rectified the issues; • Crossovers are to have a 300mm flaring on each side; • A minimum of 70% of the roof area from each dwelling is to be directed to a 1000L detention tank, which is in addition to the mandatory 1000L retention tank.
City Operations	• There needs to be a minimum of 2m retained between the proposed crossover and stormwater disposal point and the existing street tree.

EXTERNAL REFERRALS

Department	Comments
DPTI	• Is satisfied with the proposal but has imposed some conditions in relation to vehicle movements.
SCAP	• No concerns with the proposals and standard conditions attached.
SA Water	• No concerns with the proposals and standard conditions attached.

A copy of the relevant referral responses is contained in **Attachment 5**.

RELEVANT DEVELOPMENT PLAN PROVISIONS

The subject land is located within the Residential Zone and, more specifically, Medium Density Policy Area 18 as described in the West Torrens Council Development Plan.

The relevant Desired Character statements are as follows:

Residential Zone - Desired Character	
This zone will contain predominantly residential development. There may also be some small-scale non-residential activities such as offices, shops, consulting rooms and educational establishments in certain locations. Non-residential activities will be complementary to surrounding dwellings. *Allotments will be at very low, low and medium densities to provide a diversity of housing options in different parts of the zone. The range of allotment sizes will support the desired dwelling types anticipated in each policy area, and the minimum allotment sizes shall be treated as such in order to achieve the Desired Character for each policy area and, in turn, reinforce distinction between policy areas. Row dwellings and residential flat buildings will be common near centres and in policy areas where the desired density is higher, in contrast to the predominance of detached dwellings in policy areas where the distinct established character is identified for protection and enhancement. There will also be potential for semi-detached dwellings and group dwellings in other policy areas.* *Residential development in the form of a multiple dwelling, residential flat building or group dwelling will not be undertaken in a Historic Conservation Area.* *Landscaping will be provided throughout the zone to enhance the appearance of buildings from the street as viewed by pedestrians, provide an appropriate transition between the public and private realm and reduce heat loads in summer.*	
Objectives	*1, 2, 3 & 4*
Principles of Development Control	*1, 5, 6, 7, 10, 11, 12, 13 & 14*

Medium Density Policy Area 18 - Desired Character	
Allotments in this policy area will be at medium density, accommodating a range of dwelling types including residential flat buildings, row dwellings, group dwellings, semi-detached dwellings and some detached dwellings on small allotments. Allotment amalgamation to create larger development sites will occur to maximise the density of development while also achieving integrated design outcomes, particularly within a comfortable walking distance of centre zones. Vehicle access will occur from side streets and new rear public and private laneways wherever possible, also supporting the retention of existing street trees. *New buildings will contribute to a highly varied streetscape. Buildings will be up to 3 storeys and provide a strong presence to streets, other than in the part of the policy area in Underdale, Ashford (other than allotments adjacent to Residential Character Ashford Policy Area 22) and allotments bounded by Anzac Highway, Morphett Road and Cromer Street in Camden Park where buildings will be up to 4 storeys. Parking areas and garages will be located behind the front facade of buildings.* *Buildings on the edge of the policy area which adjoin residential policy areas at lower densities will pay particular attention to managing the interface with adjoining dwellings, especially in terms of the appearance of building height and bulk, and overshadowing.* *Development will be interspersed with landscaping, particularly behind the main road frontage, to enhance the appearance of buildings from the street as viewed by pedestrians, provide an appropriate transition between the public and private realm and reduce heat loads in summer.*	
Objectives	*1*
Principles of Development Control	*1, 4, 5, 6 & 8*

Additional provisions of the Development Plan which relate to the proposed development are contained in **Attachment 1**.

QUANTITATIVE STANDARDS

The proposal is assessed for consistency with the quantitative requirements of the Development Plan as outlined in the table below:

211/716/2018

DEVELOPMENT PLAN PROVISIONS	STANDARD	ASSESSMENT
SITE AREA *Medium Density Policy Area 18* *PDC 6*	250m² (minimum)	375m² (Lot 10) 453m² (Lot 100) **Satisfies**
SITE FRONTAGE *Medium Density Policy Area 18* *PDC 6*	9m (minimum)	11.99m (Lot 10) 6.3m (Lot 100) **Does Not Satisfy**
DRIVEWAY HANDLE *Land Division* *PDC 7*	4m (minimum)	3.36m **Does Not Satisfy**

SITE COVERAGE *Medium Density Policy Area 18* *PDC 5*	70% (maximum)	48% (Lot 10) 0% (Lot 100) **Satisfies**
PRIMARY STREET SETBACK *Medium Density Policy Area 18* *PDC 5*	3m (minimum)	8.2m (Lot 10) **Satisfies**
SIDE SETBACKS *Residential Zone* *PDC 11*	0/1m (minimum)	Lot 10 0m (Carport) **Satisfies**
REAR SETBACKS *Medium Density Policy Area 18* *PDC 5*	4m (minimum)	3.4m **Does Not Satisfy**
BUILDING HEIGHT *Medium Density Policy Area 18* *PDC 5*	3 storeys or 12.5m (maximum)	1 storey **Satisfies**
INTERNAL FLOOR AREA *Residential Development* *PDC 9*	100m² (minimum)	148m² **Satisfies**
LANDSCAPING *Landscaping, Fences and Walls* *PDC 4*	10% minimum (83m² needed)	9% (72.9m²) **Does Not Satisfy**
PRIVATE OPEN SPACE *Residential Development* *PDC* 19	60m² (min. area) 4m (min. dimension) 16m² (min. accessible from a habitable room)	45m² (area) 3.4m (dimension) 34m² (accessed from habitable room) **Does Not Satisfy**
STORAGE *Residential Development* *PDC 31*	8m³ (minimum)	11m³ **Satisfies**
CAR PARKING SPACES *Transportation and Access* *PDC 34*	2 (1 covered)	2 **Satisfies**

211/249/2018

DEVELOPMENT PLAN PROVISIONS	STANDARD	ASSESSMENT
SITE AREA *Medium Density Policy Area 18* *PDC 6*	150m² (average)	226m² (average) **Satisfies**
SITE FRONTAGE *Medium Density Policy Area 18* *PDC 6*	15m (complete building)	6.3m **Does Not Satisfy**
SITE COVERAGE *Medium Density Policy Area 18* *PDC 5*	70% (maximum)	44% **Satisfies**
SIDE SETBACKS *Residential Zone* *PDC 11 & 13*	Side 0m (not more than14m from front boundary) 1m (ground floor) 2m (first floor)	0m (ground floor, 31m from front boundary) 2m (first floor) **Does Not Satisfy**
REAR SETBACKS *Medium Density Policy Area 18* *PDC 5*	4m (minimum)	1.3m **Does Not Satisfy**
BUILDING HEIGHT *Medium Density Policy Area 18* *PDC 5*	3 storeys or 12.5m (maximum)	2 storeys **Satisfies**
INTERNAL FLOOR AREA *Residential Development* *PDC 9*	100m² (minimum)	132m² **Satisfies**
LANDSCAPING *Landscaping, Fences and Walls* *PDC 4*	10% (minimum) (83m² needed)	9% (72.9m²) **Does Not Satisfy**
PRIVATE OPEN SPACE *Residential Development* *PDC* 19	24m² (min. area) 3m (min. dimension) 16m² (min. accessible from a habitable room).	23m² (area) 4m (dimension) 23m² (accessed from habitable room) **Does Not Satisfy**
STORAGE *Residential Development* *PDC 31*	8m³ (minimum)	9m³ **Satisfies**

CAR PARKING SPACES *Transportation and Access PDC 34*	5 spaces (2 covered)	4 spaces (4 covered) **Does Not Satisfy**

ASSESSMENT

In assessing the merits or otherwise of the application, the proposed development is discussed under the following sub headings:

Desired Character and Pattern of Development

The proposed development is envisaged within Medium Density Policy Area 18 as it will accommodate a range of dwellings at medium density. The existing detached dwelling and proposed residential flat building are specifically listed as envisaged development in PDC 1 of the Policy Area.

The Policy Area supports development up to three storeys in this location, however PDC 2 of the Residential Development section of the Development Plan calls for single storey development on battle-axe shaped allotments. While this is a conflict within the policy, more weight is generally placed on the provisions of the Policy Area as these are more specific to the locality. Further to this, the allotments accommodating the proposed residential flat building adjoin the Westside bikeway rather than other dwellings at the rear. Accordingly, the impact of the two storey built form on the battle-axe site is negligible and is considered to be acceptable development as it will provide some causal surveillance over the public area of the bikeway.

The pattern of development is currently dominated by the original (1950s and 1960s) single storey detached dwellings. However, this is beginning to change as a result of the 2015 zoning change that specifically sought to increase housing densities along transport corridors. As previously described, the area is within a Medium Density Policy Area which discourages the type of low density residential development currently in place. Medium Density is described in other parts of the Residential Zone as being 34-67 dwellings per hectare, which equates to allotment sizes of between 149m² and 294m². The proposed applications will result in three allotments where there was one previously with a density of 36.2 dwellings per hectare, fitting comfortably within the Medium Density definition.

Built Form

The applications seek to alter the built form of the existing dwelling and construct a two storey residential flat building containing two dwellings.

The alterations to the existing dwelling include the provision of an undercover car park and new courtyard area on the eastern corner of the dwelling. The new carport will be set back behind the main face of the dwelling and 9.6m from the front boundary of the allotment. It will have a total height of 3m at the top of the parapet, which hides the 2° pitch skillion roof behind it. The façade will be formed of rendered brick piers with lightweight infill painted to match the existing dwelling. The carport will be open on the side (east) and rear (north) elevations.

The courtyard will be formed by 2.1m high brick piers and 1.8m high slatted timber screening between them. Access to this area will be gained via a new sliding door access being placed on the southern elevation of the living room.

The proposed residential flat building will be two storeys in height and contain two dwellings. The height of the proposed residential flat building is 6.5m, well below the 12.5m maximum height stipulated by PDC 5 of Medium Density Policy Area 18. The dwellings will be a mirror image of one another with the single carport and visitor parking areas located centrally between the ground floor open plan kitchen, dining and living areas of the dwellings. The upper floor of each dwelling contains three bedrooms, two bathrooms and a TV room. The TV room and bedroom 1 each have access to a north-west facing balcony that overlooks the Westside bikeway.

The residential flat building has a contemporary cubic design finished in Hebel and Colorbond©. The colour scheme of the residential flat building is as follows:

Hebel veneer external walls	Solver doeskin (cream)
Fibre cement sheeting texture coating	Solver nomad beige
Colorbond© custom orb	Slate grey
Eaves and gutters	Slate grey
Aluminium windows	Natural anodised
Courtyard brickwork	Colonial red
Panel life door	Slate Grey

As none of these colours or materials are reflective, the proposal is considered to satisfy PDC 2 of the Design and Appearance section of the Development Plan.

Amenity and Streetscape

The amenity of neighbouring properties will be impacted by the construction of the proposed two storey residential flat building, however this needs to be considered in light of what is specifically envisaged for the Policy Area. Two storey dwellings on hammerhead allotments are not encouraged by PDC 2 of the Residential Development Section of the Development Plan, however this is in stark contrast with the types of development and density being sought in the Policy Area. As the Policy Area is more specific to this location, it holds more weight in the assessment. In addition, the subject site backs onto a public reserve (Westside bikeway) where casual surveillance is encouraged within Development Plan policy to prevent crime.

The upper level windows of the residential flat building will be obscured to a height of 1.7m above the floor level to ensure that the privacy of adjoining dwellings and their private open space will be protected. The balconies located on the upper level at the rear of the residential flat building are not considered to have an impact on the privacy of adjoining dwellings as they have been recessed into the foot print of the dwelling thereby eliminating views to the east and west, but retaining views of the Westside bikeway.

Private Open Space (POS)

The new allotment proposed for the existing detached dwelling has impacted the amount of POS available to it. The new rear boundary is set back 3.4m from the rear wall of the dwelling. This is below the minimum 4m dimension called for by PDC 19 of the Residential Development section of the Development Plan. This 0.6m deficiency is not considered fatal to the application as the space provided is still considered useable given its shape, location and access from the dwellings and the fact that this area is not impacted upon by utilities such as clothes lines, rainwater tanks etc.

In addition to the area at the rear of the existing dwelling, a new courtyard has been proposed in front of the dwelling. This courtyard cannot be counted as part of the POS available as it is forward of the dwelling, impacted by noise and air emissions from traffic, does not have the minimum 4m dimension and does not have a northerly aspect. It is nevertheless an area they can be utilised by residents of the dwelling given the access directly from the living area and its seclusion as a result of the timber slat screening proposed.

The POS for each of the dwellings in the residential flat building is located at the rear and directly accessible from the respective dining areas. The POS meets the minimum 3m dimension, but does not have the minimum 24m² of area that should be available at ground level. There is a total of 21m² at ground level, but this area also accommodates the clothes line and rainwater tank. The balconies located on the upper level do not contribute to the amount of POS as they do not meet the minimum requirements outlined by PDC 19 of the Residential Development section in failing to provide a minimum dimension of 3m. The balconies are 1m deep and 2.5m wide.

Despite these deficiencies, the POS proposed is considered acceptable due to the proximity of the public open space (Westside bikeway) located immediately adjacent the subject site.

Access and Vehicle Manoeuvrability

The proposal seeks to create a new access point and alter an existing one. The new access point will be created for the existing dwelling close to the centre of the site. This new crossover has been setback 2m from the existing street tree to ensure suitable sight lines as well as minimising the impact to the local heritage listed street tree. The altered crossover is in the south-western corner of the site and will be widened to 6m to allow simultaneous entry and egress in accordance with PDC 7 of the Land Division section of the Development Plan.

Due to Anzac Highway being an arterial road, DPTI and the Development Plan call for vehicles to be able to enter and exit the properties in a forward direction. The presence of the local heritage listed tree in front of the subject site has added complexity to the vehicular access for the existing dwelling and necessitated its awkward shape. The applicant has provided vehicle turn paths which demonstrate that a B85 vehicle can enter and exit the site in a forward direction. This has satisfied DPTI and Council's traffic engineers.

The forward entry and egress movements are also necessary for the residential flat building. Due to the constrained nature of the proposal, rights of way have been added to the plan of division to allow vehicles from each dwelling to encroach upon the land of the other. This was the only way of facilitating vehicular movements without altering the built form or site areas. Vehicle manoeuvrability has been suitably demonstrated by the applicant and accepted by Council's traffic engineers. Landscaping within the vehicle manoeuvring area will need to be small scale so as not to inhibit the manoeuvres or damage the plantings.

The Development Plan calls for a minimum driveway width of 4m when it is to be used by two or more dwellings. The proposed development does not achieve this as the driveway width reduces to 3.36m alongside the existing dwelling. The driveway needs to reduce in width at this location in order to provide the necessary 900mm setback between it and the property boundary. This setback cannot be reduced without significant alterations to the dwelling to remove the three windows located along this façade. The Building Code of Australia (BCA) requires a minimum 900mm setback for fire safety reasons. This setback also provides some buffer between the driveway servicing the rear dwellings and the two bedrooms of the existing dwelling which is important for noise and vibration reasons.

The 4m minimum width stipulated by the PDC 7(b) of the Land Division section of the Development Plan serves two purposes. The first being that it allows a 3m wide pavement for vehicle movement whilst also allowing 0.5m of landscaping to be located on each side of the pavement. The second purpose it serves is for emergency service vehicle access. Emergency service vehicles such as ambulances and fire engines are wider than a B85 vehicle and because of this need extra space in order to function. The 3.36m width of the driveway is insufficient to allow an emergency service vehicle to open its doors, access equipment etc. In an emergency situation, the width of the proposed driveway, as well as the minimal manoeuvring area at the end of the driveway will prevent access and require emergency service vehicles to park on Anzac Highway. Due to the relatively short distance that emergency service workers will need to travel, the deficiency in driveway width is considered acceptable.

Landscaping

The Development Plan seeks that a minimum of 10% of the site be landscaped. The proposed site plan demonstrates that there will be small deficiency with 9% of the site shown to be landscaped. It is interesting to note that no landscaping has been proposed for the rear yards of any of the subject dwellings. The landscaping shown on the proposed site plan is located within the front yard of the existing dwelling and within the common driveway area.

As previously described, the common driveway area will be less than the minimum 4m width. As the paved area for vehicle movement must be a minimum of 3m in width, there is insufficient area remaining to accommodate landscaping. For this reason landscaping has not been provided for a 15m stretch of the driveway.

The landscaping proposed includes a variety of plant species ranging in height and spread. The landscaping adjacent the property boundaries will be formed of ornamental pear trees spaced 2m apart with low shrubs in between. The front yard of the existing dwelling has larger areas suitable for more substantial trees whilst also accommodating smaller shrubs and bushes underneath and around the trees.

Permeable paving will be used in the new driveway of the of the existing dwelling in order to minimise the impact to the existing local heritage listed street tree by allowing water to penetrate the ground.

SUMMARY

Each of the proposals exhibit finely balanced merits. They are generally in accordance with the desired character of the locality, but have a number of minor deficiencies. The deficiencies in terms of POS minimum dimensions, driveway width, landscaping area and rear setbacks are mitigated by the context of the locality and the Desired Character of the Policy Area seeking more intensive forms of development.

Having considered all the relevant provisions of the Development Plan, the proposal is not considered to be seriously at variance with the Development Plan.

On balance the proposed developments sufficiently accord with the relevant provisions contained within the West Torrens Council Development Plan Consolidated 19 December 2017 and warrant Development Plan Consent and Land Division Consent.

RECOMMENDATION 1

The Council Assessment Panel, having considered all aspects of the report, the application for consent to carry out development of land and pursuant to the provisions of the *Development Act 1993* resolves to GRANT Development Plan Consent for Application No. 211/716/2018 by Diamanti Design Development to undertake a combined application: Land division - Torrens Title; SCAP No. 211/D094/18; Creating one additional allotment; and the alteration and addition to the existing dwelling at 373 Anzac Highway, Camden Park (CT5705/921) subject to the following conditions of consent:

Development Plan Consent Conditions

1. The development shall be undertaken, completed and maintained in accordance with the following plans and information detailed in this application except where varied by any condition listed below:
   a) Existing Residence floor plan by Diamanti Design, Drawing no. PD.04.P5, Dated 8/10/2018.
   b) Proposed Site Plan by Diamanti Design, Drawing no. PD.03.P5, Dated 8/10/2018.
   c) Existing Residence Elevations by Diamanti Design, Drawing no. PD.09.P5, Dated 8/10/2018.
   d) Plan of division by Fyfe Pty Ltd, Drawing Number 63237_pland_1_V01, dated 21/12/2018.
   e) Civil plan by Zafiris and Associates Pty ltd, drawing number CF5, dated 11 May 2018.

   Reason: To ensure the proposal is developed in accordance with the plans and documents lodged with Council.

2. Prior to the occupation or use of the development, all driveways, parking and vehicle manoeuvring areas shall be constructed and surfaced with concrete, bitumen or paving, and shall be drained and maintained in a good condition at all times to the satisfaction of Council.

   Reason: To provide safe and convenient parking and manoeuvring areas for users of the development.

3. All landscaping shown on the plans forming part of this application shall be established prior to the occupation or operation of the development and shall be maintained in good health at all times to the satisfaction of Council. Any plants that become diseased or die shall be replaced with a suitable species.

   A watering system shall be installed at the time landscaping is established and operated so that all plants receive sufficient water to ensure their survival and growth.

   Reason: To enhance the amenity of the site and locality and mitigate against heat loading.

Department of Planning, Transport and Infrastructure Conditions

4. All vehicles must to enter and exit Anzac Highway in a forward direction.

   Reason: To satisfy the requirements of the Department of Planning, Transport and Infrastructure.

5. All on-site vehicle manoeuvring areas shall remain clear of any impediments (including fencing, utility meters, vegetation or parked vehicles).

   Reason: To satisfy the requirements of the Department of Planning, Transport and Infrastructure.

6. Stormwater run-off shall be collected on-site and discharged without jeopardising the safety and integrity of Anzac Highway. Any alterations to the road drainage infrastructure required to facilitate this shall be at the applicant's expense.

   Reason: To satisfy the requirements of the Department of Planning, Transport and Infrastructure.

7. All vehicles must enter and exit Anzac Highway in a forward direction.

   Reason: To satisfy the requirements of the Department of Planning, Transport and Infrastructure.

8. All on-site vehicle manoeuvring areas shall remain clear of any impediments (including fencing, utility meters, vegetation or parked vehicles).

   Reason: To satisfy the requirements of the Department of Planning, Transport and Infrastructure.

9. Stormwater run-off shall be collected on-site and discharged without jeopardising the safety and integrity of Anzac Highway. Any alterations to the road drainage infrastructure required to facilitate this shall be at the applicant's expense.

   Reason: To satisfy the requirements of the Department of Planning, Transport and Infrastructure.

Land Division Consent Conditions
Council Requirements
Nil

SCAP Requirements

10. The financial requirements of the SA Water Corporation shall be met for the provision of water supply and sewerage services. (SA Water H0074570)

    SA Water Corporation further advise that an investigation will be carried out to determine if the water and/or sewer connection/s to your development will be costed as standard or non-standard. A sewer main extension will be required for allotment 10.

    On approval of the application, it is the developers/owners responsibility to ensure all internal pipework (water and wastewater) that crosses the allotment boundaries has been severed or redirected at the developers/owners cost to ensure that the pipework relating to each allotment is contained within its boundaries

    Reason: To satisfy the requirements of the State Commission Assessment Panel.

11. Payment of $6830.00 into the Planning and Development Fund (1 allotment @ $6830.00 /allotment). Payment may be made by credit card via the internet at www.edala.sa.gov.au or by phone (7109 7018), by cheque payable to the State Planning Commission marked “Not Negotiable” and sent to GPO Box 1815, Adelaide 5001 or in person, by cheque or credit card, at Level 5, 50 Flinders Street, Adelaide.

    Reason: To satisfy the requirements of the State Commission Assessment Panel.

12. A final plan complying with the requirements for plans as set out in the Manual of Survey Practice Volume 1 (Plan Presentation and Guidelines) issued by the Registrar General to be lodged with the State Commission Assessment Panel for Land Division Certificate purposes.

    Reason: To satisfy the requirements of the State Commission Assessment Panel.

RECOMMENDATION 2

The Council Assessment Panel, having considered all aspects of the report, the application for consent to carry out development of land and pursuant to the provisions of the *Development Act 1993* resolves to GRANT Development Plan Consent for Application No. 211/249/2018 by Diamanti Design Development to undertake a combined application: Land division - Community Title; SCAP No. 211/C024/18; Creating one additional allotment and construction of a two- storey residential flat building comprising two dwellings and a retaining wall and fence with a maximum height of 2.6m at 373 Anzac Highway, Camden Park (CT5705/921) subject to the following conditions of consent:

Development Plan Consent Conditions

1. The development shall be undertaken, completed and maintained in accordance with the following plans and information detailed in this application except where varied by any condition listed below:
   a) Lower floor plan by Diamanti Design, Drawing no. PD.05.P5, Dated 8/10/2018.
   b) Upper floor plan by Diamanti Design, Drawing no. PD.06.P5, Dated 8/10/2018.
   c) Proposed Site Plan by Diamanti Design, Drawing no. PD.03.P5, Dated 8/10/2018.
   d) Elevations by Diamanti Design, Drawing no. PD.07.P5 & PD.08.P5, Dated 8/10/2018.
   e) Plan of division by Fyfe Pty Ltd, Drawing Number 61740_pland_1_V01, dated 21/12/2018.
   f) Civil plan by Zafiris and Associates Pty ltd, drawing number CF5, dated 11 May 2018.

   Reason: To ensure the proposal is developed in accordance with the plans and documents lodged with Council.

2. Prior to the occupation or use of the development, all driveways, parking and vehicle manoeuvring areas shall be constructed and surfaced with concrete, bitumen or paving, and shall be drained and maintained in a good condition at all times to the satisfaction of Council.

   Reason: To provide safe and convenient parking and manoeuvring areas for users of the development.

3. All landscaping shown on the plans forming part of this application shall be established prior to the occupation or operation of the development and shall be maintained in good health at all times to the satisfaction of Council. Any plants that become diseased or die shall be replaced with a suitable species.

   A watering system shall be installed at the time landscaping is established and operated so that all plants receive sufficient water to ensure their survival and growth.

   Reason: To enhance the amenity of the site and locality and mitigate against heat loading.

4. Prior to the occupation or use of the development, the upper storey windows on the southern, eastern and western facades elevations of the dwellings shall be fitted with fixed obscure glass or raised sills to a minimum height of 1.7 metres above the upper floor level to minimise the potential for overlooking of adjoining properties. The glazing in these windows shall be maintained in good condition at all times to the satisfaction of Council.

   Reason: To minimise the impact on privacy to residents of adjoining dwellings.

Department of Planning, Transport and Infrastructure Conditions

5. All vehicles must enter and exit Anzac Highway in a forward direction.

   Reason: To satisfy the requirements of the Department of Planning, Transport and Infrastructure.

6. All on-site vehicle manoeuvring areas shall remain clear of any impediments (including fencing, utility meters, vegetation or parked vehicles).

   Reason: To satisfy the requirements of the Department of Planning, Transport and Infrastructure.

7. Stormwater run-off shall be collected on-site and discharged without jeopardising the safety and integrity of Anzac Highway. Any alterations to the road drainage infrastructure required to facilitate this shall be at the applicant's expense.

   Reason: To satisfy the requirements of the Department of Planning, Transport and Infrastructure.

Land Division Consent Conditions

Council Requirements

Nil

SCAP Requirements

8. The financial requirements of the SA Water Corporation shall be met for the provision of water supply and sewerage services. (SA Water H0069984)

   SA Water Corporation further advise that an investigation will be carried out to determine if the water and/or sewer connection/s to your development will be costed as standard or non-standard.

   The developer must inform potential purchasers of the community lots in regards to the servicing arrangements and seek written agreement prior to settlement, as future alterations would be at full cost to the owner/applicant.

   Reason: To satisfy the requirements of the State Commission Assessment Panel.

9. Payment of $6830.00 into the Planning and Development Fund (1 allotment @ $6830.00 /allotment). Payment may be made by credit card via the internet at www.edala.sa.gov.au or by phone (7109 7018), by cheque payable to the State Planning Commission marked “Not Negotiable” and sent to GPO Box 1815, Adelaide 5001 or in person, by cheque or credit card, at Level 5, 50 Flinders Street, Adelaide.

   Reason: To satisfy the requirements of the State Commission Assessment Panel.

10. A final plan complying with the requirements for plans as set out in the Manual of Survey Practice Volume 1 (Plan Presentation and Guidelines) issued by the Registrar General to be lodged with the State Commission Assessment Panel for Land Division Certificate purposes.

    Reason: To satisfy the requirements of the State Commission Assessment Panel.

Attachments

1. Objectives and Principles of Development Control
2. 211/716/2018 Plans and Documents
3. 211/249/2018 Plans and Documents
4. Representation and the response to the representation
5. Referral responses

Relevant Development Plan Provisions

General Section		
Crime Prevention	*Objective*	*1*
	Principles of Development Control	*1, 2, 3, 6, 7, 8 & 10*
Design and Appearance	*Objectives*	*1 & 2*
	Principles of Development Control	*1, 2, 3, 5, 9, 10, 11, 12, 13, 14 & 15*
Energy Efficiency	*Objectives*	*1 & 2*
	Principles of Development Control	*1, 2, 3 & 4*
Infrastructure	*Objective*	*3*
	Principles of Development Control	*1, 2, 3, 4, 5, 6, 8, 9, 10 & 16*
Landscaping, Fences and Walls	*Objectives*	*1 & 2*
	Principles of Development Control	*1, 2, 3, 4, 5 & 6*
Land division	*Objectives*	*1, 2, 3 & 4*
	Principles of Development Control	*1, 2, 3, 4, 5, 6, 7, 8, 12 & 16*
Orderly and Sustainable Development	*Objectives*	*1, 2, 3, 4 & 5*
	Principles of Development Control	*1, 3, 5, 6 & 7*
Residential Development	*Objectives*	*1, 2, 3, 4 & 5*
	Principles of Development Control	*1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13, 14, 15, 16, 18, 19, 20, 21, 27, 28, 29, 30 & 31*
Transportation and Access	*Objective*	*2*
	Principles of Development Control	*1, 2, 8, 9, 10, 11, 23, 24, 25, 26, 27, 28, 30, 32, 34, 35, 36, 44 & 45*
Waste	*Objectives*	*1 & 2*
	Principles of Development Control	*1, 2, 3, 4, 5, 6, 7, 8 & 9*

PURPOSE:	DIVISION	AREA NAME:	CAMDEN PARK	APPROVED:	
MAP REF:	6628/50/G	COUNCIL:	CITY OF WEST TORRENS		
LAST PLAN:		DEVELOPMENT NO:	211/D094/18/001	DEPOSITED/FILED:	SHEET 1 OF 2
					63237_text_01_v01

AGENT DETAILS: FYFE PTY LTD
LEVEL 1, 124 SOUTH TERRACE
ADELAIDE SA 5000
PH: 82019600
FAX:

AGENT CODE: ALRF

REFERENCE: 66249/2/1 DA1-R5

SURVEYORS CERTIFICATION:

SUBJECT TITLE DETAILS:

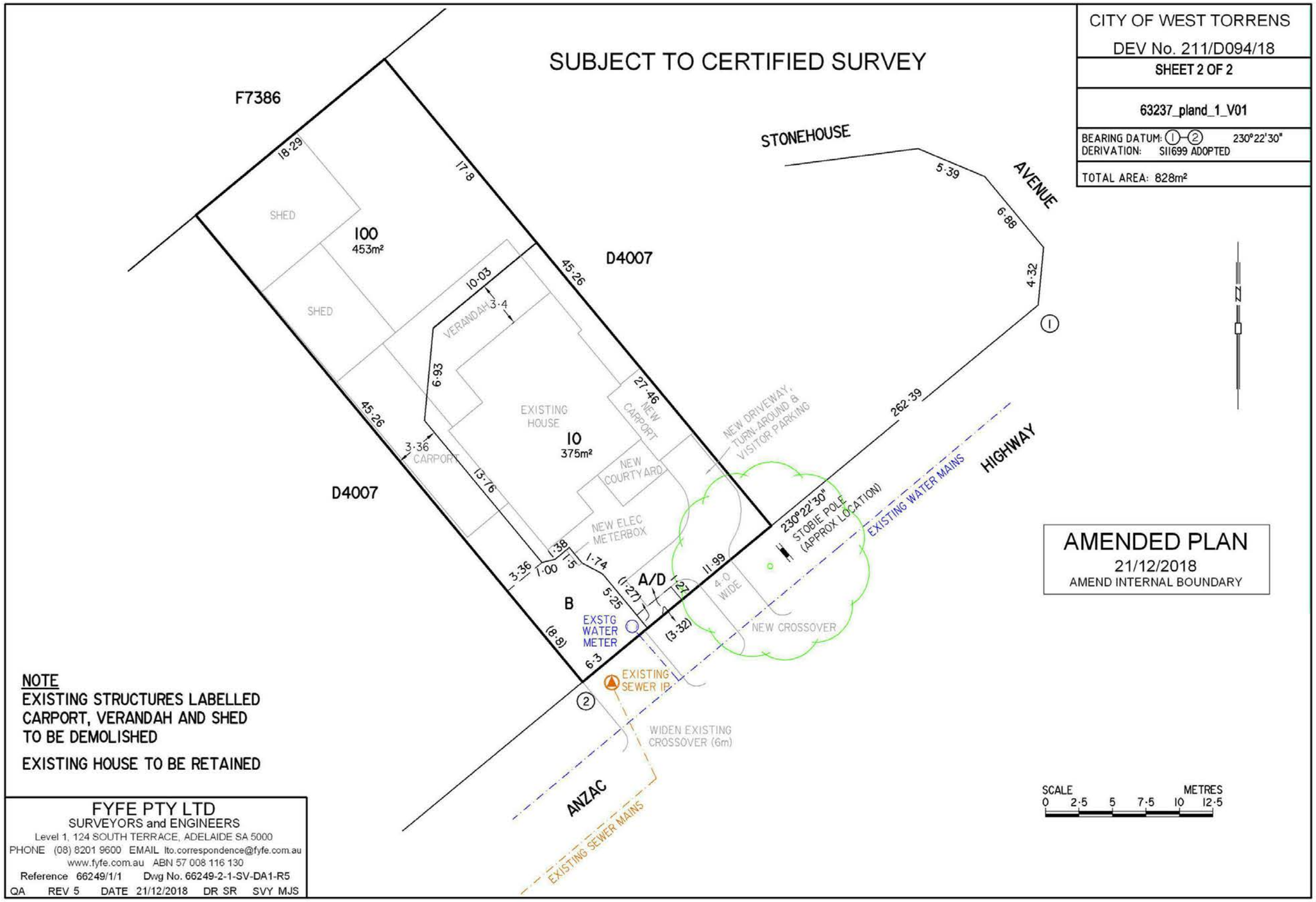
PREFIX	VOLUME	FOLIO	OTHER	PARCEL	NUMBER	PLAN	NUMBER	HUNDRED / IA / DIVISION	TOWN	REFERENCE NUMBER
CT	5705	921		ALLOTMENT(S)	187	D	4007	ADELAIDE		

OTHER TITLES AFFECTED:

EASEMENT DETAILS:

STATUS	LAND BURDENED	FORM	CATEGORY	IDENTIFIER	PURPOSE	IN FAVOUR OF	CREATION
NEW	10	LONG	RIGHT(S) OF WAY	A	ACCESS	100	
NEW	10	SHORT	EASEMENT(S)	D	FOR DRAINAGE PURPOSES	100	
NEW	100	LONG	EASEMENT(S)	B	ACCESS	10	

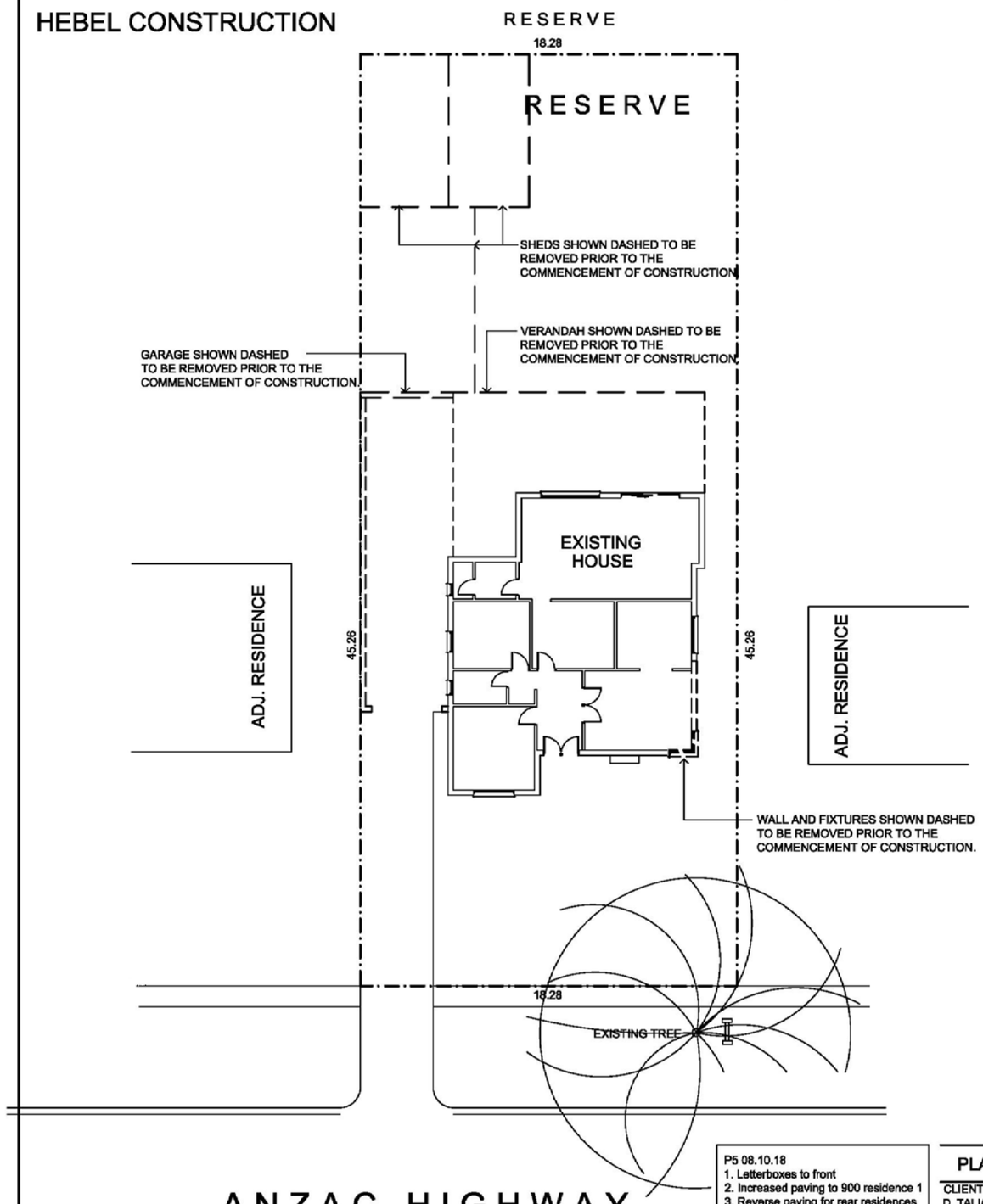
ANNOTATIONS:


SUBJECT TO CERTIFIED SURVEY
CITY OF WEST TORRENS
DEV No. 211/D094/18
SHEET 2 OF 2
63237_pland_1_V01
BEARING DATUM: (1)–(2) 230°22'30"
DERIVATION: SI1699 ADOPTED
TOTAL AREA: 828m²
F7386
D4007
D4007
STONEHOUSE AVENUE
HIGHWAY
ANZAC
100
453m²
10
375m²
SHED
SHED
VERANDAH
EXISTING HOUSE
CARPORT
NEW CARPORT
NEW COURTYARD
NEW ELEC METERBOX
NEW DRIVEWAY, TURN-AROUND & VISITOR PARKING
NEW CROSSOVER
4·0 WIDE
EXSTG WATER METER
EXISTING SEWER IP
WIDEN EXISTING CROSSOVER (6m)
EXISTING WATER MAINS
EXISTING SEWER MAINS
230°22'30" STOBIE POLE (APPROX LOCATION)
A/D
B
18·29
17·8
45·26
10·03
3·4
6·93
45·26
3·36
13·76
1·38
1·5
1·74
1·00
3·36
5·25
(1·27)
1·27
11·99
(3·32)
(8·8)
6·3
5·39
6·88
4·32
262·39
(1)
(2)
N
AMENDED PLAN
21/12/2018
AMEND INTERNAL BOUNDARY
SCALE METRES
0 2·5 5 7·5 10 12·5
NOTE
EXISTING STRUCTURES LABELLED CARPORT, VERANDAH AND SHED TO BE DEMOLISHED
EXISTING HOUSE TO BE RETAINED
FYFE PTY LTD
SURVEYORS and ENGINEERS
Level 1, 124 SOUTH TERRACE, ADELAIDE SA 5000
PHONE (08) 8201 9600 EMAIL lto.correspondence@fyfe.com.au
www.fyfe.com.au ABN 57 008 116 130
Reference 66249/1/1 Dwg No. 66249-2-1-SV-DA1-R5
QA REV 5 DATE 21/12/2018 DR SR SVY MJS

2 of 2

TIMBER FRAMED
HEBEL CONSTRUCTION

CONCEPT DRAWINGS



P5 08.10.18
1. Letterboxes to front
2. Increased paving to 900 residence 1
3. Reverse paving for rear residences

P4 14.08.18
1. Reinstated 2nd crossover
2. Moved carport res 2 & 3 back
3. Updated areas

P3 26.07.18
1. Added letteboxes & meters
2. Changed res 3 drive to come off main driveway
3. Added tubular fence to front
4. added support beam over visitor parks to res 1 & 2.

P2 30.05.18
1. Shed of Residence 2 change location
2. Clothesline added
3. Residence 2 Carport dimension
4. Front Residence landscape added
5. Storage above 2m high on carport added
6. Areas schedule

P1 04.05.18
1. Reversing Area for front unit
2. Letterboxes, Meterboxes added
3. Storage Shed added
4. 2m setback from existing tree
5. Increase distand of crossover to 6m
6. Increased landscape

PLANNING DRAWINGS

CLIENT:
D. TALIA

SITE ADDRESS:
373 ANZAC HIGHWAY - CAMDEN PARK

PROPOSED:
UNITS TO REAR OF EXISTING RESIDENCE

DATE: MAY 2018	DRAWING NO.
DRAWN: PR	PD. 02. P5

SHEET: 02 OF 15

BUILDING DESIGN & PROJECT MANAGEMENT
PO Box 551, Marleston SA, 5033

PHONE: (08) 82931526
FAX: (08) 82931521
EMAIL: admin@diamantidd.com.au

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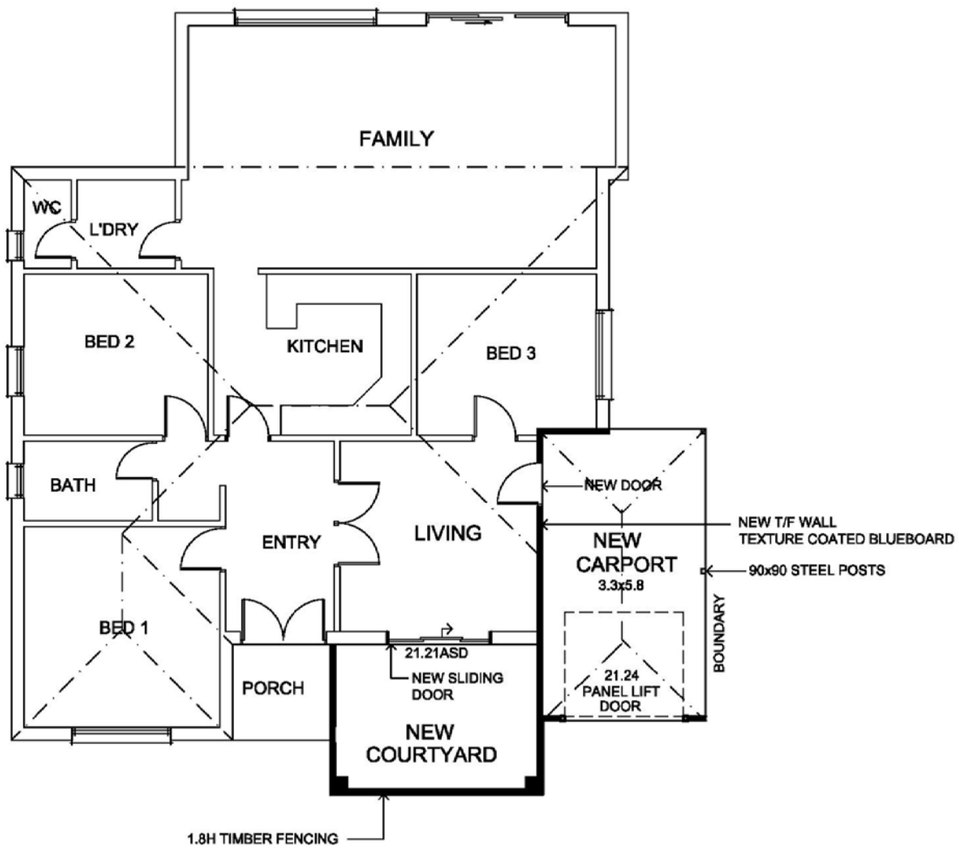
DEMOLITION PLAN

SCALE 1:200 @ A3

PLANNING DRAWINGS

TIMBER FRAMED
BRICK CONSTRUCTION



EXISTING HOUSE 3

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PLANNING DRAWINGS

CLIENT:
D. TALIA

SITE ADDRESS:
373 ANZAC HIGHWAY - CAMDEN PARK

PROPOSED:
UNITS TO REAR OF EXISTING RESIDENCE

DATE: MAY 2018
DRAWN: PR
DRAWING NO.
PD. 04. P5

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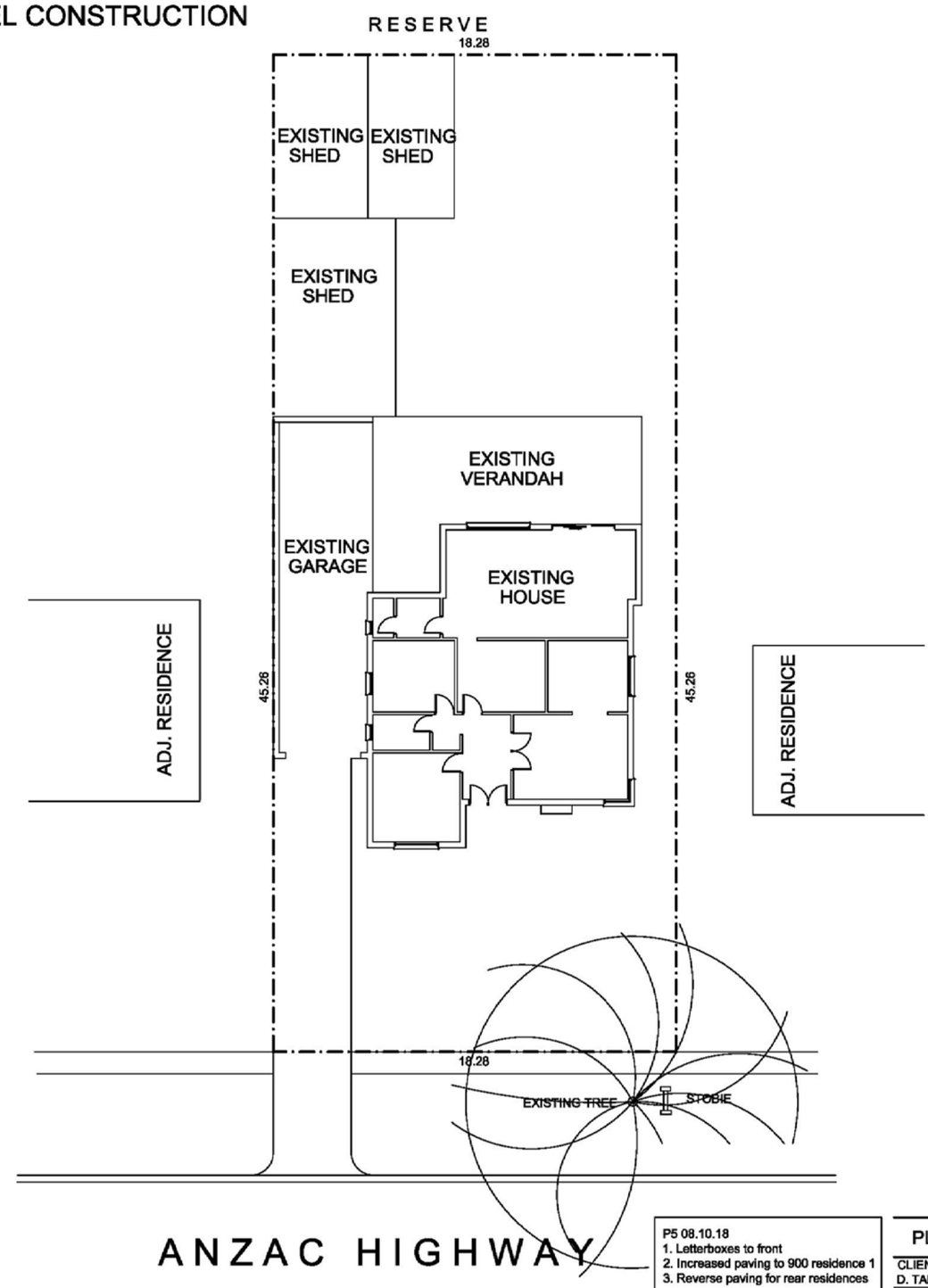
EXISTING RESIDENCE FLOOR PLAN

SCALE 1:100 @ A3

TIMBER FRAMED
HEBEL CONSTRUCTION

CONCEPT DRAWINGS



EXISTING SITE PLAN

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PLANNING DRAWINGS

CLIENT:
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SITE ADDRESS:
373 ANZAC HIGHWAY - CAMDEN PARK

PROPOSED:
UNITS TO REAR OF EXISTING RESIDENCE

DATE: MAY 2018
DRAWN: PR
DRAWING NO.
PD. 01. P5

SHEET: 01 OF 15

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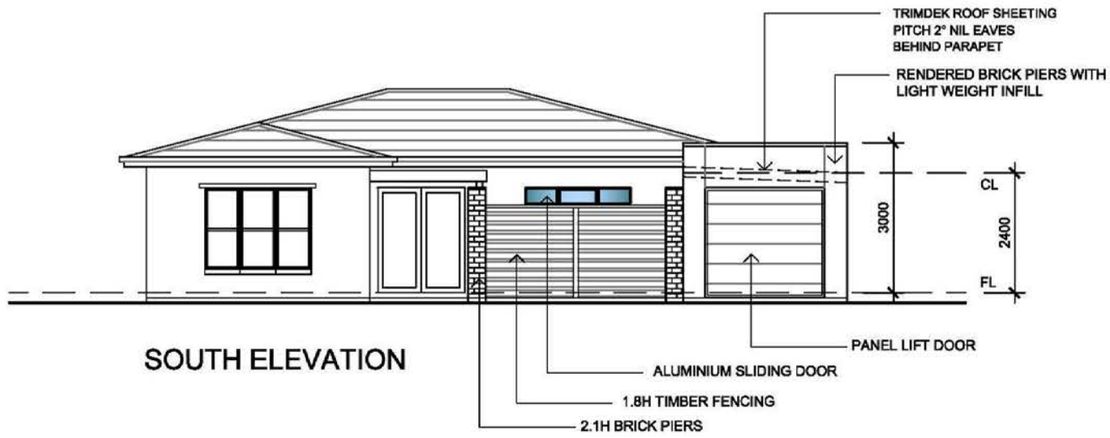
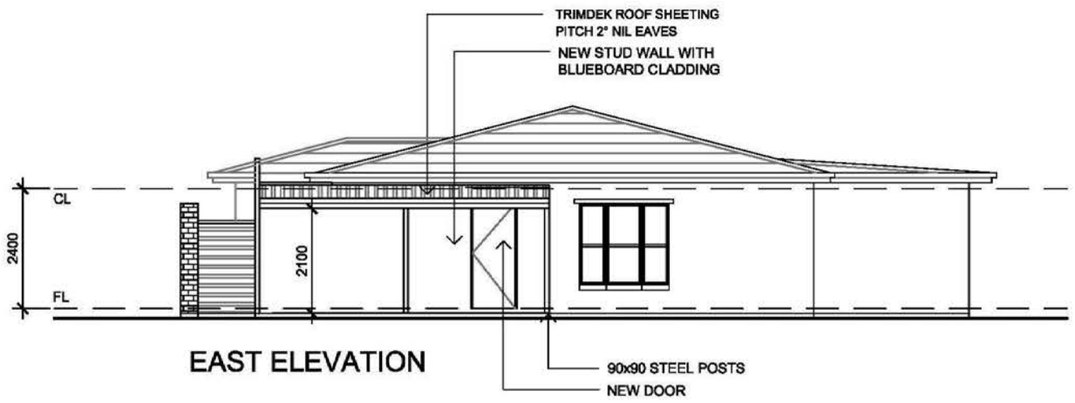


SOUTH ELEVATION



EAST ELEVATION

EXISTING RESIDENCE ELEVATIONS

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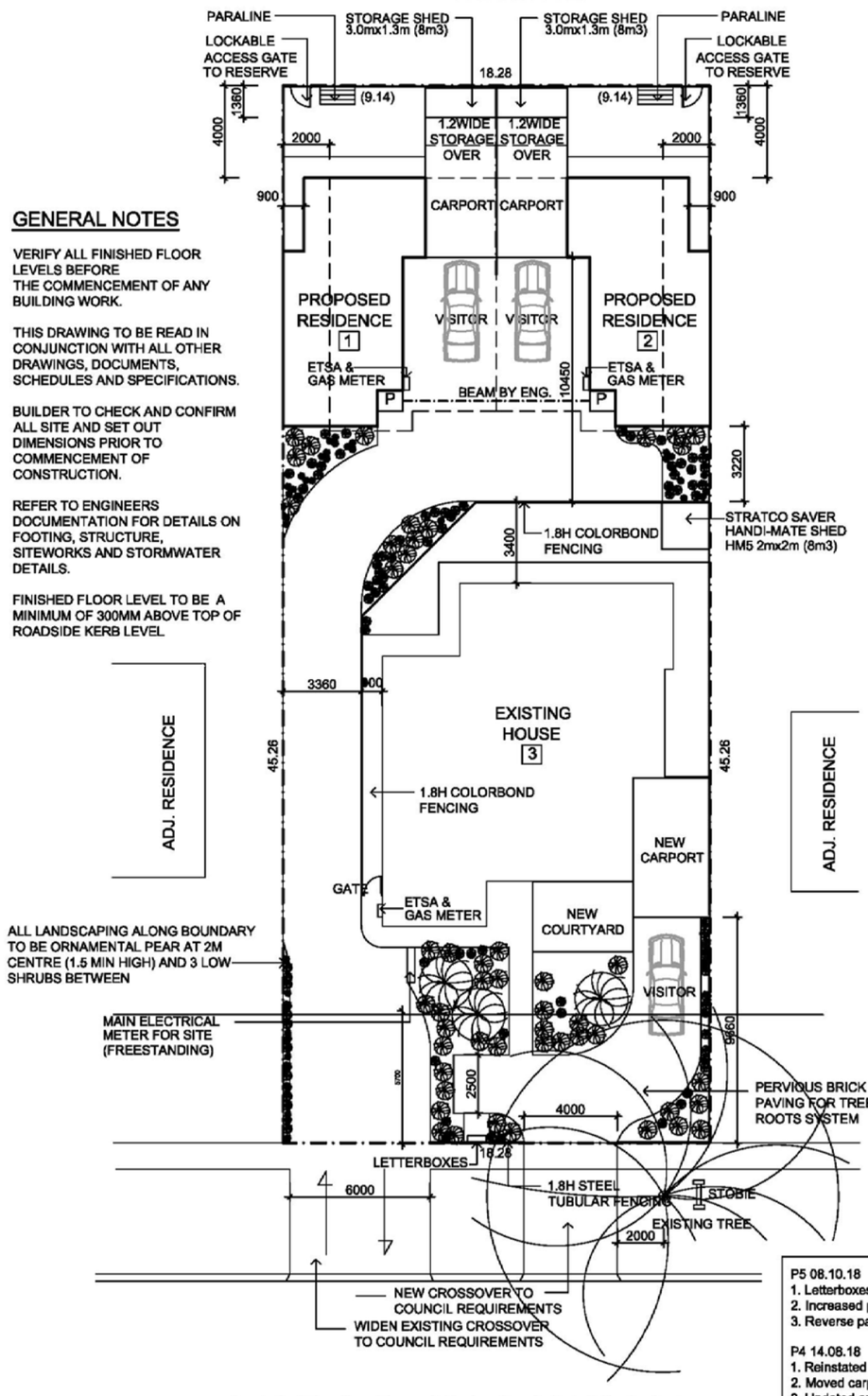

GENERAL NOTES

VERIFY ALL FINISHED FLOOR LEVELS BEFORE THE COMMENCEMENT OF ANY BUILDING WORK.

THIS DRAWING TO BE READ IN CONJUNCTION WITH ALL OTHER DRAWINGS, DOCUMENTS, SCHEDULES AND SPECIFICATIONS.

BUILDER TO CHECK AND CONFIRM ALL SITE AND SET OUT DIMENSIONS PRIOR TO COMMENCEMENT OF CONSTRUCTION.

REFER TO ENGINEERS DOCUMENTATION FOR DETAILS ON FOOTING, STRUCTURE, SITEWORKS AND STORMWATER DETAILS.

FINISHED FLOOR LEVEL TO BE A MINIMUM OF 300MM ABOVE TOP OF ROADSIDE KERB LEVEL

LANDSCAPING SCHEDULE

A SHRUB (1-3 m height)

1 DODONEA PURPUREA (EVERGREEN, 3 M HEIGHT/3M WIDTH)
2 ABELIA GRANDIFOLIA (EVERGREEN, 1.8 M HEIGHT)
3 POLYGALA GRANDIFLORA (1M HEIGHT/1.3M WIDTH)
4 WESTRINGIA FRUTICOSA (2M HEIGHT/2M WIDTH)
5 COLEONEMA PULCHRUM COMPACTUM (EVERGREEN, 0.6-0.75 M HEIGHT/0.5M WIDTH)
6 CALLISTEMON LITTLE JOHN (0.5-1M HEIGHT/0.3-1M WIDTH)
7 NANDINA NANA (0.6M HEIGHT/0.6M WIDTH)
8 COLEONEMA AUREA "GOLDEN DIOSMA" (EVERGREEN, 1.5 M HEIGHT/1.5M WIDTH)

B SHRUB (4-6 M HEIGHT)

14 ACACIA FLORIBUNDA (6 M HEIGHT)
15 CALLISTEMON HANNAH RAY (EVERGREEN, 4 M HEIGHT/2M WIDTH)
16 HEBE BUXIFOLIA (6M HEIGHT)

C TREE

17 TRISTANIA CONFERTA (ROAD SIDE TREE)
18 CALLISTEMON KINGS PARK SPECIAL (3-5 M HEIGHT /3-4 M WIDTH)
19 EUCALYPTUS LEUCOXYLON ROSEA (9 M HEIGHT /4 M WIDTH)
20 ACACIA ITEAPHYLLA (2-4 M HEIGHT)
21 ALNUS JURULLENSIS (20-25 M HEIGHT)

SITE AREAS

OVERALL SITE	827.71 SQM		
LOT 1	162.76 SQM	POS	24.15 SQM
LOT 2	162.76 SQM	POS	24.15 SQM
LOT 3	374.53 SQM	POS	53.34 SQM
DRIVEWAY	127.66 SQM		

RESIDENCE 1

GROUND FLOOR	53.49 SQM
UPPER FLOOR	70.83 SQM
CARPORT	18.15 SQM
PORCH	1.00 SQM
BALCONY	3.48 SQM
TOTAL	146.95 SQM

RESIDENCE 2
RESIDENCE 1

GROUND FLOOR	53.49 SQM
UPPER FLOOR	70.83 SQM
CARPORT	18.15 SQM
PORCH	1.00 SQM
BALCONY	3.48 SQM
TOTAL	146.95 SQM

RESIDENCE 3

FLOORPLAN	147.97 SQM
NEW CARPORT	19.63 SQM
TOTAL	167.60 SQM

PROPOSED SITE PLAN

SCALE 1:200 @ A3

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PLANNING DRAWINGS

CLIENT:
D. TALIA
SITE ADDRESS:
373 ANZAC HIGHWAY - CAMDEN PARK
PROPOSED:
UNITS TO REAR OF EXISTING RESIDENCE
DATE: MAY 2018
DRAWN: PR
DRAWING NO.
PD. 03. P5
SHEET: 03 OF 15

BUILDING DESIGN & PROJECT MANAGEMENT
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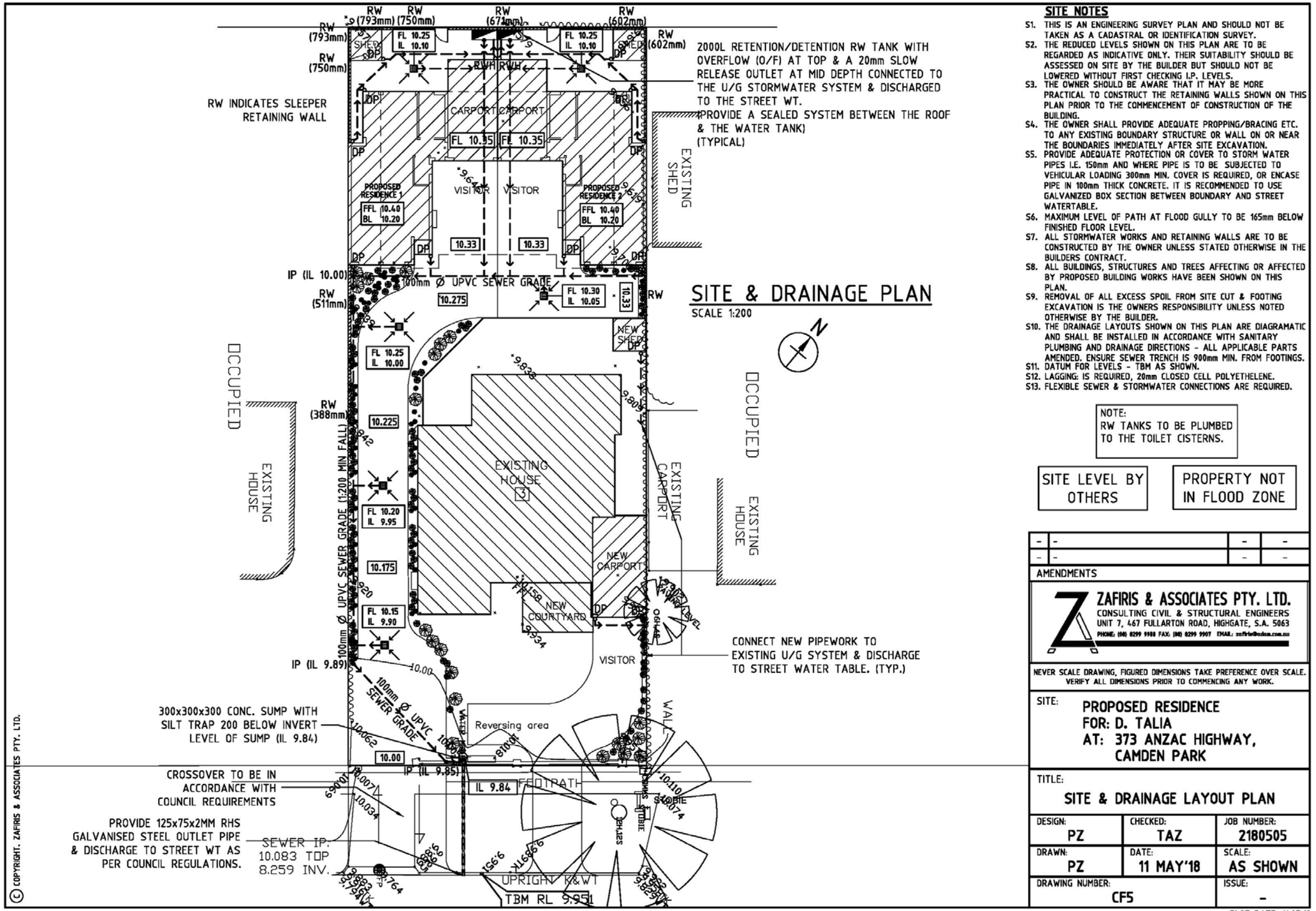

SITE NOTES

S1. THIS IS AN ENGINEERING SURVEY PLAN AND SHOULD NOT BE TAKEN AS A CADASTRAL OR IDENTIFICATION SURVEY.
S2. THE REDUCED LEVELS SHOWN ON THIS PLAN ARE TO BE REGARDED AS INDICATIVE ONLY. THEIR SUITABILITY SHOULD BE ASSESSED ON SITE BY THE BUILDER BUT SHOULD NOT BE LOWERED WITHOUT FIRST CHECKING I.P. LEVELS.
S3. THE OWNER SHOULD BE AWARE THAT IT MAY BE MORE PRACTICAL TO CONSTRUCT THE RETAINING WALLS SHOWN ON THIS PLAN PRIOR TO THE COMMENCEMENT OF CONSTRUCTION OF THE BUILDING.
S4. THE OWNER SHALL PROVIDE ADEQUATE PROPPING/BRACING ETC. TO ANY EXISTING BOUNDARY STRUCTURE OR WALL ON OR NEAR THE BOUNDARIES IMMEDIATELY AFTER SITE EXCAVATION.
S5. PROVIDE ADEQUATE PROTECTION OR COVER TO STORM WATER PIPES I.E. 150mm AND WHERE PIPE IS TO BE SUBJECTED TO VEHICULAR LOADING 300mm MIN. COVER IS REQUIRED, OR ENCASE PIPE IN 100mm THICK CONCRETE. IT IS RECOMMENDED TO USE GALVANIZED BOX SECTION BETWEEN BOUNDARY AND STREET WATERTABLE.
S6. MAXIMUM LEVEL OF PATH AT FLOOD GULLY TO BE 165mm BELOW FINISHED FLOOR LEVEL.
S7. ALL STORMWATER WORKS AND RETAINING WALLS ARE TO BE CONSTRUCTED BY THE OWNER UNLESS STATED OTHERWISE IN THE BUILDERS CONTRACT.
S8. ALL BUILDINGS, STRUCTURES AND TREES AFFECTING OR AFFECTED BY PROPOSED BUILDING WORKS HAVE BEEN SHOWN ON THIS PLAN.
S9. REMOVAL OF ALL EXCESS SPOIL FROM SITE CUT & FOOTING EXCAVATION IS THE OWNERS RESPONSIBILITY UNLESS NOTED OTHERWISE BY THE BUILDER.
S10. THE DRAINAGE LAYOUTS SHOWN ON THIS PLAN ARE DIAGRAMATIC AND SHALL BE INSTALLED IN ACCORDANCE WITH SANITARY PLUMBING AND DRAINAGE DIRECTIONS - ALL APPLICABLE PARTS AMENDED. ENSURE SEWER TRENCH IS 900mm MIN. FROM FOOTINGS.
S11. DATUM FOR LEVELS - TBM AS SHOWN.
S12. LAGGING: IS REQUIRED, 20mm CLOSED CELL POLYETHELENE.
S13. FLEXIBLE SEWER & STORMWATER CONNECTIONS ARE REQUIRED.

NOTE:
RW TANKS TO BE PLUMBED TO THE TOILET CISTERNS.

SITE LEVEL BY OTHERS

PROPERTY NOT IN FLOOD ZONE

-	-	-	-
-	-	-	-

AMENDMENTS

ZAFIRIS & ASSOCIATES PTY. LTD.
CONSULTING CIVIL & STRUCTURAL ENGINEERS
UNIT 7, 467 FULLARTON ROAD, HIGHGATE, S.A. 5063
PHONE: (08) 8299 9988 FAX: (08) 8299 9907 EMAIL: zafiris@adam.com.au

NEVER SCALE DRAWING, FIGURED DIMENSIONS TAKE PREFERENCE OVER SCALE. VERIFY ALL DIMENSIONS PRIOR TO COMMENCING ANY WORK.

SITE: PROPOSED RESIDENCE
FOR: D. TALIA
AT: 373 ANZAC HIGHWAY, CAMDEN PARK

TITLE: SITE & DRAINAGE LAYOUT PLAN

DESIGN:	CHECKED:	JOB NUMBER:
PZ	TAZ	2180505
DRAWN:	DATE:	SCALE:
PZ	11 MAY'18	AS SHOWN
DRAWING NUMBER: CF5		ISSUE: -

PLOT DATE: 11.05.18

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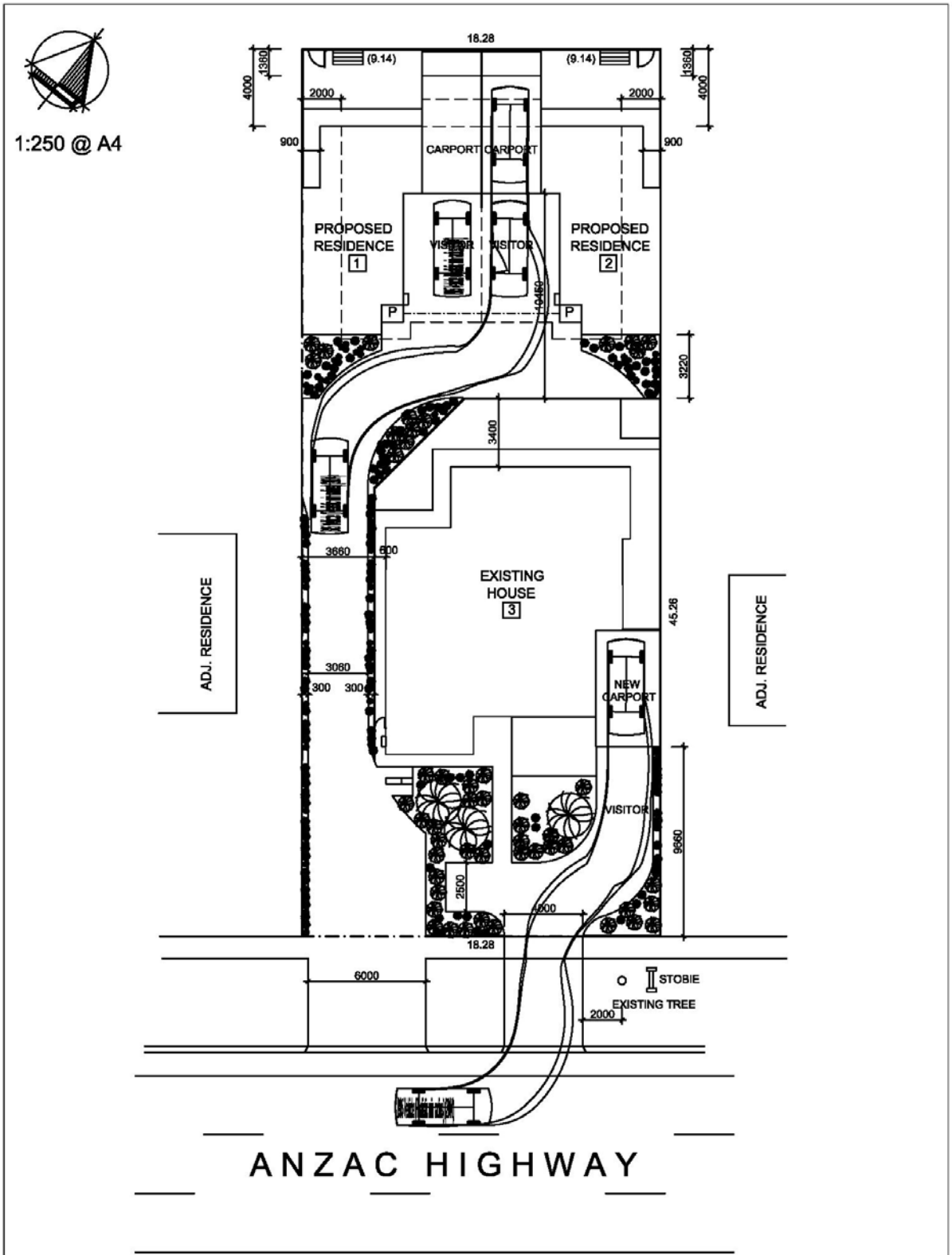

FIGURE 2: EXISTING HOUSE ENTRY, RESIDENCE 2 ENTRY

PHIL WEAVER & ASSOCIATES TRAFFIC ENGINEERING CONSULTANTS	**Client:** Jim Diamanti	REF: 18-135 DATE: 25/09/18	204 Young Street UNLEY SA 5061 P: 08 8271 5999 E: mail@philweaver.com.au
	Location: 373 Anzac Highway, Camden Park	DWG BY: AH CHK BY: PW	

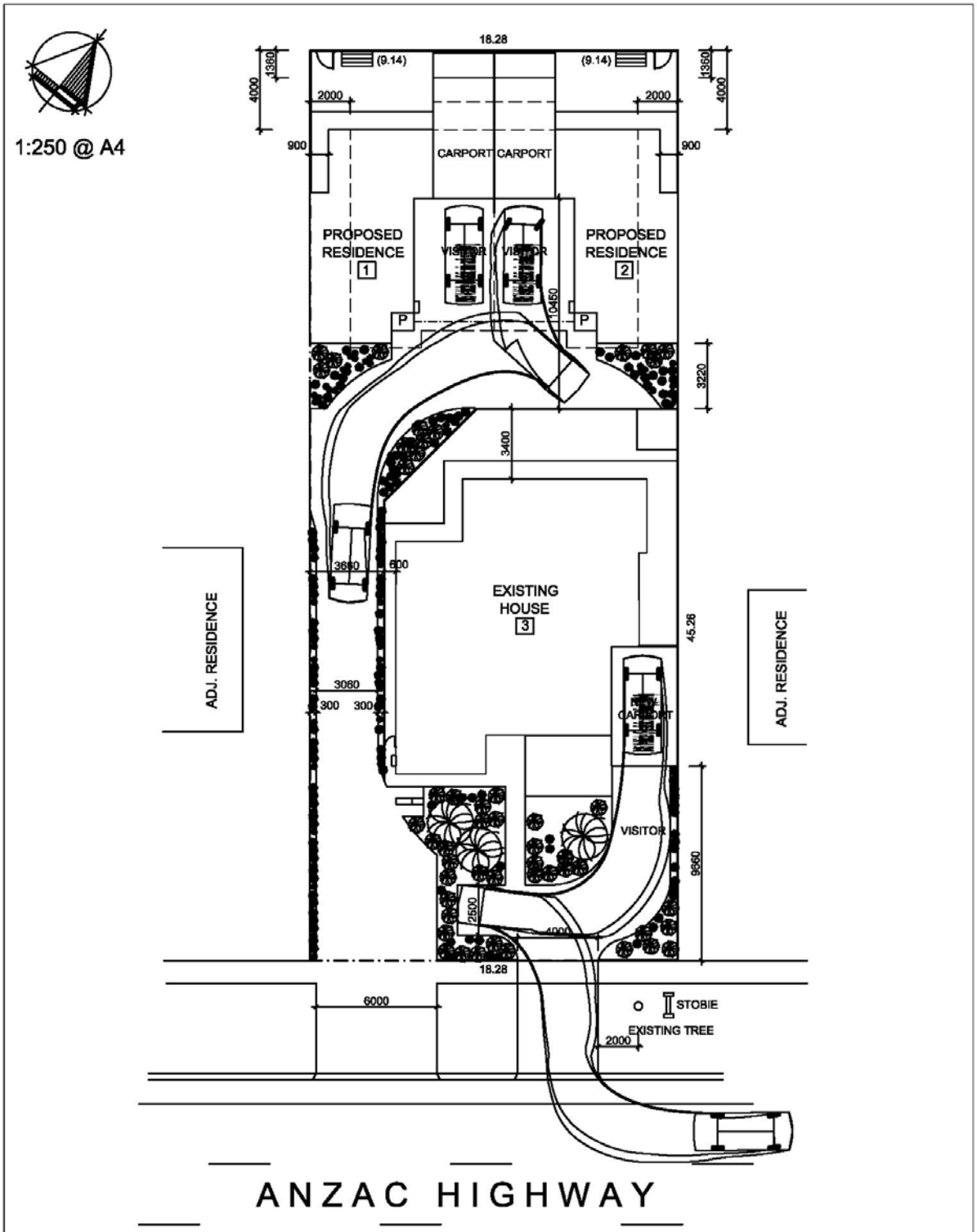

FIGURE 4: EXISTING HOUSE EXIT, RESIDENCE 2 EXIT

PHIL WEAVER & ASSOCIATES TRAFFIC ENGINEERING CONSULTANTS	**Client:** Jim Diamanti	REF: 18-135 DATE: 25/09/18	204 Young Street UNLEY SA 5061 P: 08 8271 5999 E: mail@philweaver.com.au
	Location: 373 Anzac Highway, Camden Park	DWG BY: AH CHK BY: PW	

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CONSULTING CIVIL & STRUCTURAL ENGINEERS
ACN 008 085 952

STORMWATER DRAINAGE CALCULATIONS

CLIENT: D. TALIA **JOB NO:** 2180505

SITE: 373 ANZAC HIGHWAY, CAMDEN PARK

PROJECT DETAILS: **STORMWATER DRAINAGE DESIGN**

PAGE **INDEX**

1-2 **STORMWATER DESIGN COMPUTATIONS**

Unit 7, 467 Fullarton Road, Highgate, South Australia, 5063
Telephone: (08) 8299 9908 **Facsimile:** (08) 8299 9907 **Email:** zafiris@adam.com.au

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CONSULTING CIVIL & STRUCTURAL ENGINEERS
UNIT 7, 467 FULLARTON ROAD, HIGHGATE, S.A. 5063
PHONE: (08) 8299 9908 FAX: (08) 8299 9907 EMAIL: zafiris@adam.com.au

JOB NUMBER:	SHEET NUMBER:
2180505	1
DESIGN:	DATE:
PZ	11/05/2018

ADDRESS: 373 ANZAC HIGHWAY, CAMDEN PARK

STORMWATER COMPUTATIONS:

Post development runoff to be restricted to Q_5 flow for the critical flow up to 20 years ARI. Event

EXISTING SITE DISCHARGE:

	Impervious		Pervious			
Q_{EXIST}=[	828 (0.25)	+	828 (0.75)]	x (60/3600) =	13.8	L/s

Ex. Flow $5I_{10}$ = 7.5 (Propsoed development areas is 54% of total allotment size)

PROPOSED DEVELOPMENT RUNOFF:

Direct discharge to street, Q_{ground} :

	Paving		Landscape		Roof direct discharge	
Q_{ground}= [	209 (0.9)	+	83 (0.1)	+	50 (1.0)]	x (I/3600)

= 0.07 l

Roof runoff, Q_{Roof} :

	Roof Area		Roof direct discharge				
Q_{Roof}=[(	156.00	-	50	) x 1.0]	x (I/3600)	=	0.03 l

DESIGN FOR 20 YEARS ARI EVENTS:

Storm duration	Intensity I(mm/hr)	Q_{ground} (L/s)	Q_{Roof} (L/s)	Q_{all} (net)	Storage Paving (L)	Required Tank (L)
5min	121	8.47	3.63	2.97	**891**	1245
6min	112	7.84	3.36	2.34	842	**1245**
10min	89.3	6.25	2.68	0.75	450	1204
20min	62	4.34	1.86	-1.16	-1392	220
30min	48.8	3.42	1.46	-2.08	-3744	-1358
60min	31.4	2.20	0.94	-3.30	-11880	-6848

Allow 1.0 L/s discharge from each 20mm Ø, outlet of RW tanks

2 L/s total = 2 tanks, 2 buildings

$Q_{orifice}$ (outlets) → $Q_o = CA\sqrt{(2gH)}$

C= 0.65 (outake coefficient) g= 9.81 m/s

A= 0.00033 m^2 (20mm Ø) H= 1 m

$Q_o = 0.65 \times 0.00033 \sqrt{(2 \times 9.81 \times 1)}$ = 0.0010 m^3/s = 1.0 L/s

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JOB NUMBER:	SHEET NUMBER:
2180505	2
DESIGN:	DATE:
PZ	11/05/2018

ADDRESS: 373 ANZAC HIGHWAY, CAMDEN PARK

GROUND STORAGE REQUIRED: CONSIDER, WORST CASE @ 5MIN STORM

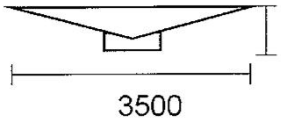
Net flow to be detained on site, Q_{all}:

Q_{all} = (Q_{ground} 8.47 - Q_{exist} 7.5) + RW tank o/f 2 = **2.97** L/s

Storage Volume = 2.97 x 5 (minute) x 60 (seconds) = **891**

Volume= 2.97 x 5 x 60/1000 = **0.89** m^3

ALLOW PONDING AROUND SUMPS:



Volume= $\frac{3.5^2 \times 0.05}{3}$ x 6 sumps = **1.23** m^3

= Volume 1.23 + pipe storage 2 x 0.2 = **1.63** m^3 > 0.89 m^3 OK

ROOF STORAGE TANK REQUIRED → WORST CASE @ 6MIN STORM

Roof Storage Required = [(Qroof 3.36 - RW tank 2.0)] x 6 x 60/2 res

= Detention 245 + Retention 1000L = **1245** L

[Provide 1000L detention tanks & 1000L retention tanks for proposed residences]

PURPOSE:	PRIMARY COMMUNITY	AREA NAME:	CAMDEN PARK	APPROVED:	
MAP REF:	6628/50/G	COUNCIL:	CITY OF WEST TORRENS		
LAST PLAN:	DXXXXXX	DEVELOPMENT NO:	211/C024/18/001	DEPOSITED/FILED:	SHEET 1 OF 2
					61740_text_01_v01

AGENT DETAILS: FYFE PTY LTD
LEVEL 1, 124 SOUTH TERRACE
ADELAIDE SA 5000
PH: 82019600
FAX:

AGENT CODE: ALRF

REFERENCE: 66249/1/1 SU1-R5

SURVEYORS CERTIFICATION:

SUBJECT TITLE DETAILS:

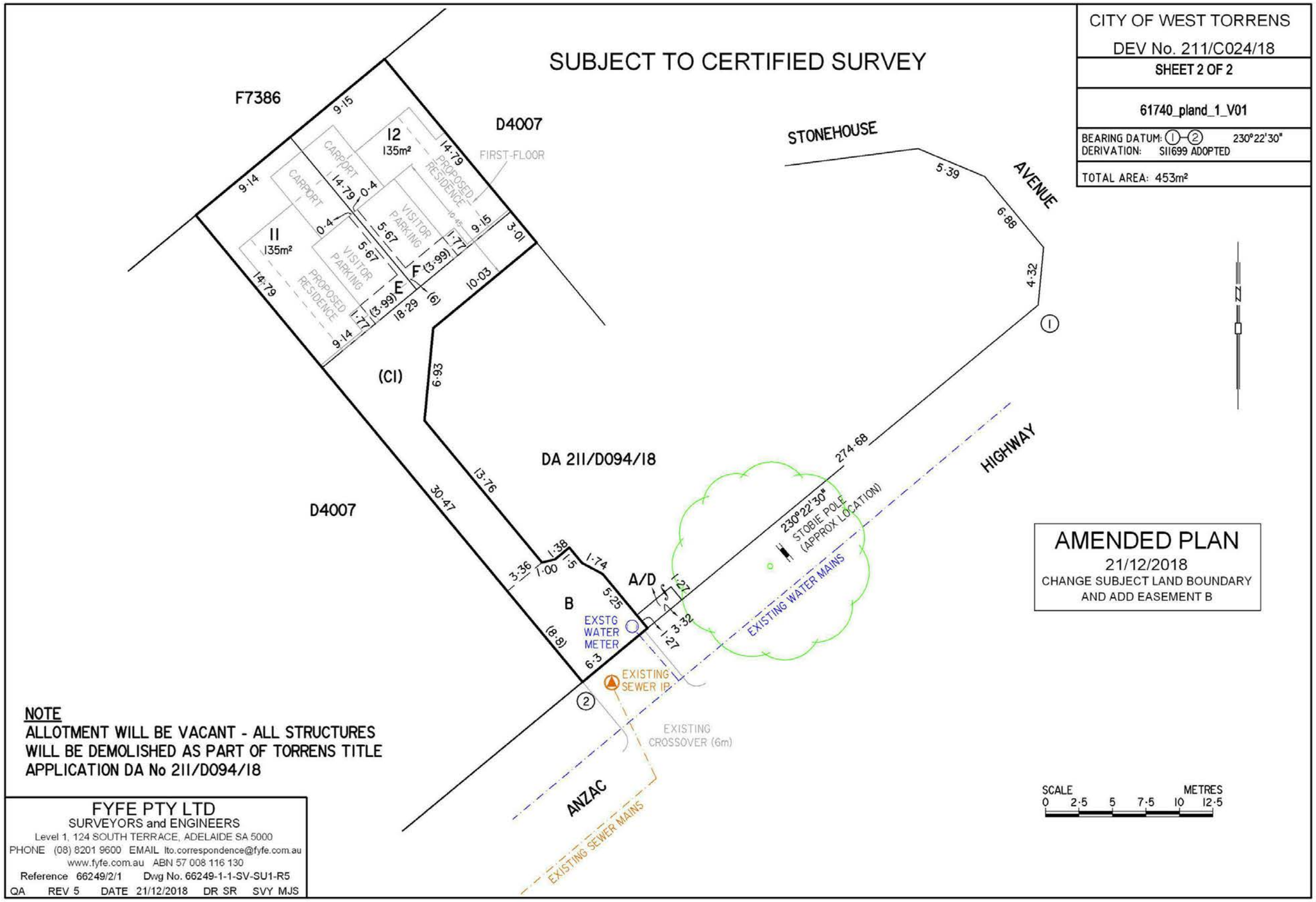
PREFIX	VOLUME	FOLIO	OTHER	PARCEL	NUMBER	PLAN	NUMBER	HUNDRED / IA / DIVISION	TOWN	REFERENCE NUMBER
PT CT	5705	921		ALLOTMENT(S)	10	D	XXXXXX	ADELAIDE		

OTHER TITLES AFFECTED:

EASEMENT DETAILS:

STATUS	LAND BURDENED	FORM	CATEGORY	IDENTIFIER	PURPOSE	IN FAVOUR OF	CREATION
EXISTING		LONG	RIGHT(S) OF WAY	A		11.12.COMMON PROPERTY	
EXISTING	C(1)	LONG	EASEMENT(S)	B		10 IN DA: 211/D094/18	
EXISTING		SHORT	EASEMENT(S)	D	FOR DRAINAGE PURPOSES	11.12.COMMON PROPERTY	
NEW	11	LONG	RIGHT(S) OF WAY	E	VEHICULAR ACCESS	12	
NEW	12	LONG	RIGHT(S) OF WAY	F	VEHICULAR ACCESS	11	

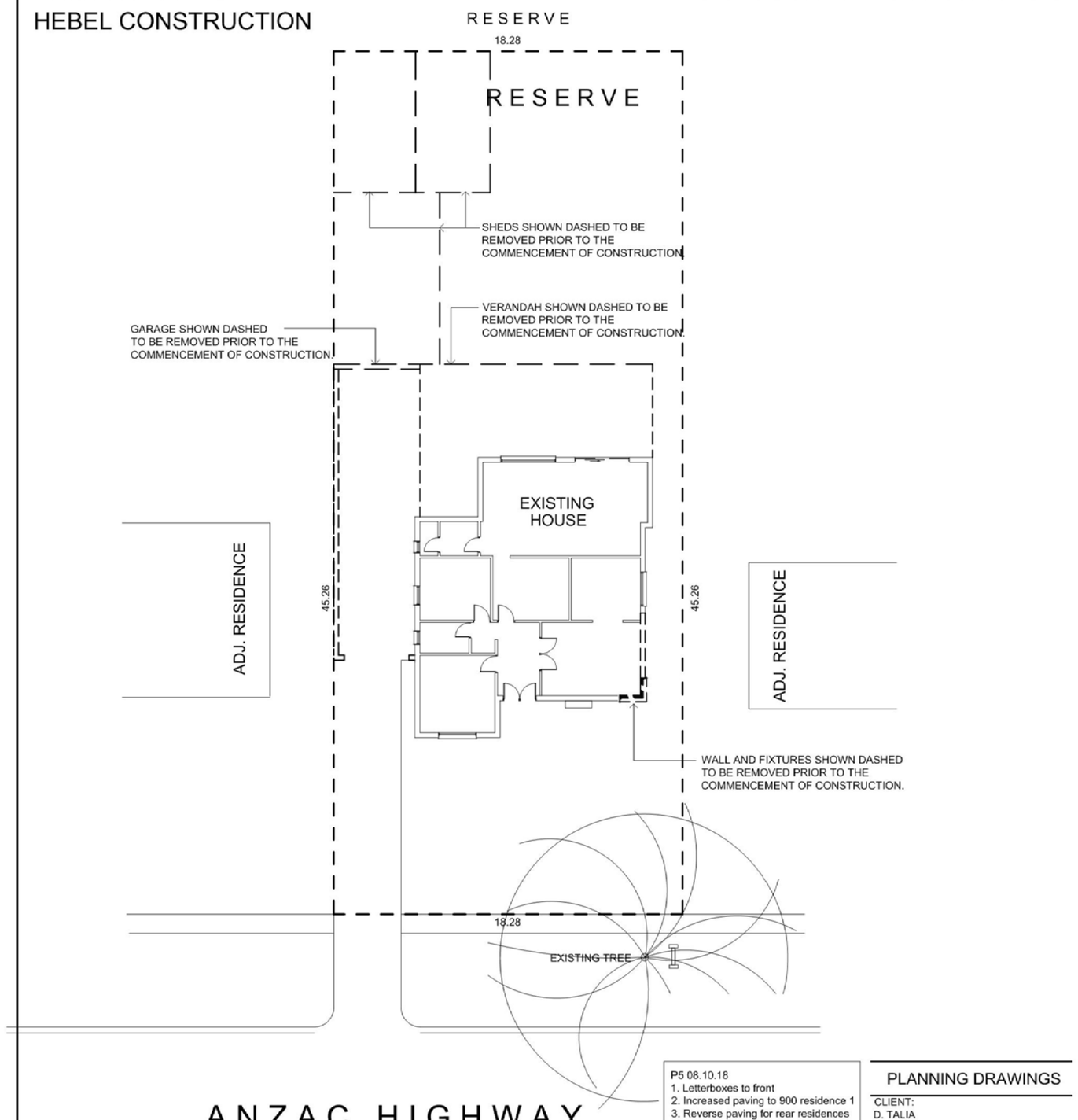
ANNOTATIONS: THE COMMON PROPERTY IS DESIGNATED (C1) FOR LAND INFORMATION PURPOSES ONLY AND DOES NOT PROVIDE A LEGAL IDENTIFIER FOR THE COMMON PROPERTY


CITY OF WEST TORRENS
DEV No. 211/C024/18
SHEET 2 OF 2
61740_pland_1_V01
BEARING DATUM: 1-2 230°22'30"
DERIVATION: S11699 ADOPTED
TOTAL AREA: 453m²
SUBJECT TO CERTIFIED SURVEY
F7386
D4007
STONEHOUSE
AVENUE
HIGHWAY
ANZAC
DA 211/D094/18
D4007
(C1)
12
135m²
11
135m²
CARPORT
PROPOSED RESIDENCE
VISITOR PARKING
FIRST-FLOOR
A/D
B
EXSTG WATER METER
EXISTING SEWER IP
EXISTING CROSSOVER (6m)
EXISTING WATER MAINS
EXISTING SEWER MAINS
230°22'30" STOBIE POLE (APPROX LOCATION)
274·68
30·47
13·76
6·93
10·03
18·29
AMENDED PLAN
21/12/2018
CHANGE SUBJECT LAND BOUNDARY AND ADD EASEMENT B
NOTE
ALLOTMENT WILL BE VACANT - ALL STRUCTURES WILL BE DEMOLISHED AS PART OF TORRENS TITLE APPLICATION DA No 211/D094/18
SCALE METRES
0 2·5 5 7·5 10 12·5
FYFE PTY LTD
SURVEYORS and ENGINEERS
Level 1, 124 SOUTH TERRACE, ADELAIDE SA 5000
PHONE (08) 8201 9600 EMAIL lto.correspondence@fyfe.com.au
www.fyfe.com.au ABN 57 008 116 130
Reference 66249/2/1 Dwg No. 66249-1-1-SV-SU1-R5
QA REV 5 DATE 21/12/2018 DR SR SVY MJS

2 of 2

TIMBER FRAMED
HEBEL CONSTRUCTION

CONCEPT DRAWINGS



DEMOLITION PLAN

SCALE 1:200 @ A3

P5 08.10.18
1. Letterboxes to front
2. Increased paving to 900 residence 1
3. Reverse paving for rear residences

P4 14.08.18
1. Reinstated 2nd crossover
2. Moved carport res 2 & 3 back
3. Updated areas

P3 26.07.18
1. Added letteboxes & meters
2. Changed res 3 drive to come off main driveway
3. Added tubular fence to front
4. added support beam over visitor parks to res 1 & 2.

P2 30.05.18
1. Shed of Residence 2 change location
2. Clothesline added
3. Residence 2 Carport dimension
4. Front Residence landscape added
5. Storage above 2m high on carport added
6. Areas schedule

P1 04.05.18
1. Reversing Area for front unit
2. Letterboxes, Meterboxes added
3. Storage Shed added
4. 2m setback from existing tree
5. Increase distand of crossover to 6m
6. Increased landscape

PLANNING DRAWINGS

CLIENT:
D. TALIA

SITE ADDRESS:
373 ANZAC HIGHWAY - CAMDEN PARK

PROPOSED:
UNITS TO REAR OF EXISTING RESIDENCE

DATE: MAY 2018
DRAWN: PR
DRAWING NO. PD. 02. P5

SHEET: 02 OF 15

BUILDING DESIGN & PROJECT MANAGEMENT
PO Box 551, Marleston SA, 5033

PHONE: (08) 82931526
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EMAIL: admin@diamantidd.com.au

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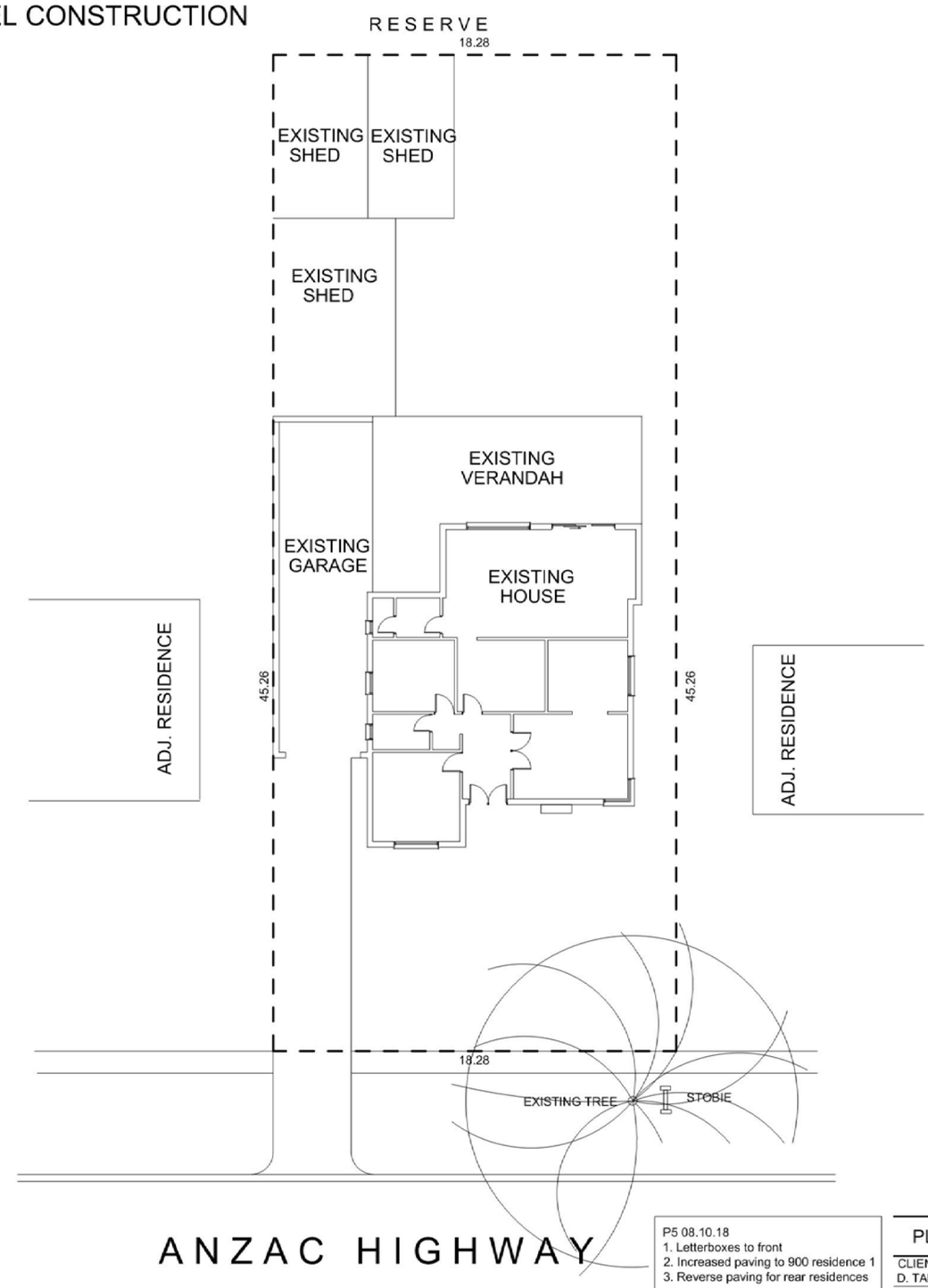
TIMBER FRAMED
HEBEL CONSTRUCTION

CONCEPT DRAWINGS



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PLANNING DRAWINGS

CLIENT:
D. TALIA

SITE ADDRESS:
373 ANZAC HIGHWAY - CAMDEN PARK

PROPOSED:
UNITS TO REAR OF EXISTING RESIDENCE

DATE: MAY 2018
DRAWING NO. PD. 01. P5

DRAWN: PR

SHEET: 01 OF 15

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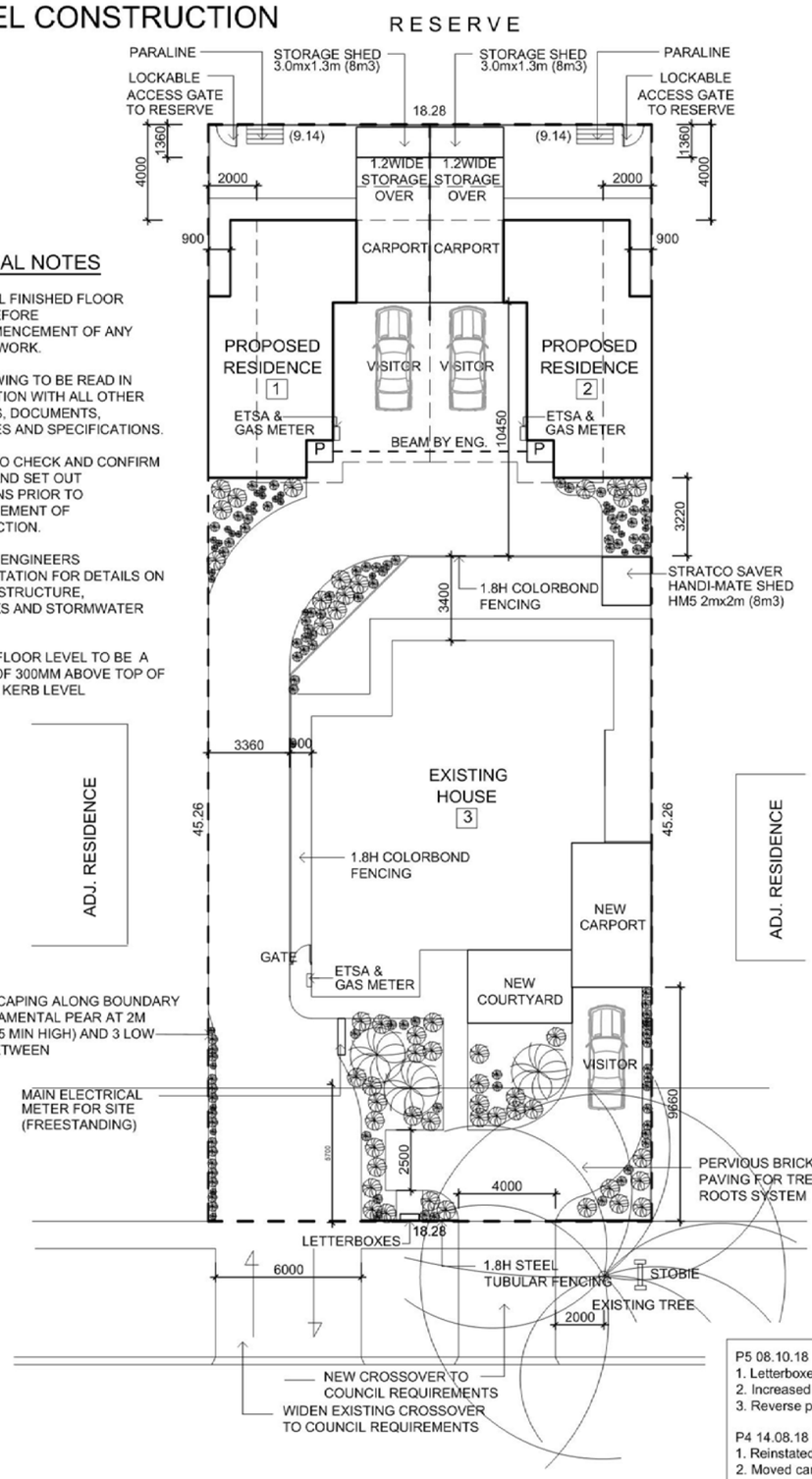
EXISTING SITE PLAN

SCALE 1:200 @ A3

TIMBER FRAMED HEBEL CONSTRUCTION

CONCEPT DRAWINGS



GENERAL NOTES

VERIFY ALL FINISHED FLOOR LEVELS BEFORE THE COMMENCEMENT OF ANY BUILDING WORK.

THIS DRAWING TO BE READ IN CONJUNCTION WITH ALL OTHER DRAWINGS, DOCUMENTS, SCHEDULES AND SPECIFICATIONS.

BUILDER TO CHECK AND CONFIRM ALL SITE AND SET OUT DIMENSIONS PRIOR TO COMMENCEMENT OF CONSTRUCTION.

REFER TO ENGINEERS DOCUMENTATION FOR DETAILS ON FOOTING, STRUCTURE, SITEWORKS AND STORMWATER DETAILS.

FINISHED FLOOR LEVEL TO BE A MINIMUM OF 300MM ABOVE TOP OF ROADSIDE KERB LEVEL

LANDSCAPING SCHEDULE

A SHRUB (1-3 m height)

1 DODONEA PURPUREA (EVERGREEN, 3 M HEIGHT/3M WIDTH)
2 ABELIA GRANDIFOLIA (EVERGREEN, 1.8 M HEIGHT)
3 POLYGALA GRANDIFLORA (1M HEIGHT/1.3M WIDTH)
4 WESTRINGIA FRUTICOSA (2M HEIGHT/2M WIDTH)
5 COLEONEMA PULCHRUM COMPACTUM (EVERGREEN, 0.6-0.75 M HEIGHT/0.5M WIDTH)
6 CALLISTEMON LITTLE JOHN (0.5-1M HEIGHT/0.3-1M WIDTH)
7 NANDINA NANA (0.6M HEIGHT/0.6M WIDTH)
8 COLEONEMA AUREA "GOLDEN DIOSMA" (EVERGREEN, 1.5 M HEIGHT/1.5M WIDTH)

B SHRUB (4-6 M HEIGHT)

14 ACACIA FLORIBUNDA (6 M HEIGHT)
15 CALLISTEMON HANNAH RAY (EVERGREEN, 4 M HEIGHT/2M WIDTH)
16 HEBE BUXIFOLIA (6M HEIGHT)

C TREE

17 TRISTANIA CONFERTA (ROAD SIDE TREE)
18 CALLISTEMON KINGS PARK SPECIAL (3-5 M HEIGHT /3-4 M WIDTH)
19 EUCALYPTUS LEUCOXYLON ROSEA (9 M HEIGHT /4 M WIDTH)
20 ACACIA ITEAPHYLLA (2-4 M HEIGHT)
21 ALNUS JURULLENSIS (20-25 M HEIGHT)

SITE AREAS

OVERALL SITE	827.71 SQM		
LOT 1	162.76 SQM	POS	24.15 SQM
LOT 2	162.76 SQM	POS	24.15 SQM
LOT 3	374.53 SQM	POS	53.34 SQM
DRIVEWAY	127.66 SQM		

RESIDENCE 1

GROUND FLOOR	53.49 SQM
UPPER FLOOR	70.83 SQM
CARPORT	18.15 SQM
PORCH	1.00 SQM
BALCONY	3.48 SQM
TOTAL	146.95 SQM

RESIDENCE 2

RESIDENCE 1

GROUND FLOOR	53.49 SQM
UPPER FLOOR	70.83 SQM
CARPORT	18.15 SQM
PORCH	1.00 SQM
BALCONY	3.48 SQM
TOTAL	146.95 SQM

RESIDENCE 3

FLOORPLAN	147.97 SQM
NEW CARPORT	19.63 SQM
TOTAL	167.60 SQM

PROPOSED SITE PLAN

SCALE 1:200 @ A3

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6. Areas schedule

P1 04.05.18
1. Reversing Area for front unit
2. Letterboxes, Meterboxes added
3. Storage Shed added
4. 2m setback from existing tree
5. Increase distand of crossover to 6m
6. Increased landscape

PLANNING DRAWINGS

CLIENT:
D. TALIA

SITE ADDRESS:
373 ANZAC HIGHWAY - CAMDEN PARK

PROPOSED:
UNITS TO REAR OF EXISTING RESIDENCE

DATE: MAY 2018
DRAWING NO. PD. 03. P5
DRAWN: PR
SHEET: 03 OF 15

BUILDING DESIGN & PROJECT MANAGEMENT
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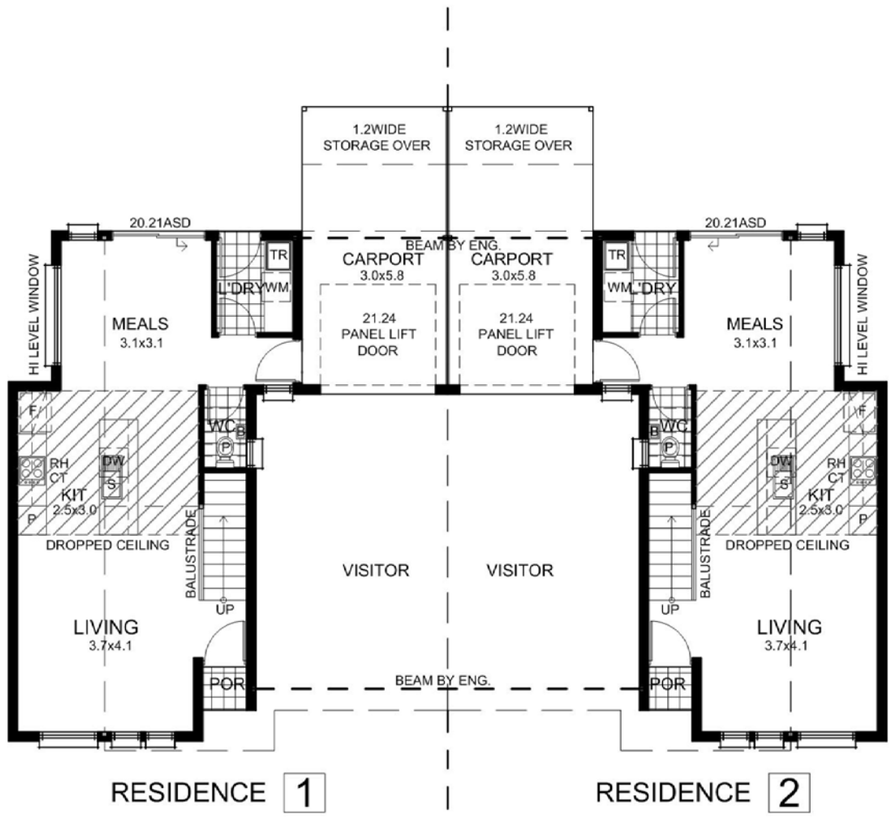
TIMBER FRAMED
HEBEL CONSTRUCTION

PLANNING DRAWINGS



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6. Increased landscape

LOWER FLOOR PLAN

SCALE 1:100 @ A3

PLANNING DRAWINGS

CLIENT:
D. TALIA

SITE ADDRESS:
373 ANZAC HIGHWAY - CAMDEN PARK

PROPOSED:
UNITS TO REAR OF EXISTING RESIDENCE

DATE: MAY 2018
DRAWN: PR
DRAWING NO. PD. 05. P5
SHEET: 05 OF 15

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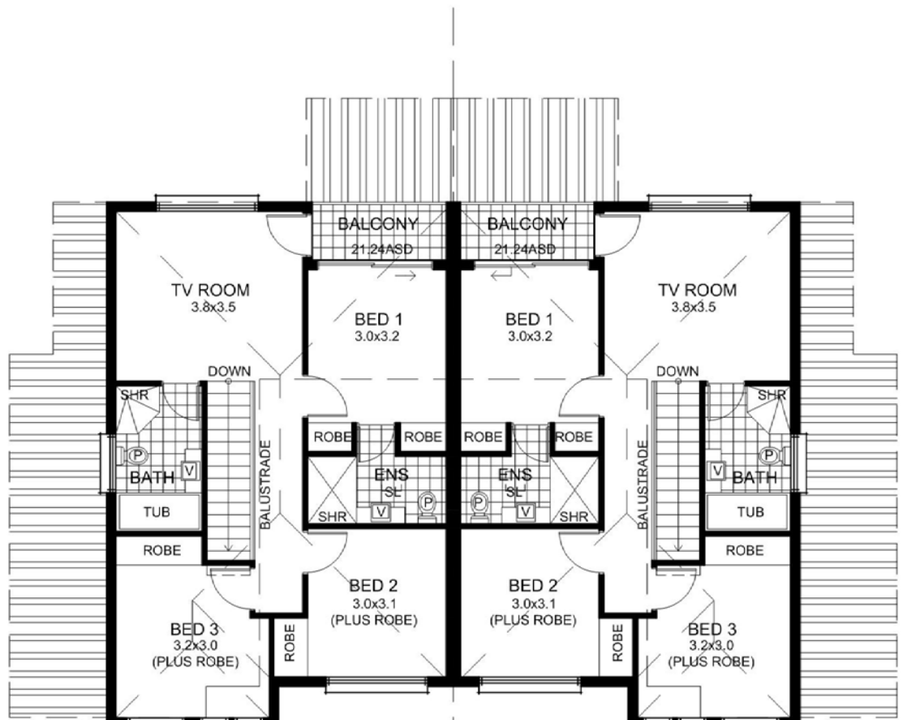

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PLANNING DRAWINGS

CLIENT:
D. TALIA

SITE ADDRESS:
373 ANZAC HIGHWAY - CAMDEN PARK

PROPOSED:
UNITS TO REAR OF EXISTING RESIDENCE

DATE: MAY 2018
DRAWN: PR
DRAWING NO.
PD. 06. P5

SHEET: 06 OF 15

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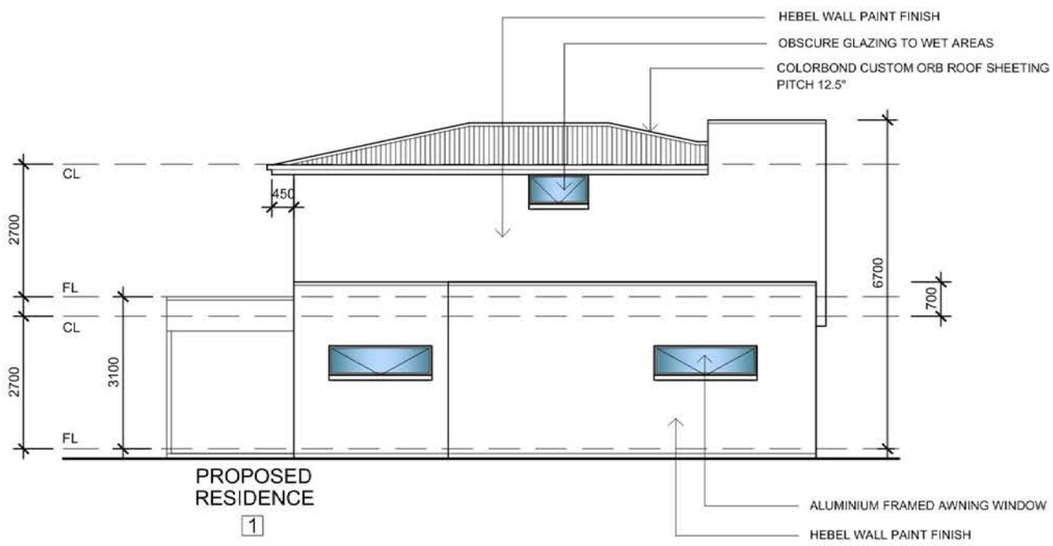
UPPER FLOOR PLAN

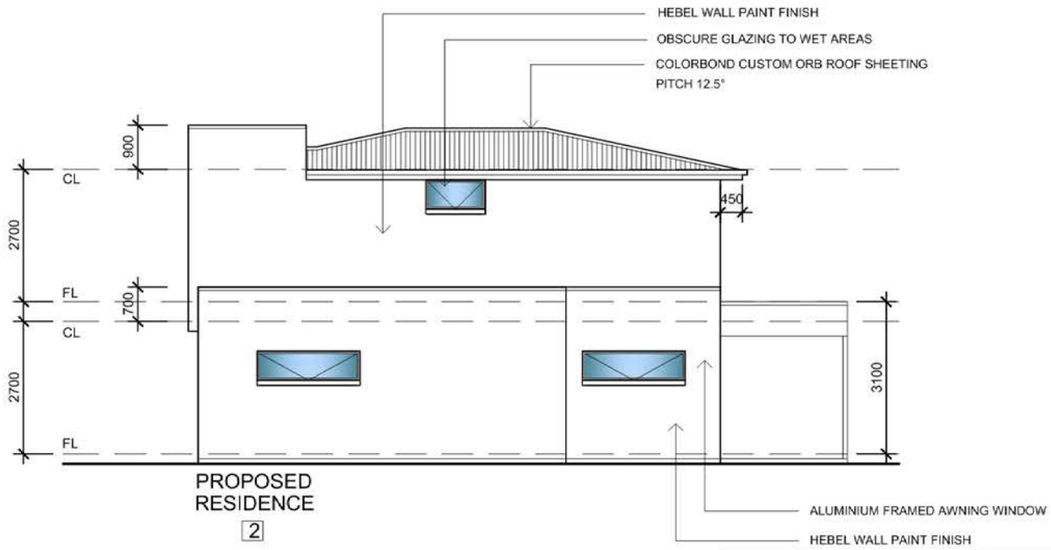
SCALE 1:100 @ A3

TIMBER FRAMED
HEBEL CONSTRUCTION

PLANNING DRAWINGS



WEST ELEVATION



EAST ELEVATION

BUILDING AND COLOUR SCHEDULE	
CONSTRUCTION	COLOUR
CONCRETE RAFT SLAB & FOOTING TO ENGINEERS DESIGN	---
TIMBER FRAMED WALLS GYPROCK LINING	---
HEBEL VENEER TO DWELLING	SOLVER DOESKIN
FIBRE CEMENT SHEETING TEXTURE COATED	SOLVER NOMAD BEIGE
COLORBOND CUSTOM ORB	SLATE GREY
EAVES AND GUTTERS	SLATE GREY
ALUMINIUM FRAMED AWNING AND SLIDING	NATURAL ANODISED
BRICKWORK (COURTYARD)	AUSTRAL COLONIAL RED
COLORBOND PANEL LIFT DOOR	SLATE GREY

ELEVATIONS

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PLANNING DRAWINGS

CLIENT:
D. TALIA

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373 ANZAC HIGHWAY - CAMDEN PARK

PROPOSED:
UNITS TO REAR OF EXISTING RESIDENCE

DATE: MAY 2018 | DRAWING NO. PD. 08. P5

DRAWN: PR

SHEET: 08 OF 15

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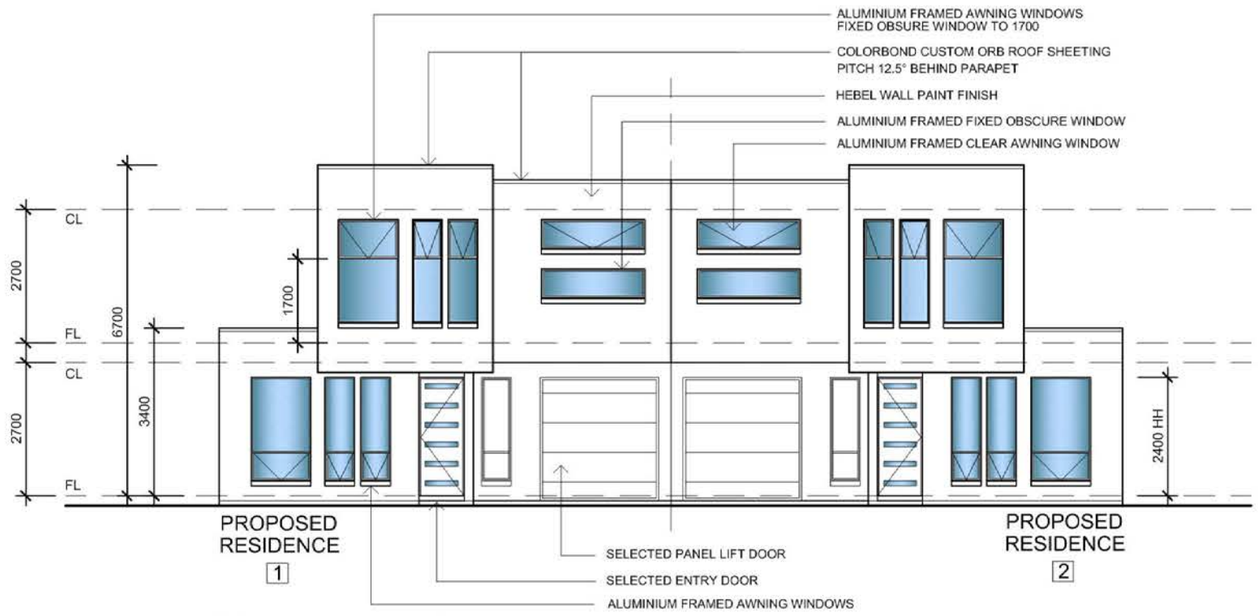

SOUTH ELEVATION



NORTH ELEVATION

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CONCRETE RAFT SLAB & FOOTING TO ENGINEERS DESIGN	---
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BRICKWORK (COURTYARD)	AUSTRAL COLONIAL RED
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PLANNING DRAWINGS

CLIENT:
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SITE ADDRESS:
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PROPOSED:
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DATE: MAY 2018 | DRAWING NO. PD. 07. P5

DRAWN: PR

SHEET: 07 OF 15

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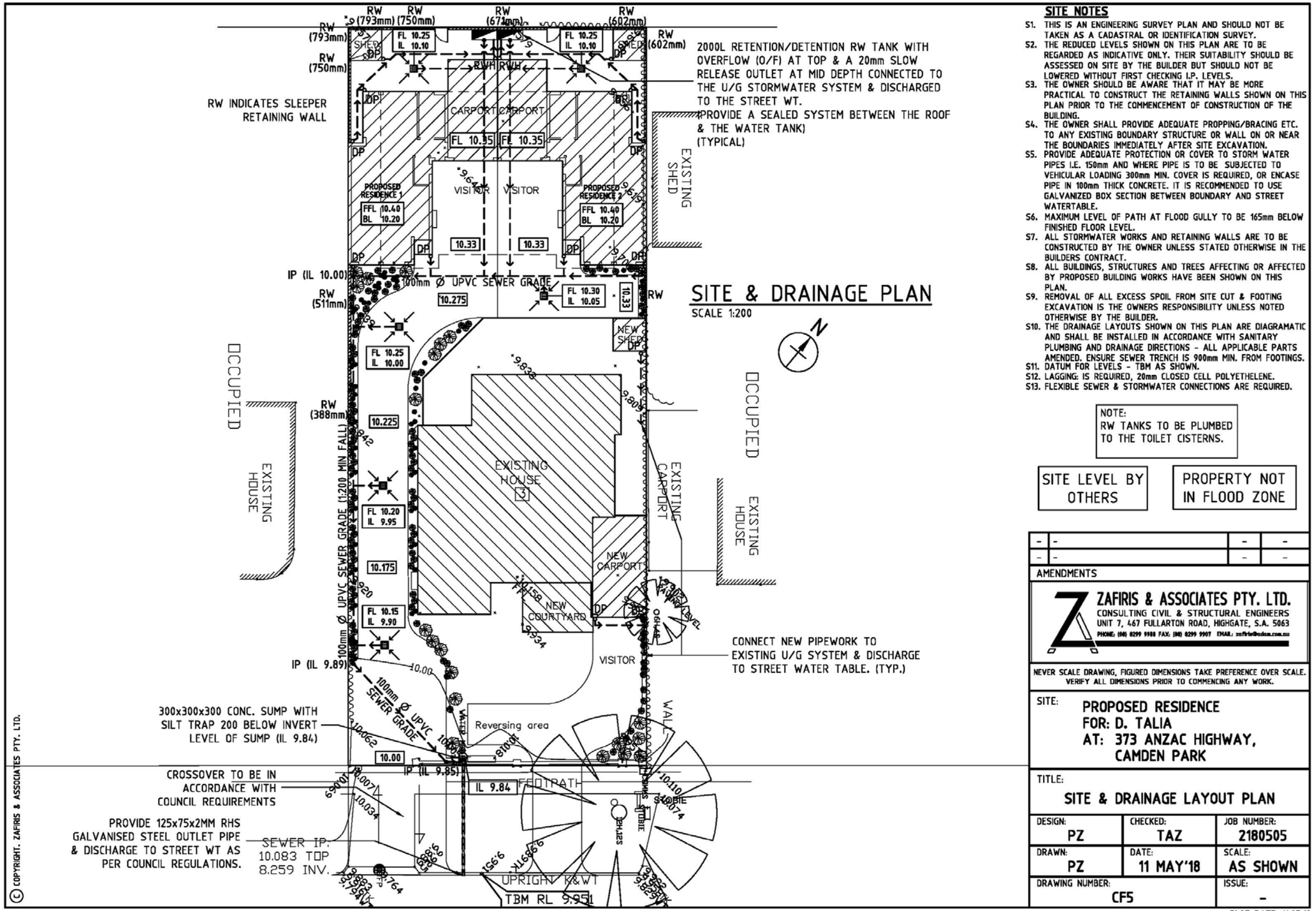
RW INDICATES SLEEPER RETAINING WALL
2000L RETENTION/DETENTION RW TANK WITH OVERFLOW (O/F) AT TOP & A 20mm SLOW RELEASE OUTLET AT MID DEPTH CONNECTED TO THE U/G STORMWATER SYSTEM & DISCHARGED TO THE STREET WT. (PROVIDE A SEALED SYSTEM BETWEEN THE ROOF & THE WATER TANK) (TYPICAL)
CONNECT NEW PIPEWORK TO EXISTING U/G SYSTEM & DISCHARGE TO STREET WATER TABLE. (TYP.)
300x300x300 CONC. SUMP WITH SILT TRAP 200 BELOW INVERT LEVEL OF SUMP (IL 9.84)
CROSSOVER TO BE IN ACCORDANCE WITH COUNCIL REQUIREMENTS
PROVIDE 125x75x2MM RHS GALVANISED STEEL OUTLET PIPE & DISCHARGE TO STREET WT AS PER COUNCIL REGULATIONS.
SEWER IP: 10.083 TOP 8.259 INV.
IP (IL 10.00)
IP (IL 9.89)
IP (IL 9.85)
100mm Ø UPVC SEWER GRADE (1:200 MIN FALL)
100mm Ø UPVC SEWER GRADE
100mm Ø UPVC SEWER GRADE
EXISTING HOUSE
EXISTING CARPORT
EXISTING SHED
NEW SHED
NEW CARPORT
NEW COURTYARD
CARPORT/CARPORT
VISITOR
VISITOR
PROPOSED RESIDENCE 1
PROPOSED RESIDENCE 2
FFL 10.40 BL 10.20
FFL 10.40 BL 10.20
FL 10.35
FL 10.35
FL 10.25 IL 10.10
FL 10.25 IL 10.10
FL 10.25 IL 10.00
FL 10.30 IL 10.05
FL 10.20 IL 9.95
FL 10.15 IL 9.90
10.33
10.33
10.275
10.225
10.175
10.00
IL 9.84
Reversing area
FOOTPATH
UPRIGHT K&WT
TBM RL 9.951
OCCUPIED
OCCUPIED
RW INLET
WALL
SEPH25
SEPH25
SEPH25

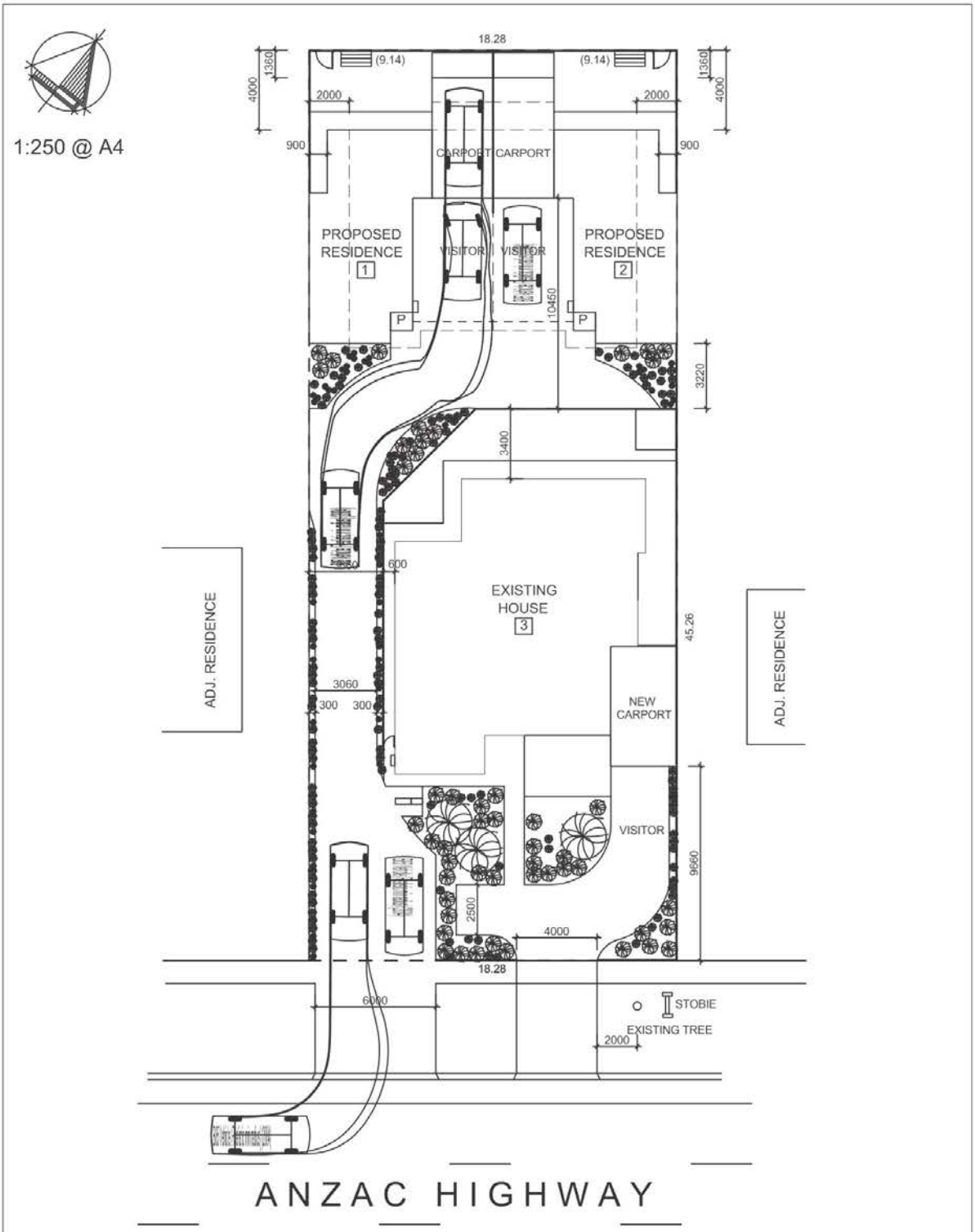

FIGURE 1: SHARED DRIVEWAY ENTRY, RESIDENCE 1 ENTRY

PHIL WEAVER & ASSOCIATES TRAFFIC ENGINEERING CONSULTANTS	**Client:** Jim Diamanti	REF: 18-135 DATE: 25/09/18	204 Young Street UNLEY SA 5061 P: 08 8271 5999 E: mail@philweaver.com.au
	Location: 373 Anzac Highway, Camden Park	DWG BY: AH CHK BY: PW	

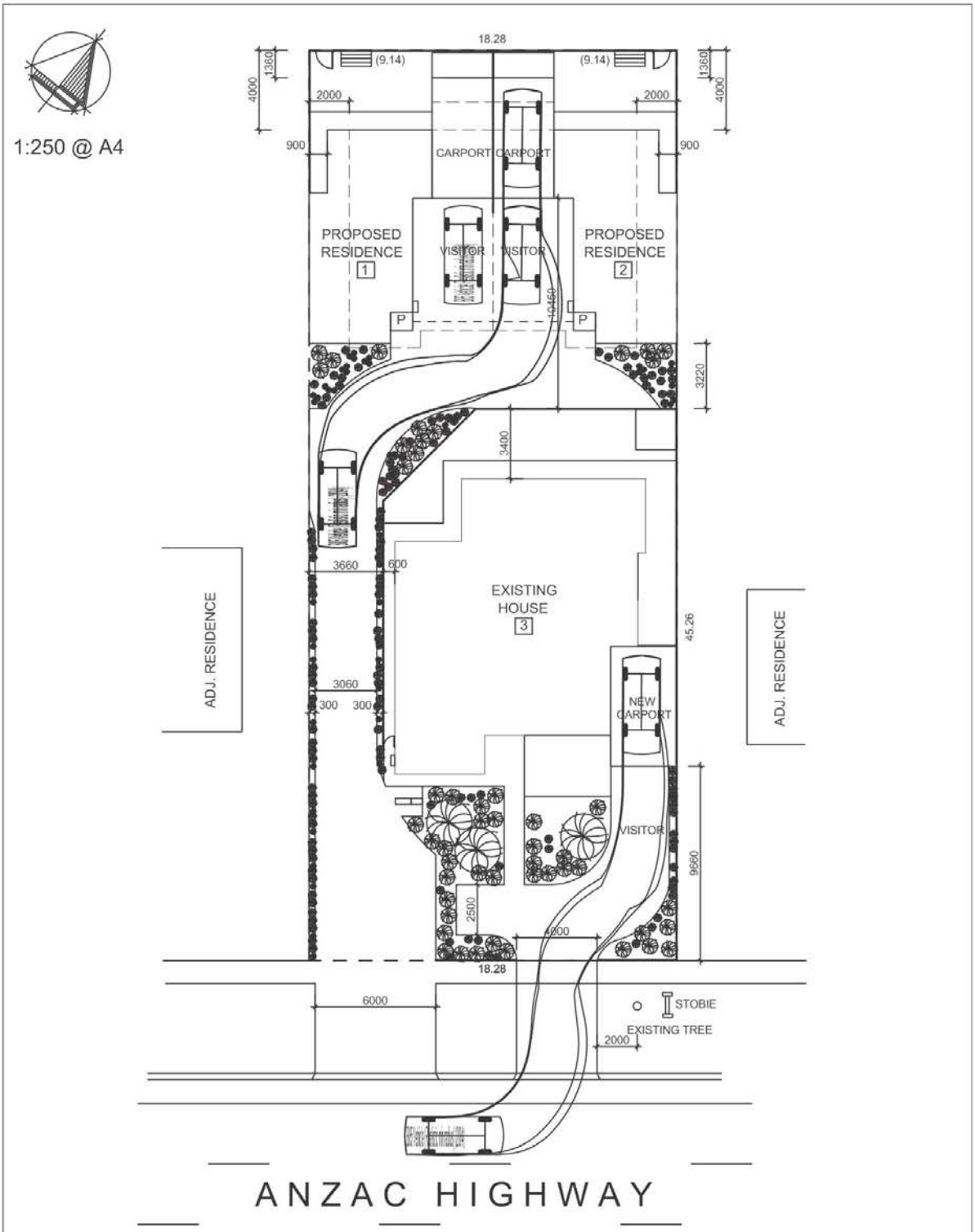

FIGURE 2: EXISTING HOUSE ENTRY, RESIDENCE 2 ENTRY

PHIL WEAVER & ASSOCIATES TRAFFIC ENGINEERING CONSULTANTS	**Client:** Jim Diamanti	REF: 18-135 DATE: 25/09/18	204 Young Street UNLEY SA 5061 P: 08 8271 5999 E: mail@philweaver.com.au
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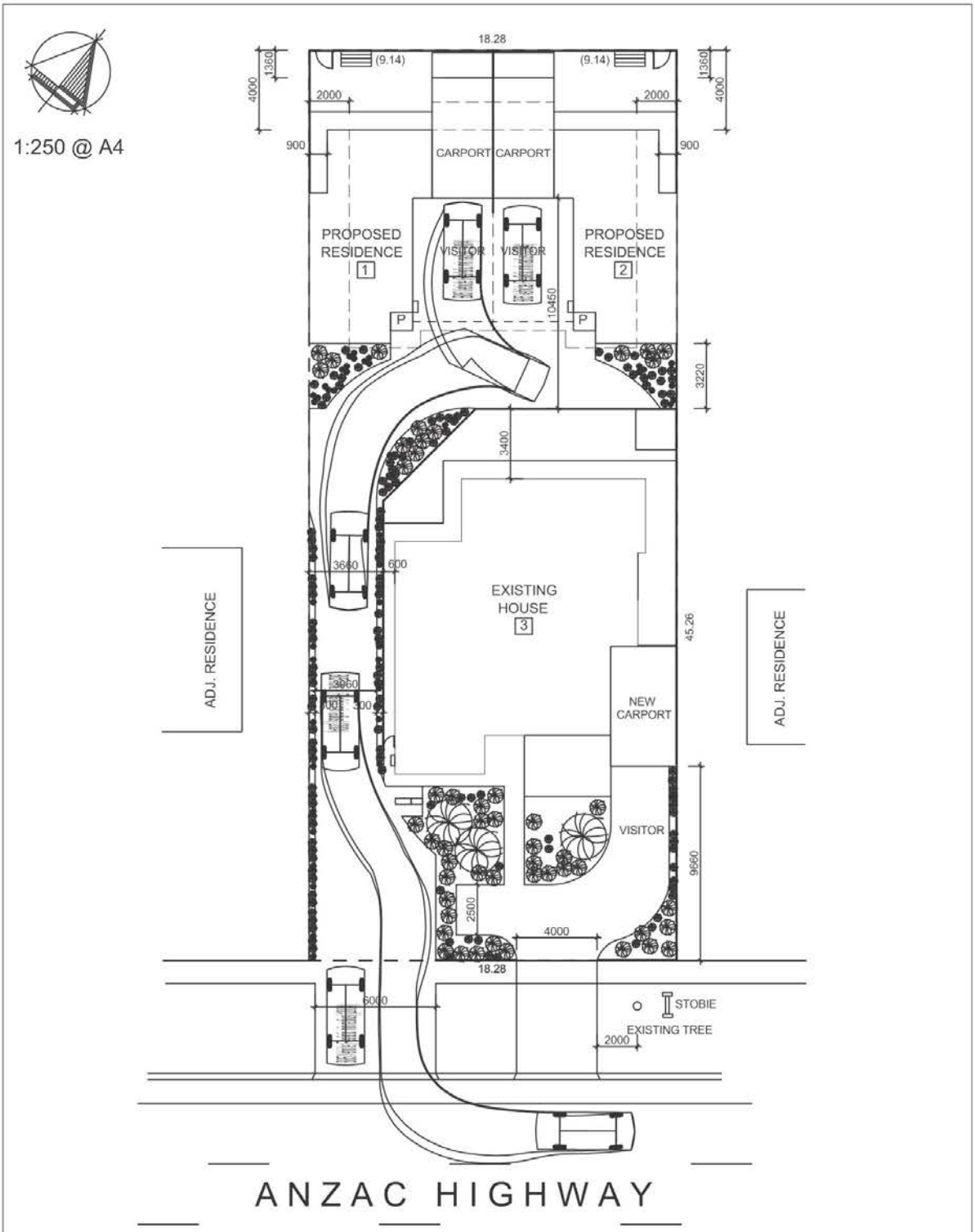

FIGURE 3: RESIDENCE 1 EXIT, SHARED DRIVEWAY EXIT

PHIL WEAVER & ASSOCIATES TRAFFIC ENGINEERING CONSULTANTS	**Client:** Jim Diamanti	REF: 18-135 DATE: 25/09/18	204 Young Street UNLEY SA 5061 P: 08 8271 5999 E: mail@philweaver.com.au
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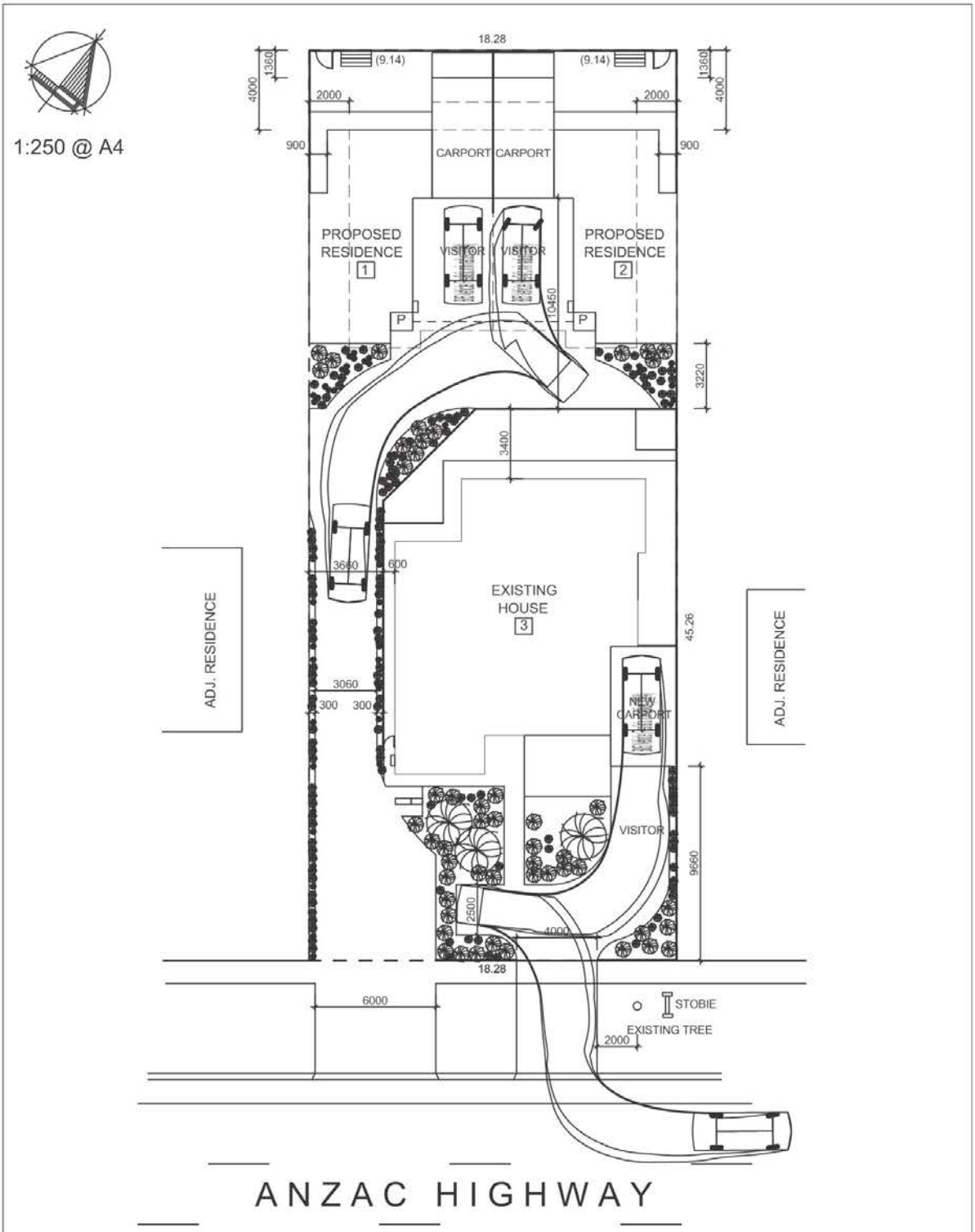

FIGURE 4: EXISTING HOUSE EXIT, RESIDENCE 2 EXIT

PHIL WEAVER & ASSOCIATES TRAFFIC ENGINEERING CONSULTANTS	**Client:** Jim Diamanti	REF: 18-135 DATE: 25/09/18	204 Young Street UNLEY SA 5061 P: 08 8271 5999 E: mail@philweaver.com.au
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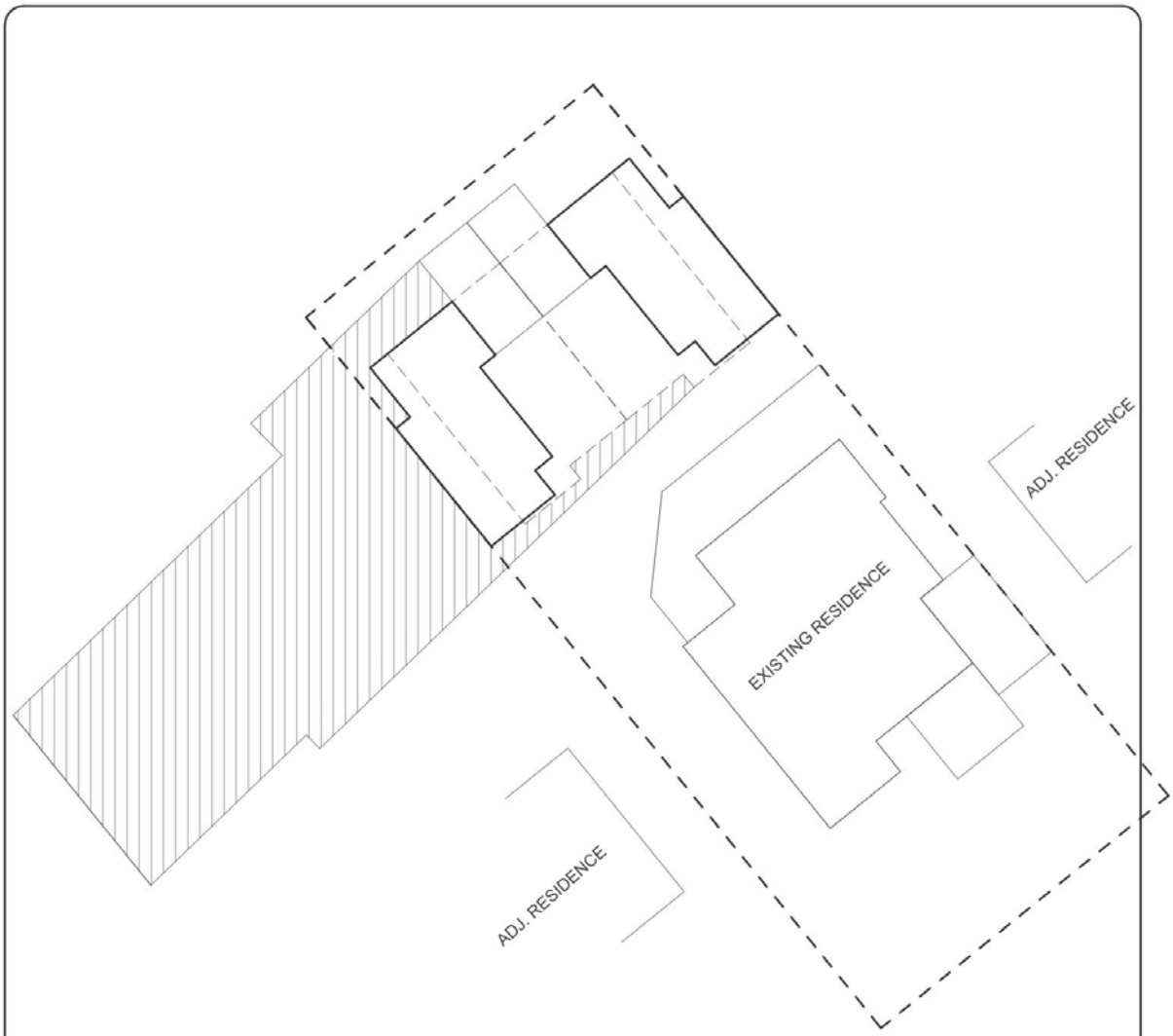

9AM WINTER

P5 08.10.18
1. Letterboxes to front
2. Increased paving to 900 residence 1
3. Reverse paving for rear residences

P4 14.08.18
1. Reinstated 2nd crossover
2. Moved carport res 2 & 3 back
3. Updated areas

P3 26.07.18
1. Added letteboxes & meters
2. Changed res 3 drive to come off main driveway
3. Added tubular fence to front
4. added support beam over visitor parks to res 1 & 2.

P2 30.05.18
1. Shed of Residence 2 change location
2. Clothesline added
3. Residence 2 Carport dimension
4. Front Residence landscape added
5. Storage above 2m high on carport added
6. Areas schedule

P1 04.05.18
1. Reversing Area for front unit
2. Letterboxes, Meterboxes added
3. Storage Shed added
4. 2m setback from existing tree
5. Increase distand of crossover to 6m
6. Increased landscape

PLANNING DRAWINGS

CLIENT:
D. TALIA

SITE ADDRESS:
373 ANZAC HIGHWAY - CAMDEN PARK

PROPOSED:
UNITS TO REAR OF EXISTING RESIDENCE

DATE: MAY 2018
DRAWN: PR
DRAWING NO. PD. 10. P5
SHEET: 10 OF 15

BUILDING DESIGN & PROJECT MANAGEMENT
PO Box 551, Marleston SA, 5033
PHONE: (08) 82931526
FAX: (08) 82931521
EMAIL: admin@diamantidd.com.au

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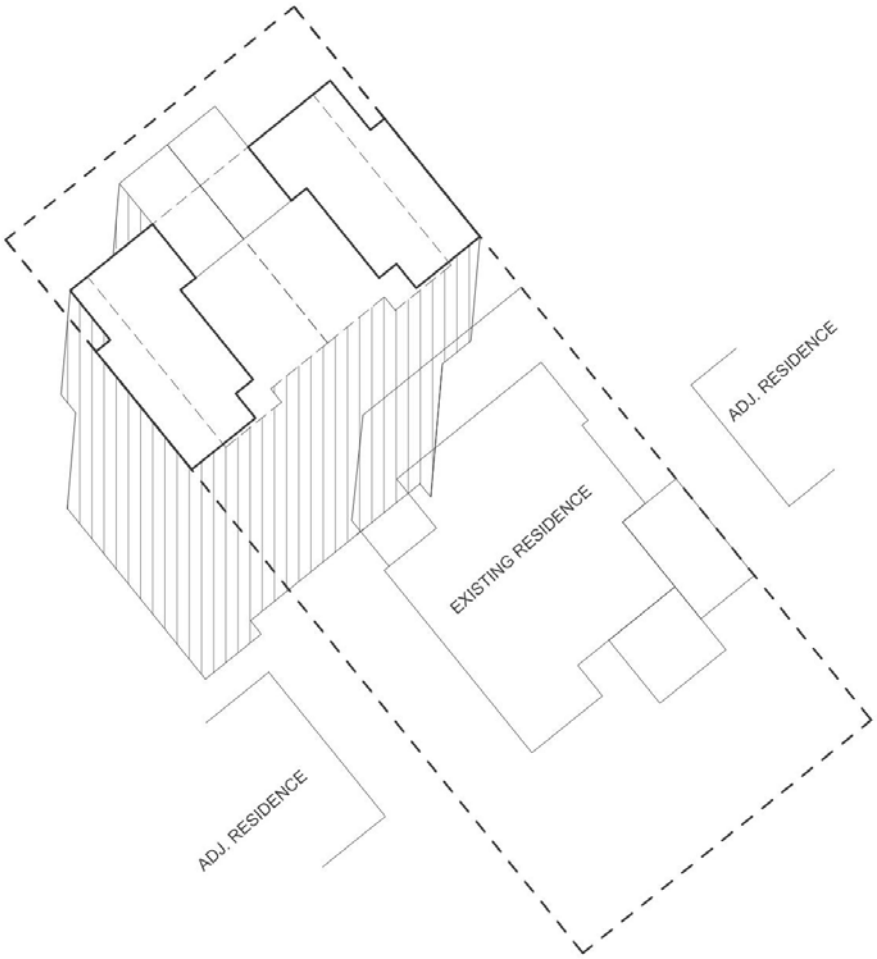

MIDDAY WINTER

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PLANNING DRAWINGS

CLIENT:
D. TALIA

SITE ADDRESS:
373 ANZAC HIGHWAY - CAMDEN PARK

PROPOSED:
UNITS TO REAR OF EXISTING RESIDENCE

DATE: MAY 2018
DRAWN: PR
DRAWING NO.
PD. 11. P5

SHEET: 11 OF 15

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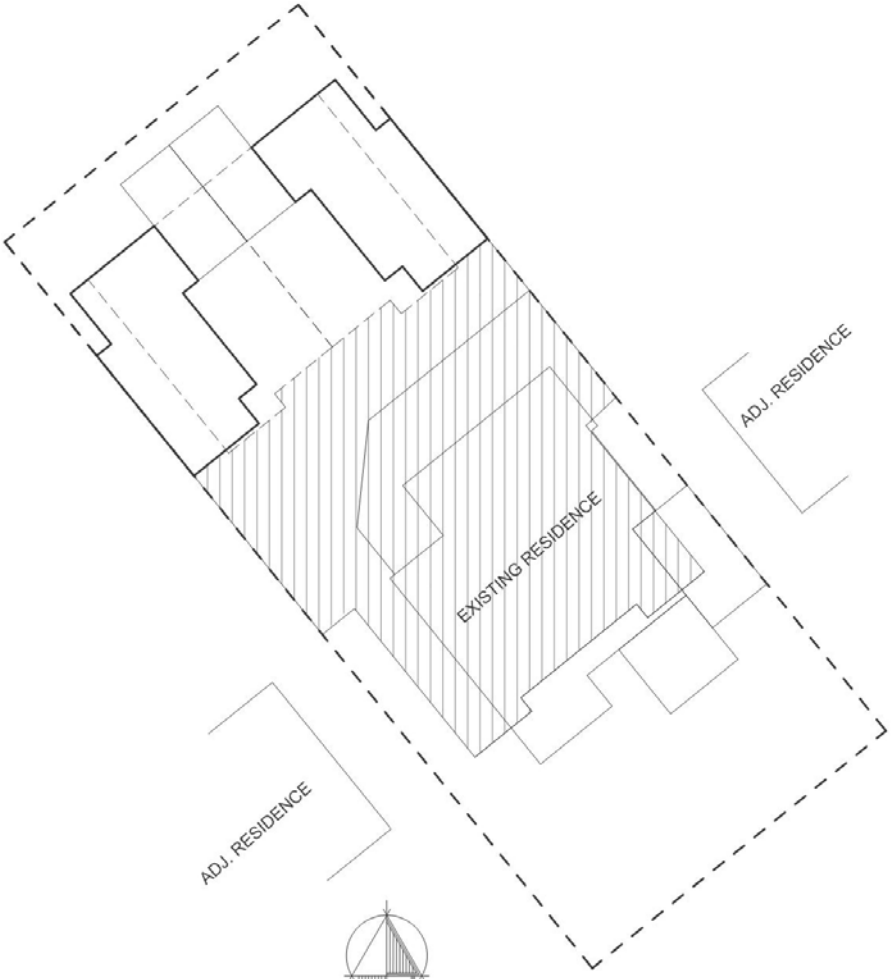

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PLANNING DRAWINGS

CLIENT:
D. TALIA

SITE ADDRESS:
373 ANZAC HIGHWAY - CAMDEN PARK

PROPOSED:
UNITS TO REAR OF EXISTING RESIDENCE

DATE: MAY 2018
DRAWN: PR
DRAWING NO.
PD. 12. P5

SHEET: 12 OF 15

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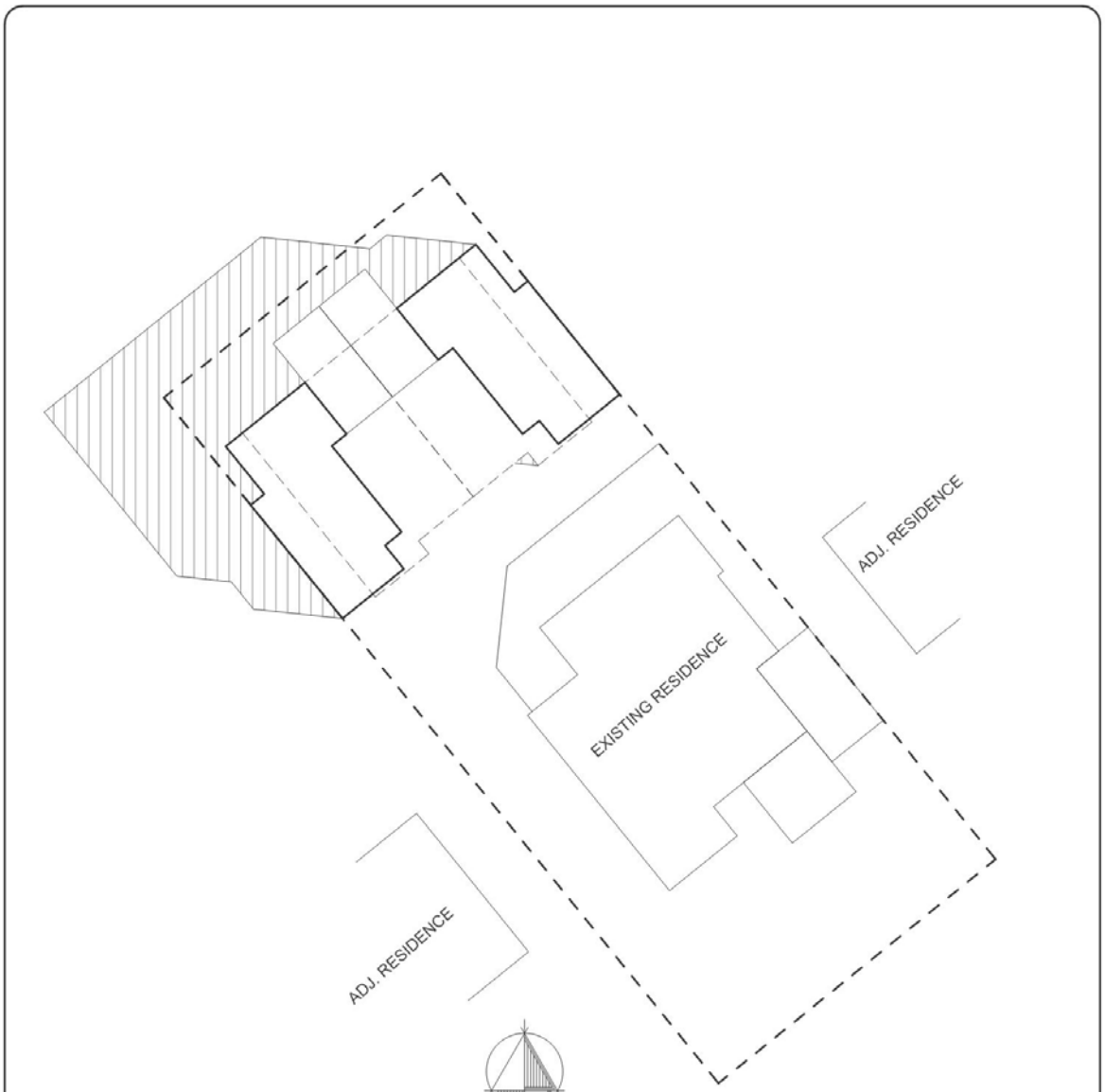

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CLIENT:
D. TALIA

SITE ADDRESS:
373 ANZAC HIGHWAY - CAMDEN PARK

PROPOSED:
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DATE: MAY 2018
DRAWN: PR
DRAWING NO.
PD. 13. P5

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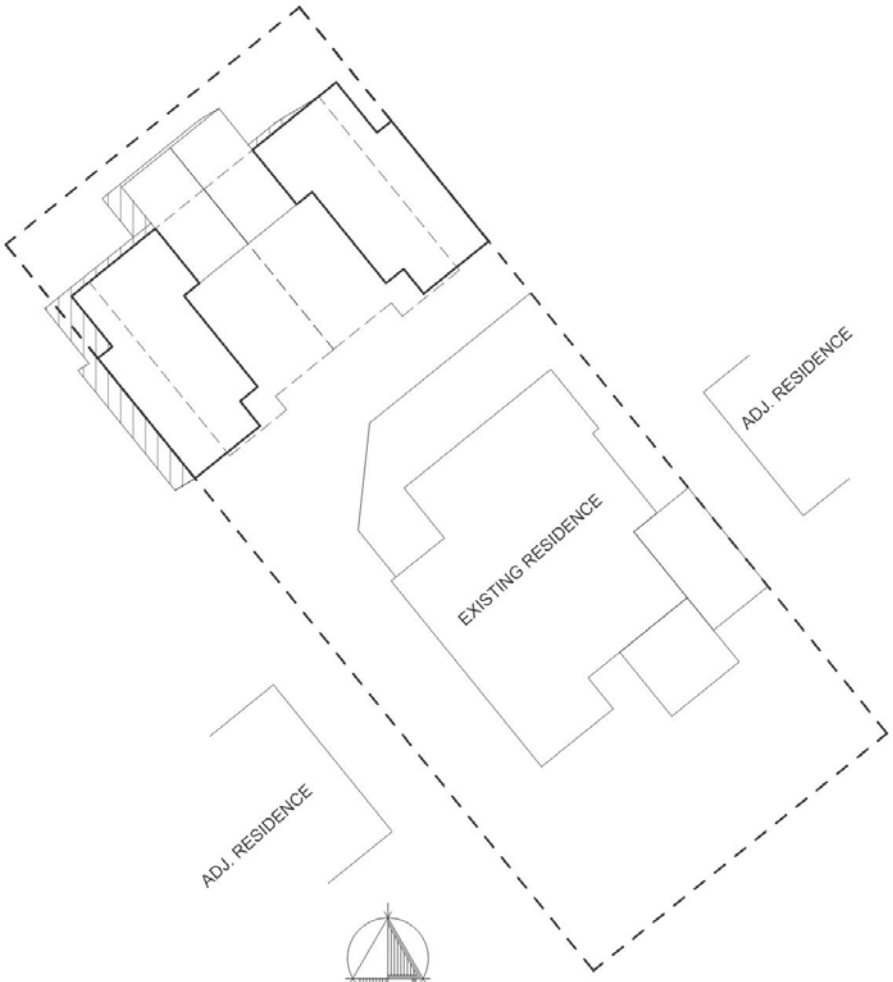

MIDDAY SUMMER

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PLANNING DRAWINGS

CLIENT:
D. TALIA

SITE ADDRESS:
373 ANZAC HIGHWAY - CAMDEN PARK

PROPOSED:
UNITS TO REAR OF EXISTING RESIDENCE

DATE: MAY 2018
DRAWING NO. PD. 14, P5

DRAWN: PR

SHEET: 14 OF 15

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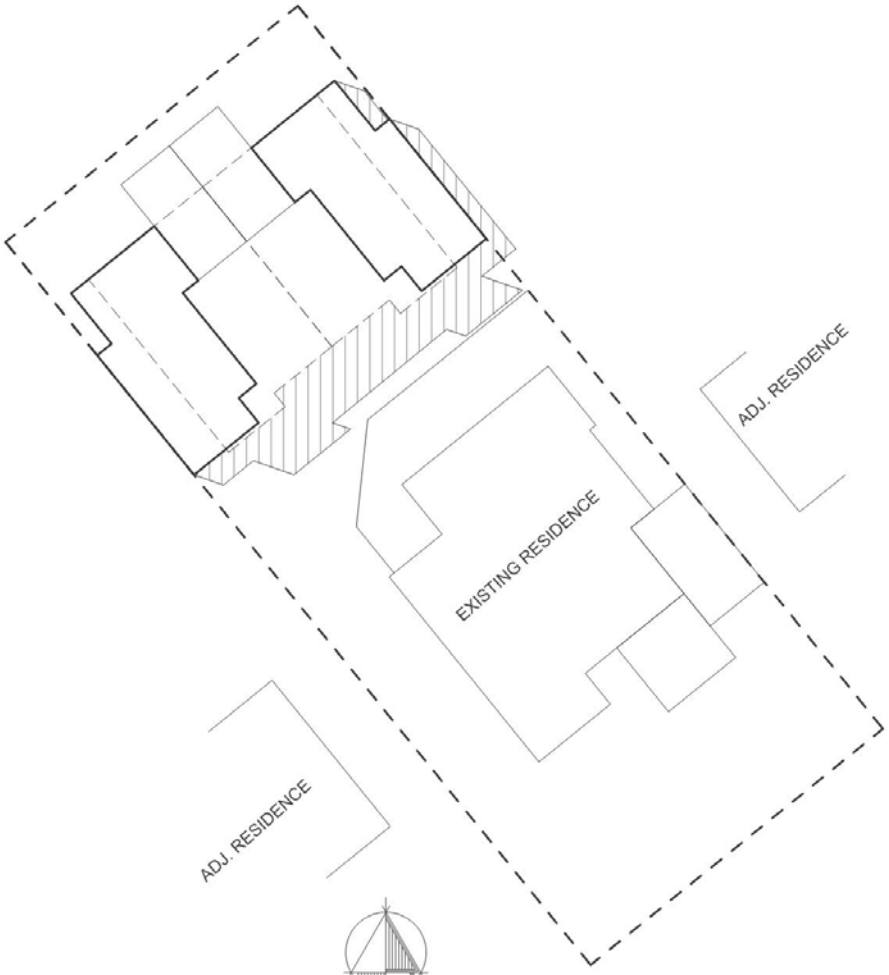

3PMM SUMMER

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ZAFIRIS & ASSOCIATES PTY. LTD.
CONSULTING CIVIL & STRUCTURAL ENGINEERS
ACN 008 085 952

STORMWATER DRAINAGE CALCULATIONS

CLIENT: D. TALIA **JOB NO:** 2180505

SITE: 373 ANZAC HIGHWAY, CAMDEN PARK

PROJECT DETAILS: **STORMWATER DRAINAGE DESIGN**

PAGE **INDEX**

1-2 **STORMWATER DESIGN COMPUTATIONS**

Unit 7, 467 Fullarton Road, Highgate, South Australia, 5063
Telephone: (08) 8299 9908 **Facsimile:** (08) 8299 9907 **Email:** zafiris@adam.com.au

ZAFIRIS & ASSOCIATES PTY. LTD.
CONSULTING CIVIL & STRUCTURAL ENGINEERS
UNIT 7, 467 FULLARTON ROAD, HIGHGATE, S.A. 5063
PHONE: (08) 8299 9908 FAX: (08) 8299 9907 EMAIL: zafiris@adam.com.au

JOB NUMBER:	SHEET NUMBER:
2180505	1
DESIGN:	DATE:
PZ	11/05/2018

ADDRESS: 373 ANZAC HIGHWAY, CAMDEN PARK

STORMWATER COMPUTATIONS:

Post development runoff to be restricted to Q_5 flow for the critical flow up to 20 years ARI. Event

EXISTING SITE DISCHARGE:

	Impervious		Pervious			
Q_{EXIST}=[	828 (0.25)	+	828 (0.75)]	x (60/3600) =	13.8	L/s
Ex. Flow $5I_{10}$ =	7.5	(Propsoed development areas is 54% of total allotment size)				

PROPOSED DEVELOPMENT RUNOFF:

Direct discharge to street, Q_{ground} :

	Paving		Landscape		Roof direct discharge	
Q_{ground}= [	209 (0.9)	+	83 (0.1)	+	50 (1.0)]	x (I/3600)
=	0.07	I				

Roof runoff, Q_{Roof} :

	Roof Area		Roof direct discharge				
Q_{Roof}=[(	156.00	-	50	) x 1.0]	x (I/3600)	=	0.03 I

DESIGN FOR 20 YEARS ARI EVENTS:

Storm duration	Intensity I(mm/hr)	Q_{ground} (L/s)	Q_{Roof} (L/s)	Q_{all} (net)	Storage Paving (L)	Required Tank (L)
5min	121	8.47	3.63	2.97	**891**	1245
6min	112	7.84	3.36	2.34	842	**1245**
10min	89.3	6.25	2.68	0.75	450	1204
20min	62	4.34	1.86	-1.16	-1392	220
30min	48.8	3.42	1.46	-2.08	-3744	-1358
60min	31.4	2.20	0.94	-3.30	-11880	-6848

Allow 1.0 L/s discharge from each 20mm Ø, outlet of RW tanks

2 L/s total = 2 tanks, 2 buildings

$Q_{orifice}$ (outlets) → $Q_o = CA\sqrt{(2gH)}$

C= 0.65 (outake coefficient) g= 9.81 m/s

A= 0.00033 m^2 (20mm Ø) H= 1 m

Q_o = 0.65 x 0.00033 √(2 x 9.81 x1) = 0.0010 m^3/s = 1.0 L/s

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JOB NUMBER:	SHEET NUMBER:
2180505	2
DESIGN:	DATE:
PZ	11/05/2018

ADDRESS: 373 ANZAC HIGHWAY, CAMDEN PARK

GROUND STORAGE REQUIRED: CONSIDER, WORST CASE @ 5MIN STORM

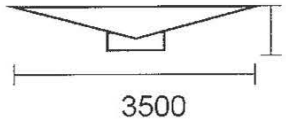
Net flow to be detained on site, Q_{all} :

Q_{all} = (Q_{ground} 8.47 - Q_{exist} 7.5) + RW tank o/f 2 = **2.97** L/s

Storage Volume = 2.97 x 5 (minute) x 60 (seconds) = **891**

Volume= 2.97 x 5 x 60/1000 = **0.89** m^3

ALLOW PONDING AROUND SUMPS:



Volume= $\frac{3.5^2 \times 0.05}{3}$ x 6 sumps = **1.23** m^3

= Volume 1.23 + pipe storage 2 x 0.2 = **1.63** m^3 > 0.89 m^3 OK

ROOF STORAGE TANK REQUIRED → WORST CASE @ 6MIN STORM

Roof Storage Required = Qroof [(3.36 - RW tank 2.0)] x 6 x 60/2 res

= Detention 245 + Retention 1000L = **1245** L

[Provide 1000L detention tanks & 1000L retention tanks for proposed residences]

RECEIVED - CWT IM
29 JAN 2019

STATEMENT OF REPRESENTATION
Pursuant to Section 38 of the Development Act 1993

TO Chief Executive Officer
City of West Torrens
165 Sir Donald Bradman Drive
HILTON 5033

DEVELOPMENT No. 211/249/2018
PROPERTY ADDRESS: 373 Anzac Highway, CAMDEN PARK SA 5038

YOUR FULL NAME	Steven terry tsaliki
YOUR ADDRESS	375 Anzac Highway, Camden Park 5038
YOUR PHONE No	[redacted]
YOUR EMAIL	
NATURE OF INTEREST	Neighbour *(eg. Adjoining resident, owner of land in the vicinity etc.)*

REASON/S FOR REPRESENTATION
Issues to be addressed with side fence (see attached)

City of West Torrens
31 JAN 2019
City Development

MY REPRESENTATIONS WOULD BE OVERCOME BY
(state action sought) (see attached requests)

Please indicate in the appropriate box below whether or not you wish to be heard by Council in respect to this submission:

I DO **NOT** WISH TO BE HEARD ☐
I DESIRE TO BE HEARD PERSONALLY ☑
I DESIRE TO BE REPRESENTED BY _____ ☐
(PLEASE SPECIFY)

SIGNED S. [signature] DATE 25/01/19

Responsible Officer: Jordan Leverington
Ends: Friday 8 February 2019

If space insufficient, please attach sheets

LIST OF CURRENT CONCERNS

- Due to having a dog permanently in my back yard, I need to know how quickly a new fence will be put up while construction occurs as it will be an inconvenience and expense to have the dog temporality cared for elsewhere. Half the current fencing consists of the side of No 373's garage and adjoining building down to the back fence. I do not consider temporary fencing as adequate security and would like permanent fencing to be installed as quickly as possible at the outset of construction.

- I previously discussed with the owner that we wanted a minimal full 6 foot high fence (matching Beige if possible) all along the side beginning from 373's carport and my side fence to continue on from the existing fencing in the front yard (this is only 5ft high and we are keen to also increase it to 6ft at some stage) all the way to the back fence. The old corrugated fencing also needs to be removed as it is very low and is barely held in place by rotted wood.

- My garage is very close to the side building on 373. My back fence is also attached to the building as a support. I would like to know that knocking down of this building does not damage our garage and that the new fencing installed easily attaches to the corner of our existing back fence and that it is not damaged.

- I would like to know dates that construction begins and finishes and any possible further impact or inconvenience caused to our property at 375.

- I would like to be reassured that we still maintain full privacy of our back yard once the two storey Units are built.

From: Jim Diamanti
To: Jordan Leverington
Cc: danieltalia@hotmail.com
Subject: FW: Response to your representation 211/249/2018
Date: Tuesday, 5 March 2019 11:04:13 AM

Hi Jordan

Just spoke to neighbour last night and sent him this email..

He responded and stated he was happy with what I explained and he was going to email Council & withdraw his representation

Now just waiting for Council to advise on meeting date

Anything else required please advise

Kind Regards,

Jim Diamanti

Diamanti Designs
Mob: 0419 851 867
P O Box 551 Marleston SA 5033
jim@diamantidd.com.au

From: Jim Diamanti
Sent: Monday, 4 March 2019 4:48 PM
To: 'Jordan Leverington'
Cc: 'stephentsaliki@hotmail.com'
Subject: RE: Response to your representation 211/249/2018

Hi Jordan & Stephen

See responses **IN RED** below

If you and Stephen is happy with these responses, it would be appreciated if he could withdraw his representation and Jordan can include these emails as part of his recommendation to Council so there are no issues about us abiding by them

Please advise if this is acceptable so we can get this up to the next DAP meeting

Kind Regards,

Jim Diamanti

Diamanti Designs
Mob: 0419 851 867
P O Box 551 Marleston SA 5033
jim@diamantidd.com.au

From: Jordan Leverington
Sent: Friday, 1 March 2019 8:14 AM
To: Jim Diamanti
Subject: FW: Response to your representation 211/249/2018

Hello Jim,

Please see the response from the representor below. It appears you may almost be at a resolution to have the representation withdrawn. Could you please respond to Steven and copy me into the email?

Kind regards

Jordan Leverington
Senior Development Officer - Planning
City of West Torrens
165 Sir Donald Bradman Drive
Hilton SA 5033

Phone: 08 8416 6333

Any preliminary advice provided shall not be relied upon or be otherwise interpreted as a guarantee that the Council will approve any subsequent development application.
Please note that all development applications will be assessed against the provisions of the West Torrens Council Development Plan at the time of lodgement.

From: steven t
Sent: Friday, 1 March 2019 12:21 AM
To: Jordan Leverington
Subject: Re: Response to your representation 211/249/2018

Hi Jordan,

Thank you for forwarding this. The response is acceptable on the proviso you could please follow up on a couple of things with the owner first (without the need for a meeting)?

It looks like the entire side fencing will actually be replaced with the 1800mm smooth cream colourbond in the areas indicated on the plans which is great. ...CORRECT!!... The owner has taken into account the small 3.0m segment of black tubular fencing in the side front (attached to the existing 5 ft colourbond fence extending from the side gate) and has indicated that this would left untouched when the new fencing is attached. However, I would like to propose the possibility of the 1800mm fencing now extending all the way to my front tubular fence if possible? The single side panel of tubular fencing was put there to assist tenants of both properties in seeing for any pedestrians when coming out of the driveway...CORRECT AND I AGREE THAT THIS TUBULAR STYLE FENCING BE RETAINED..... I am happy to have another tubular

segment of my own expense to be installed but at the 1800mm height if Jim is happy with the above proposal of increased height....NO DRAMAS IF TUBULAR FENCE IS REPLACED BY STEPHEN AT 1800mm HIGH TO MATCH COLORBOND FENCING

Having 1800ft fencing all the way to the front fence would help ensure more privacy in this area as well (which looks like it will be a high traffic area with the driveway leading to the rear properties), and it would look better if it was all the same height (and colourbond fencing). This is just a proposal for consideration and I would also be happy to pay the difference to go up to the 1800mm fence for the front segment. If Jim is not keen on the height increase in front then I am happy with the original proposal as indicated in the reply. ...AS STATED ABOVE...IF STEPHEN IS HAPPY TO REPLACE THAT PORTION OF TUBULAR FENCING AT 1800MM HIGH AT HIS EXPENSE THERE ARE NO ISSUES ON OUR SIDE!!

Also, as Jim pointed out, any new fencing in the rear would likely be damaged during construction and temporary fencing would need to be used in the interim....EXISTING FENCING CAN REMAIN IN PLACE UNTIL THE NEW FENCING IS ERECTED TOWARDS THE END OF THE PROJECT ....TEMPORARY FENCING WOULD BE INSTALLED ONLY IN THE SECTION WHERE THE EXISTING SHEDS ARE TO BE REMOVED (AS THEY FORM PART OF THE FENCE NOW!!!) Obviously I will wait to hear from Jim and we can discuss the details further but the only issue will be how long construction would take and how long we would need to have the temporary fencing in place with the accompanying security problems, especially as the existing rear building joins to my rear fence and is facing a public open area with the park there....CONSTRUCTION TIME WOULD BE APPROX 9 MONTHS FROM COMMENCEMENT OF FOOTINGS...TEMPORARY FENCE WOULD BE IN PLACE BEFORE THAT BUT NEW FENCING CAN GO UP WHEN THE MAIN BUILDING WORKS ARE COMPLETED EXTERNALLY WHICH I WOULD SAY APPROX 4-6 MONTHS...WE CAN ALSO SPECIFY SHADECLOTH TO BE USED ON TEMPORARY FENCING AND SCAFFOLDING TO ENSURE PRIVACY AS WELL... We would also like to ensure that any temporary fencing is fairly secure and also has some sort of covering or is solid to ensure privacy in our back yard in the interim.

My only other question as stated in my original letter is the privacy in the back yard once the two story building is constructed. This was not addressed in the reply and I would just like some clear details about this please.

When the owner needs to contact me my mobile no is 0430 207 159.

Regards,
Steven Tsaliki

From: Jordan Leverington
Sent: Monday, 25 February 2019 4:38 AM
To: 'steventsaliki@hotmail.com'
Subject: Response to your representation 211/249/2018

Hello Mr Tsaliki,

Please find a copy of the applicants response to your representation (below and attached). Could you please consider these documents and let me know if they have satisfied your concerns?

If they have, please let me know that you wish to withdraw your representation.

If they haven't, please let me know and you will be given an opportunity to address the Council assessment panel and voice your concerns.

Please contact me if you have any questions.

Kind regards

Jordan Leverington
Senior Development Officer - Planning
City of West Torrens
165 Sir Donald Bradman Drive
Hilton SA 5033

Phone: 08 8416 6333

Any preliminary advice provided shall not be relied upon or be otherwise interpreted as a guarantee that the Council will approve any subsequent development application.
Please note that all development applications will be assessed against the provisions of the West Torrens Council Development Plan at the time of lodgement.

From: Jim Diamanti
Sent: Friday, 22 February 2019 2:56 PM
To: Jordan Leverington
Subject: Re DA 211/ 249/2018

Hi Jordan

I refer to the representation submitted by S Tsaliki of 375 Anzac Highway Camden Park

The application that is before Council already indicates a new 1.8m high good neighbour colorbond fence (smooth cream) to this boundary to be erected by the Developer at his own costs

Please see attached:
1: Existing fence to be removed denoted in blue (retaining front 3.0m of tubular fencing only)
2: Proposed new colorbond good neighbour fencing denoted in red

When the Owner is ready to demolish the outbuildings (including the shed and building on the boundary) to get the site cleared ready for construction, the Owner will liaise direct with the adjoining Owner (Mr Tsaliki) to coordinate between him and the fencing contractor as to the arrangements of timing and construction of the common fence.

It may be necessary to install temporary fencing where the sheds are to be removed until construction is finished.

If new fencing is erected to this common boundary prior to building works commencing on site the fence will undoubtedly be damaged during the course of construction due to this side being the main access to the rear for trades and suppliers

A new fence erected at the end of construction period would be more appropriate (there is a black tubular fence already erected for the first 3.0m at the front which will be retained)

We will advise the neighbour of starting dates and finishing dates of construction once they are known to us

All care will be taken by the contractors so that there is minimal disturbance to the neighbours property and if any damage occurs the site will be reinstated accordingly

I am happy to appear at the DAP meeting to respond to the representor unless he is happy to withdraw his representation prior subject to his issues being addressed and accepted

We await your response to advise as to the date of the meeting please

Kind Regards,

Jim Diamanti

Diamanti Designs
Mob: 0419 851 867
P O Box 551 Marleston SA 5033
jim@diamantidd.com.au

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Preliminary Traffic, Flooding & Stormwater Assessment

Development Application No: 211/716/2018

Assessing Officer:	Jordan Leverington
Site Address:	373 Anzac Highway, CAMDEN PARK SA 5038
Certificate of Title:	CT-5705/921
Description of Development	Combined Application: Land division - Torrens Title; SCAP No. 211/D094/18; Creating one additional allotment; and the alteration and addition to the existing dwelling

TO THE TECHNICAL OFFICER - CITY ASSETS

Please provide your comments in relation to:

☐ Site drainage and stormwater disposal

☐ Required FFL

☐ On-site vehicle parking and manoeuvrability

☐ New Crossover

☐ Your advice is also sought on other aspects of the proposal as follows:

.....
.....

PLANNING OFFICER - Jordan Leverington DATE 5 October, 2018

City of West Torrens
Between the City and the Sea

Memo

To	Jordan Leverington
From	Sean Vial
Date	05/10/2018
Subject	211/716/2018, 373 Anzac Highway, CAMDEN PARK SA 5038

Jordan Leverington,

The following City Assets Department comments are provided with regards to the assessment of the above development application:

1.0 Traffic Comments

1.1 Elements of the vehicle manoeuvrability within this development appear to be unsatisfactory in consideration of the requirements of the relevant Australian Standard (AS/NZS 2890.1:2004).

Reversing out of the visitor park spaces for proposed residence 1 and 2 is quite difficult and whether it is possible depends on the starting parked position of the car. A vehicle manoeuvrability design has been provided but shows that reversing out of these two park spaces is only just possible but the initial position of the cars allows for this to occur. Additionally, the current vehicle manoeuvrability design indicates that the cars come extremely close to, if not touching, certain structures which typically require 0.3m clearance.

It is also noted that there is no indication of any wall or column between the two visitor spaces. This may be correct, however, there seems to be a long span of unsupported first story area above the visitor spaces (assuming the dashed line indicates the first story area in the 'Proposed Site Plan'). If there is to be a column or wall between the two visitor spaces it is required to be shown in the vehicle manoeuvrability design to ensure the required clearance is satisfied.

The proposed driveway for the existing house allows for a car to enter the garage but does not allow the car to reverse into the reverse bay and also exit the site in a forward direction. No vehicle manoeuvrability design has been provided for the existing house. It should be noted that the landscaping surrounding the driveway should be modified to allow for a vehicle to exit the site in a forward direction.

In the revision of the traffic manoeuvrability design, it is required that information be provided to clearly demonstrate the compliance of

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manoeuvrability for critical parking spaces and movements using suitable techniques as outlined within AS/NZS 2890.1:2004.

It is recommended that the applicant seek advice from someone suitably experienced in traffic design, to assist them in producing a vehicle manoeuvrability design for this site which complies with the Australian Standard requirements, preferably through the use of either "AutoTrack" or "AutoTURN" demonstration. Reports and drawings should then be submitted to Council.

1.2 The proposed development is adjacent to Anzac Highway. DPTI may need to be referred to consider other traffic issues.

1.3 Both proposed crossovers are required to have 0.3m flaring on both sides of the crossover (6.6m wide at the kerb for the rear dwellings and 3.6m wide at the kerb for the existing dwelling) which has not been shown in the plan.

It is recommended that revised plans showing a driveway that satisfies the above provisions be provided to Council.

1.4 It is understood that for group dwellings it is recommended that there should be a provision of an on-site visitor car parking spaces at a rate of 0.25 spaces per dwelling. As there are 3 proposed dwellings there would be the expectation of one on site visitor car park. The current proposal does not allow for this. It is important that this extra car park be provided due to the loss of off-street car parking as a result of the two proposed crossovers.

It is recommended that revised plans showing the provision of this additional visitor parking space be provided to Council.

2.0 FFL Consideration – Finished Floor Level (FFL) Requirement

2.1 Council seeks to ensure that the FFL of all new development is protected from inundation when considering a 350mm stormwater flow depth in the adjacent street watertable.

This is typically achieved through establishing the FFL of new development a minimum of 350mm above the highest adjacent street water table.

In association with the above proposed development, no site or road verge level information has been provided and as such it is impossible to determine if the proposal will satisfy the above consideration.

Simply conditioning that a development satisfy this consideration can

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have its complications with regards to the ultimately required level of the development in relation to neighbouring properties and the related planning considerations this brings about. It may also bring about the necessity for alterations to the design of the development which are outside of the expectations of the applicant (for example; requiring step(s) up from existing buildings to additions).

It is recommended that appropriate site and adjacent road verge survey information be provided to correctly assess the required minimum FFL for this proposal.

3.0 Verge Interaction

3.1 In association with new development, driveways and stormwater connections through the road verge need to be located and shaped such that they appropriately interact with and accommodate existing verge features in front of the subject and adjacent properties. Any new driveway access shall be constructed as near as practicable to 90 degrees to the kerb alignment (unless specifically approved otherwise) and must be situated wholly within the property frontage.

New driveways and stormwater connections are typically required to be located a minimum 1.0 metre offset from other existing or proposed driveways, stormwater connections, stobie poles, street lights, side entry pits and pram ramps, etc. (as measured at the front property boundary).

These new features are also desired to be located a minimum of 2.0 metres from existing street trees, although a lesser offset may be acceptable in some circumstances. If an offset less than the desired 2.0 metres is proposed or if it is requested for the street tree to be removed, then assessment for the suitability of such will be necessary from Council's Technical Officer (Arboriculture).

The 2m offset from the proposed 3m crossover to the street indicated on the current 'Proposed Site Plan' should be assessed. The street tree here has a large trunk and the 2m offset for this tree should be measured from the edge of the trunk, not the middle. Hence, it is likely that the offset is actually less than the required 2m and so the proposed layout should be assessed by Council's Technical Officer (Arboriculture).

It is recommended that revised plans indicating satisfaction to the above requirements should be provided to Council.

3.2 It should also be nominated for the stormwater connection through the road verge area to be constructed of shape and material to satisfy Council's standard requirements

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- 100 x 50 x 2mm RHS Galvanised Steel or
- 125 x 75 x 2mm RHS Galvanised Steel or
- Multiples of the above.
- No connection through bus stop hard stand (if applicable).

It is recommended that revised plans clearly and accurately indicating satisfaction of the above criteria be provided to Council.

4.0 Stormwater Management

4.1 For this scale and nature of proposed development, Council's City Assets Department would consider acceptable an alternate approach to the provision of conventional stormwater detention calculations and implementation.

This alternate solution would provide improved sustainable supply to water to the ultimate homeowner and at the same time, collect and use the majority of the roof stormwater generated by the properties.

In this alternate stormwater management proposal, the following arrangements should be notated for each **new dwelling** (proposed residence 1 and 2) within the development.

- Installation of a 3,000 litre rainwater tank (no detention element).
- Rainwater tank plumbed to deliver recycled water all toilets and laundry cold water outlet. (Can also be connected to Hot Water Service if desired).
- A minimum of 90% of the dwelling roof area is to have its stormwater runoff directed to the rainwater tank.
- Mains water backup, pump and plumbing arrangements as typically required to support such an installation are to be compliant with the standard Building Code requirements associated with a compulsory rainwater tank installation.
- The stormwater collection and re-use system is to be installed and operational prior to occupancy of the dwelling.

In association with a development where the applicant has nominated this approach, it is recommended that a condition similar to the following be included with any approval;

- Prior to occupancy of a dwelling, the 3000 litre stormwater collection & reuse tank and associated plumbing to service all toilets and laundry is to be installed and operational.

Should the applicant not desire to utilise the above alternate arrangement for stormwater management, then the applicant would be requested to demonstrate through satisfactory calculations and design

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for conventional stormwater detention. These works to limit the peak discharge rate for the site critical 20 year ARI storm event to equivalent to a predevelopment arrangement with a 0.25 runoff coefficient.

It is recommended that revised plans and supporting calculations (if necessary) clearly and accurately indicating satisfaction of the above criteria be provided to Council.

Regards,

Sean Vial

Civic Centre 165 Sir Donald Bradman Drive, Hilton 5033 South Australia **Tel** (08) 8416 6333 **Fax** (08) 8443 5709
E – mail csu@wtcc.sa.gov.au **Website** westtorrens.sa.gov.au

In reply please quote 2018/02001, Process ID: 526257
Enquiries to Matthew Small
Telephone 7109 7875
E-mail dpti.luc@sa.gov.au

Government of South Australia
Department of Planning, Transport and Infrastructure

DEVELOPMENT DIVISION
Transport Assessment and Policy Reform

GPO Box 1533
Adelaide SA 5001

ABN 92 366 288 135

31 July 2018

The Presiding Member
State Commission Assessment Panel
GPO Box 1815
ADELAIDE SA 5001

Dear Ms Fogarty

SCHEDULE 8 - REFERRAL RESPONSE

Development No.	211/D094/18
Applicant	Diamanti Design Development
Location	373 Anzac Hwy, Camden Park
Proposal	Land Division (1 into 2)

I refer to the above development application forwarded to the Commissioner of Highways (CoH) in accordance with Section 37 of the *Development Act 1993*. The proposed development involves development adjacent a main road as described above.

The following response is provided in accordance with Section 37(4) (b) of the *Development Act 1993* and Schedule 8 of the *Development Regulations 2008*.

THE PROPOSAL

This application proposes one additional allotment at the rear of the site, with the existing dwelling to remain on the subject land. Proposed Allotment 100 is to be subject to a further community plan division in related DA 211/C024/18.

CONSIDERATION

Anzac Highway is identified as a Major Traffic Route, Primary Freight Route, Major Cycling Route and Standard Frequency Public Transport Corridor under the Department of Planning, Transport and Infrastructure's (DPTI) '*A Functional Hierarchy for South Australia's Land Transport Network*'. At this location, Anzac Highway carries approximately 33,700 vehicles per day (2.5% commercial vehicles) and has a posted speed limit of 60km/h.

Access and Road Safety

DPTI has previously provided comments regarding related DA 211/C024/18, recommending that all access be gained via a shared access adjacent the south western corner of the property. That arrangement is in keeping with this department's policy to minimise access points onto arterial roads in the interest of road safety and would require a new carport to be relocated to the rear of the existing dwelling.

#12924217

Whilst the above remains this department's preferred arrangement, it is accepted this may be difficult to achieve given that the existing dwelling is to be retained. It is also understood that Council would be reluctant to support a carport directly in front of the existing dwelling, parallel to Anzac Highway. Accordingly, the proposed new access point to serve Allotment 10 is considered acceptable in this instance. Notwithstanding that, turn paths show that vehicles reversing into the turning bay from the carport / visitor park are very close to the eastern fence. A more generous radius should be provided for the driveway (with vegetation removed) to assist with vehicle manoeuvring into the turning bay. Furthermore, the 3.62 x 1.27 metre stub containing letterboxes for the new rear dwellings should be reduced to 2 metres in length and 1 metre in width. This would allow a more generous taper to be provided from the turning bay back to the access point.

Turn paths also show that vehicles entering and exiting car parks of the new dwellings (Allotment 100) are manoeuvring within a constrained area. An additional 0.5 metre width for the shared area would assist in vehicles avoiding conflict with the rear fence of proposed Allotment 10.

CONCLUSION

In view of the above, it is recommended that the following conditions be attached to any approval given:

1. All vehicles must to enter and exit Anzac Highway in a forward direction.

2. All on-site vehicle manoeuvring areas shall remain clear of any impediments (including fencing, utility meters, vegetation or parked vehicles).

3. The 3.62 x 1.27 metre stub containing letterboxes for the new rear dwellings shall be reduced to a 2 x 1 metre stub on the final plan.

4. Stormwater run-off shall be collected on-site and discharged without jeopardising the safety and integrity of Anzac Highway. Any alterations to the road drainage infrastructure required to facilitate this shall be at the applicant's expense.

Yours sincerely

MANAGER, TRANSPORT ASSESSMENT AND POLICY REFORM
for **COMMISSIONER OF HIGHWAYS**

#12924217

STATE COMMISSION ASSESSMENT PANEL
A COMMITTEE OF THE STATE PLANNING COMMISSION

Contact Planning Services
Telephone 7109 7016
Email dldptipdclearanceletters@sa.gov.au

State Commission Assessment Panel

Level 5
50 Flinders Street
Adelaide SA 5000

GPO Box 1815
Adelaide SA 5001

08 7109 7061

5 March 2019

City Manager
City of West Torrens
165 Sir Donald Bradman Drive
HILTON SA 5033

Dear Sir/Madam

Re: Proposed Development Application No.211/D094/18 (ID 62403) – Amended Plan 21/12/18 for Land Division by Diamanti Design Development

Further to my letter dated 23 November 2018 and to assist the Council in reaching a decision on this application, copies of the reports received by the State Commission Assessment Panel (SCAP) from agencies that it has consulted have been uploaded for your consideration.

IT IS REQUESTED PURSUANT TO SECTION 33 (1) (c) OF THE *DEVELOPMENT ACT 1993* THAT THE COUNCIL INCLUDE IN ITS DEVELOPMENT APPROVAL THE FOLLOWING REQUIREMENTS OF THE SCAP.

1. The financial requirements of the SA Water Corporation shall be met for the provision of water supply and sewerage services. (SA Water H0074570)

   SA Water Corporation further advise that an investigation will be carried out to determine if the water and/or sewer connection/s to your development will be costed as standard or non-standard. A sewer main extension will be required for allotment 10.

   On approval of the application, it is the developers/owners responsibility to ensure all internal pipework (water and wastewater) that crosses the allotment boundaries has been severed or redirected at the developers/owners cost to ensure that the pipework relating to each allotment is contained within its boundaries

2. Payment of $6830.00 into the Planning and Development Fund (1 allotment/s @ $6830.00 /allotment). Payment may be made by credit card via the internet at www.edala.sa.gov.au or by phone (7109 7018), by cheque payable to the State Planning Commission marked "Not Negotiable" and sent to GPO Box 1815, Adelaide 5001 or in person, by cheque or credit card, at Level 5, 50 Flinders Street, Adelaide.

3. A final plan complying with the requirements for plans as set out in the Manual of Survey Practice Volume 1 (Plan Presentation and Guidelines) issued by the Registrar General to be lodged with the State Commission Assessment Panel for Land Division Certificate purposes.

It is pointed out to Council that a response from the Department of Planning, Transport and Infrastructure – Transport Services Division has not been received.

Please upload the Decision Notification Form (via EDALA) following Council's Decision.

Yours faithfully,

Biljana Prokic
LAND DIVISION COORDINATOR – PLANNING SERVICES
as delegate of the
STATE COMMISSION ASSESSMENT PANEL
Q:\PLANNINGSERVICES\TEMPLATES\STATEMENTS\ELECTRONIC\TFF2R edala

SA Water
Level 6, 250 Victoria Square
ADELAIDE SA 5000
Ph (08) 7424 1119
Inquiries David Rowe
Telephone 74241119

15 January 2019

Our Ref: H0074570

The Chairman
State Commission Assessment Panel
50 Flinders St
ADELAIDE SA 5000

Dear Sir/Madam

PROPOSED LAND DIVISION APPLICATION NO: 211/D094/18 AT CAMDEN PARK

In response to the abovementioned proposal, I advise that pursuant to Section 33 of the Development Act it is necessary for the developer to satisfy this Corporation's requirements, which are listed below.

The financial requirements of SA Water shall be met for the provision of water supply and sewerage services.

A sewer main extension will be required for allotment 10. An investigation will be carried out to determine if the connection/s to your development will be costed as standard or non standard.

On approval of the application, it is the developers/owners responsibility to ensure all internal pipework (water and wastewater) that crosses the allotment boundaries has been severed or redirected at the developers/owners cost to ensure that the pipework relating to each allotment is contained within its boundaries.

Yours faithfully

David Rowe
for MANAGER LAND DEVELOPMENT & CONNECTIONS

Preliminary Traffic, Flooding & Stormwater Assessment

Development Application No: 211/249/2018

Assessing Officer:	Jordan Leverington
Site Address:	373 Anzac Highway, CAMDEN PARK SA 5038
Certificate of Title:	CT-5705/921
Description of Development	Combined Application: Land division - Community Title; SCAP No. 211/C024/18; Creating one additional allotment and construction of a two- storey residential flat building comprising two (2) dwellings

TO THE TECHNICAL OFFICER - CITY ASSETS

Please provide your comments in relation to:

☐ Site drainage and stormwater disposal

☐ Required FFL

☐ On-site vehicle parking and manoeuvrability

☐ New Crossover

☐ Your advice is also sought on other aspects of the proposal as follows:

.....
.....

PLANNING OFFICER - Jordan Leverington DATE 17 October, 2018

City of West Torrens
Between the City and the Sea

Memo

To	Jordan Leverington
From	Sean Vial
Date	17/10/2018
Subject	211/249/2018, 373 Anzac Highway, CAMDEN PARK SA 5038

Jordan Leverington,

The following City Assets Department comments are provided with regards to the assessment of the above development application:

1.0 Traffic Comments

1.1 In my review of the vehicle manoeuvrability diagrams provided by the applicant and my own checking, I note that while vehicles are able to enter and exit appropriately, some clarification or adjustments would be required in regards to land division purposes. Note the following turning diagrams below:



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As can be seen in the above diagrams, vehicles exiting Proposed Residence 2 will encroach onto Residence 1 land. The same is seen for vehicles exiting Residence 1 (encroaching onto Residence 2 land) but to a less extent. I am unsure whether this can be undertaken from a legal perspective given the current land division proposal. **In our opinion, the land division/boundaries should be adjusted to suit the vehicle manoeuvrability diagrams.**

1.2 The proposed development is adjacent to Anzac Highway. DPTI may need to be referred to consider other traffic issues.

1.3 Both proposed crossovers are required to have 0.3m flaring on both sides of the crossover (6.6m wide at the kerb for the rear dwellings and 3.6m wide at the kerb for the existing dwelling) which has not been shown in the plan.

It is recommended that revised plans showing a driveway that satisfies the above provisions be provided to Council.

2.0 FFL Consideration – Finished Floor Level (FFL) Requirement

2.1 Council seeks to ensure that the FFL of all new development is protected from inundation when considering a 350mm stormwater flow depth in the adjacent street watertable.

This is typically achieved through establishing the FFL of new

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development a minimum of 350mm above the highest adjacent street water table.

In association with the above proposed development, no site or road verge level information has been provided and as such it is impossible to determine if the proposal will satisfy the above consideration.

Simply conditioning that a development satisfy this consideration can have its complications with regards to the ultimately required level of the development in relation to neighbouring properties and the related planning considerations this brings about. It may also bring about the necessity for alterations to the design of the development which are outside of the expectations of the applicant (for example; requiring step(s) up from existing buildings to additions).

It is recommended that appropriate site and adjacent road verge survey information be provided to correctly assess the required minimum FFL for this proposal.

3.0 Verge Interaction

3.1 In association with new development, driveways and stormwater connections through the road verge need to be located and shaped such that they appropriately interact with and accommodate existing verge features in front of the subject and adjacent properties. Any new driveway access shall be constructed as near as practicable to 90 degrees to the kerb alignment (unless specifically approved otherwise) and must be situated wholly within the property frontage.

New driveways and stormwater connections are typically required to be located a minimum 1.0 metre offset from other existing or proposed driveways, stormwater connections, stobie poles, street lights, side entry pits and pram ramps, etc. (as measured at the front property boundary).

These new features are also desired to be located a minimum of 2.0 metres from existing street trees, although a lesser offset may be acceptable in some circumstances. If an offset less than the desired 2.0 metres is proposed or if it is requested for the street tree to be removed, then assessment for the suitability of such will be necessary from Council's Technical Officer (Arboriculture).

The 2m offset from the proposed 3m crossover to the street indicated on the current 'Proposed Site Plan' should be assessed. The street tree here has a large trunk and the 2m offset for this tree should be measured from the edge of the trunk, not the middle. Hence, it is likely that the offset is actually less than the required 2m and so the proposed layout should be assessed by Council's Technical Officer (Arboriculture).

City of West Torrens
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It is recommended that revised plans indicating satisfaction to the above requirements should be provided to Council.

3.2 It should also be nominated for the stormwater connection through the road verge area to be constructed of shape and material to satisfy Council's standard requirements

- 100 x 50 x 2mm RHS Galvanised Steel or
- 125 x 75 x 2mm RHS Galvanised Steel or
- Multiples of the above.
- No connection through bus stop hard stand (if applicable).

It is recommended that revised plans clearly and accurately indicating satisfaction of the above criteria be provided to Council.

4.0 Stormwater Management

4.1 For this scale and nature of proposed development, Council's City Assets Department would consider acceptable an alternate approach to the provision of conventional stormwater detention calculations and implementation.

This alternate solution would provide improved sustainable supply to water to the ultimate homeowner and at the same time, collect and use the majority of the roof stormwater generated by the properties.

In this alternate stormwater management proposal, the following arrangements should be notated for each **new dwelling** (proposed residence 1 and 2) within the development.

- Installation of a 3,000 litre rainwater tank (no detention element).
- Rainwater tank plumbed to deliver recycled water all toilets and laundry cold water outlet. (Can also be connected to Hot Water Service if desired).
- A minimum of 90% of the dwelling roof area is to have its stormwater runoff directed to the rainwater tank.
- Mains water backup, pump and plumbing arrangements as typically required to support such an installation are to be compliant with the standard Building Code requirements associated with a compulsory rainwater tank installation.
- The stormwater collection and re-use system is to be installed and operational prior to occupancy of the dwelling.

City of West Torrens
Between the City and the Sea

In association with a development where the applicant has nominated this approach, it is recommended that a condition similar to the following be included with any approval;

- Prior to occupancy of a dwelling, the 3000 litre stormwater collection & reuse tank and associated plumbing to service all toilets and laundry is to be installed and operational.

Should the applicant not desire to utilise the above alternate arrangement for stormwater management, then the applicant would be requested to demonstrate through satisfactory calculations and design for conventional stormwater detention. These works to limit the peak discharge rate for the site critical 20 year ARI storm event to equivalent to a predevelopment arrangement with a 0.25 runoff coefficient.

It is recommended that revised plans and supporting calculations (if necessary) clearly and accurately indicating satisfaction of the above criteria be provided to Council.

Regards,

Sean Vial

Civic Centre 165 Sir Donald Bradman Drive, Hilton 5033 South Australia **Tel** (08) 8416 6333 **Fax** (08) 8443 5709
E – mail csu@wtcc.sa.gov.au **Website** westtorrens.sa.gov.au

Arboricultural Assessment of Street Trees

Development Application No: **211/249/2018**

REFERRAL DUE DATE: 1/5/2018

Assessing Officer:	**Jordan Leverington**
Site Address:	**373 Anzac Highway, CAMDEN PARK SA 5038**
Certificate of Title:	**CT-5705/921**
Description of Development	**Land division - Torrens Title; SCAP No. 211/C024/18; Create two (2) additional allotments**

TO THE TECHNICAL OFFICER – CITY ASSETS

Please provide your comments in relation to:

☐ **The removal of or impact upon the Street Tree**

☐ **Species of Tree:**

☐ **Your advice is also sought on other aspects of the proposal as follows:**

PLANNING OFFICER - Jordan Leverington DATE 17 April 2018

FROM THE TECHNICAL OFFICER

I have examined the plans as requested and provide comments as follow.

As with all development applications it must be proven beyond reasonable doubt that all alternatives have been explored so not to hinder the progress of any street tree(s).

Any proposed development that does not consider “AS4970 Protection of Trees on Development Sites”, is likely to require revision until all plans accurately correspond with the specific tree information detailed in this standard.

Verge interaction must consider all services across council land including stormwater outlets (and other) which will need to be maintained a minimum of 2.0m from any existing street tree (unless otherwise negotiated) and must be indicated/documented for approval by City Works.

With reference to City Operations previous response Development Application No 211/1374/2017 dated 28/11/2018.

Investigations of the site and the information provided have revealed that there is conflict with the existing 10.0+ *Fraxinus angustifolia 'Raywood' (Claret Ash)* street tree for the proposed new crossover for the existing dwelling on Anzac Highway.

There is 2.3m from the eastern property boundary to the western most point of the Basel flare of the Fraxinus angustifolia street tree it is at this point that City

Operations will require an offset of 2.0m from the proposed driveway corridor as shown in photo below.

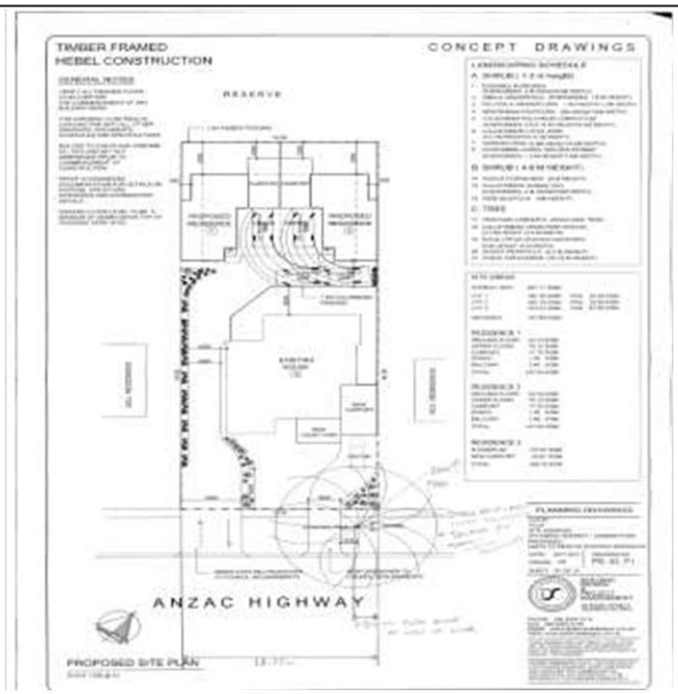
City Operations will not support the proposal in its current form.

Please note, under no circumstances is any individuals other than council staff permitted to interfere with a street tree. If pruning etc. is required, council must be notified via the appropriate customer request, and council staff will perform all works associated with the community asset.

Final crossover locations will be confirmed once appropriate written correspondence has been received from the applicant and they have submitted “an application to construct a vehicle crossing place(s) across council land”.

Rick Holmes
Arboriculture Assistant
165 Sir Donald Bradman Drive
Hilton SA 5033

Telephone: 8416 6333
Fax: 8443 5709
Email: rholmes@wtcc.sa.gov.au **DATE: 19/04/2018**



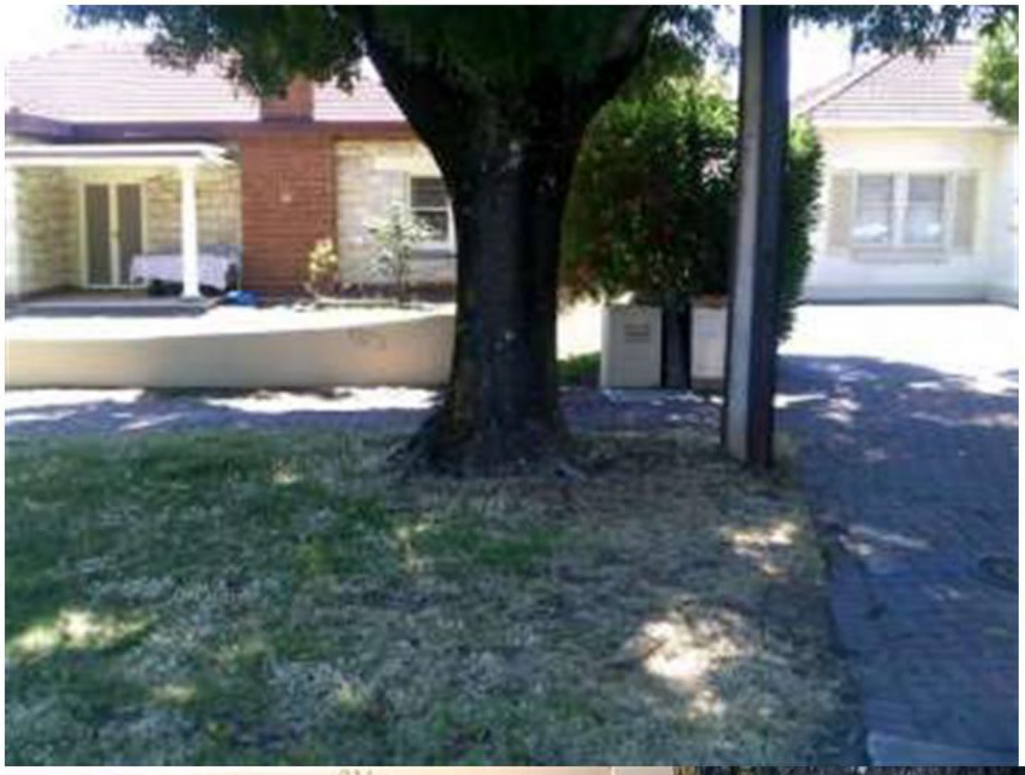














Western most point of Basal Flare.

Government of South Australia
Department of Planning, Transport and Infrastructure

In reply please quote 2018/02001, Process ID: 527062
Enquiries to Matthew Small
Telephone 7109 7875
E-mail dpti.luc@sa.gov.au

DEVELOPMENT DIVISION
Transport Assessment and Policy Reform

GPO Box 1533
Adelaide SA 5001

ABN 92 366 288 135

31 July 2018

The Presiding Member
State Commission Assessment Panel
GPO Box 1815
ADELAIDE SA 5001

Dear Ms Fogarty

SCHEDULE 8 - REFERRAL RESPONSE

Development No.	211/C024/18 (Amended Plan)
Applicant	Stephen Rhodes
Location	373 Anzac Hwy, Camden Park
Proposal	Community Division (2 Lots)

I refer to the above development application forwarded to the Commissioner of Highways (CoH) in accordance with Section 37 of the *Development Act 1993*. The proposed development involves development adjacent a main road as described above.

The following response is provided in accordance with Section 37(4) (b) of the *Development Act 1993* and Schedule 8 of the *Development Regulations 2008*.

THE PROPOSAL

This application proposes two community allotments at the rear of the subject site and is division of proposed Allotment 100 in related DA 211/D094/18.

CONSIDERATION

Anzac Highway is identified as a Major Traffic Route, Primary Freight Route, Major Cycling Route and Standard Frequency Public Transport Corridor under the Department of Planning, Transport and Infrastructure's (DPTI) 'A Functional Hierarchy for South Australia's Land Transport Network'. At this location, Anzac Highway carries approximately 33,700 vehicles per day (2.5% commercial vehicles) and has a posted speed limit of 60km/h.

Access and Road Safety

DPTI is satisfied that the (C1) access will cater for any simultaneous two-way vehicular movements. Provision has also been made for a vehicle to store on-site, adjacent the access point, whilst waiting for another vehicle to exit the property at the same time.

Turn paths show that vehicles entering and exiting the car parks of Allotments 11 and 12 are manoeuvring within a constrained area. An additional 0.5 metre width for the (C1) area would assist in vehicles avoiding conflict with the rear fence of proposed Allotment 10 in related DA 211/D094/18. Furthermore, the 3.62 x 1.27 metre stub containing letterboxes for the new rear dwellings should be reduced to 2 metres in length and 1 metre in width. This will allow additional manoeuvring space to be provided for vehicles exiting the existing dwelling (Allotment 10 in related DA 211/D094/18).

#12953915

CONCLUSION

In view of the above, it is recommended that the following conditions be attached to any approval given:

1. All vehicles must to enter and exit Anzac Highway in a forward direction.

2. All on-site vehicle manoeuvring areas shall remain clear of any impediments (including fencing, utility meters, vegetation or parked vehicles).

3. The 3.62 x 1.27 metre stub containing letterboxes for Allotments 11 & 12 shall be reduced to a 2 x 1 metre (C1) area on the final plan.

4. An additional 0.5 metre width of the (C1) area shall be provided adjacent Allotment 12 on the final plan.

5. Stormwater run-off shall be collected on-site and discharged without jeopardising the safety and integrity of Anzac Highway. Any alterations to the road drainage infrastructure required to facilitate this shall be at the applicant's expense.

Yours sincerely

MANAGER, TRANSPORT ASSESSMENT AND POLICY REFORM
for **COMMISSIONER OF HIGHWAYS**

#12953915

SA Water
Level 6, 250 Victoria Square
ADELAIDE SA 5000
Ph (08) 7424 1119
Inquiries David Rowe
Telephone 74241119

15 January 2019

Our Ref: H0069984

The Chairman
State Commission Assessment Panel
50 Flinders St
ADELAIDE SA 5000

Dear Sir/Madam

PROPOSED LAND DIVISION APPLICATION NO: 211/C024/18 AT CAMDEN PARK

In response to the abovementioned proposal, I advise that pursuant to Section 33 of the Development Act it is necessary for the developer to satisfy this Corporation's requirements, which are listed below.

The financial requirements of SA Water shall be met for the provision of water supply and sewerage services.

An investigation will be carried out to determine if the connection/s to your development will be costed as standard or non standard.

The developer must inform potential purchasers of the community lots of the servicing arrangements and seek written agreement prior to settlement, as future alterations would be at full cost to the owner/applicant.

Yours faithfully

David Rowe
for MANAGER LAND DEVELOPMENT & CONNECTIONS

STATE COMMISSION ASSESSMENT PANEL
A COMMITTEE OF THE STATE PLANNING COMMISSION

Contact Planning Services
Telephone 7109 7016
Email dldptipdclearanceletters@sa.gov.au

State Commission Assessment Panel

Level 5
50 Flinders Street
Adelaide SA 5000

GPO Box 1815
Adelaide SA 5001

08 7109 7061

5 March 2019

City Manager
City of West Torrens
165 Sir Donald Bradman Drive
HILTON SA 5033

Dear Sir

Re: Proposed Development Application No.211/C024/18 (ID 61004) – Amended Plan 21/12/18 for Land Division *(Community Title Plan)* by Diamanti Design Development

Further to my letter dated 23 November 2018 and to assist the Council in reaching a decision on this application, copies of the reports received by the State Commission Assessment Panel (SCAP) from agencies that it has consulted have been uploaded for your consideration.

IT IS REQUESTED PURSUANT TO SECTION 33 (1) (c) OF THE *DEVELOPMENT ACT 1993* THAT THE COUNCIL INCLUDE IN ITS DEVELOPMENT APPROVAL THE FOLLOWING REQUIREMENTS OF THE SCAP.

1. The financial requirements of the SA Water Corporation shall be met for the provision of water supply and sewerage services. (SA Water H0069984)

   SA Water Corporation further advise that an investigation will be carried out to determine if the water and/or sewer connection/s to your development will be costed as standard or non-standard.

   The developer must inform potential purchasers of the community lots in regards to the servicing arrangements and seek written agreement prior to settlement, as future alterations would be at full cost to the owner/applicant.

2. Payment of $6830.00 into the Planning and Development Fund (1 allotment/s @ $6830.00 /allotment). Payment may be made by credit card via the internet at www.edala.sa.gov.au or by phone (7109 7018), by cheque payable to the State Planning Commission marked "Not Negotiable" and sent to GPO Box 1815, Adelaide 5001 or in person, by cheque or credit card, at Level 5, 50 Flinders Street, Adelaide.

3. A final plan complying with the requirements for plans as set out in the Manual of Survey Practice Volume 1 (Plan Presentation and Guidelines) issued by the Registrar General to be lodged with the State Commission Assessment Panel for Land Division Certificate purposes.

It is pointed out to Council that a response from the Department of Planning, Transport and Infrastructure – Transport Services Division has not been received.

IT IS ALSO REQUIRED THAT COUNCIL PROVIDE THE SCAP WITH:

a) the date on which any existing building(s) on the site were erected (if known);
b) the postal address of the site; and
c) a copy of its Decision Notification Form (via EDALA) pursuant to Regulations 60 (4) (b) ii and 44 respectively.

IT IS RECOMMENDED THAT THIS INFORMATION BE INCORPORATED INTO COUNCIL'S ADVICE WHEN REPORTING THAT THEIR REQUIREMENTS (IF ANY) HAVE BEEN FULLY SATISFIED.

Yours faithfully,

Biljana Prokic
LAND DIVISION COORDINATOR – PLANNING SERVICES
as delegate of the
STATE COMMISSION ASSESSMENT PANEL
Q:\PLANNINGSERVICES\TEMPLATES\STATEMENTS\ELECTRONIC\TFF2R-CT

6.8 49-51A Port Road, THEBARTON

Application No 211/85/2018

DEVELOPMENT APPLICATION DETAILS

DESCRIPTION OF DEVELOPMENT	Construction of an integrated service station with drive-through facility, signage and associated car parking and landscaping
APPLICANT	Peregrine Corporation
LODGEMENT DATE	29 January 2018
ZONE	Urban Corridor Zone
POLICY AREA	Boulevard Policy Area 34
APPLICATION TYPE	Merit
PUBLIC NOTIFICATION	Category 2
REFERRALS	Internal • City Assets • City Operations External • Department of Planning, Transport and Infrastructure (DPTI) • Environmental Protection Authority (EPA)
DEVELOPMENT PLAN VERSION	19 December 2017
DELEGATION	• The relevant application proposes a merit form of development and, in the opinion of the delegate, should be refused, **except** where the application is to be refused for a failure to provide information pursuant to section 39 of the Act or where a referral agency direct that the application is refused pursuant to section 37 of the Act.
RECOMMENDATION	Refuse
AUTHOR	Josh Banks

SUBJECT LAND AND LOCALITY

The subject land is formally described as Allotment 33 in Filed Plan 119952, Allotment 34 in Filed Plan 119953 and Allotment 35 in Filed Plan 119954, in the area named Thebarton, Hundred of Adelaide, Volume 5378 Folio 326, Volume 5378 Folio 327 and Volume 5378 Folio 110 respectively, more commonly known as 49-51A Port Road, Thebarton. The subject site is slightly irregular in shape with a 24.84 metre (m) wide frontage to Port Road, a secondary frontage to Smith Street of 41.45m, and has a corner cut-off of 6.04m. It has a total site area of approximately 1354 square metres (m^2).

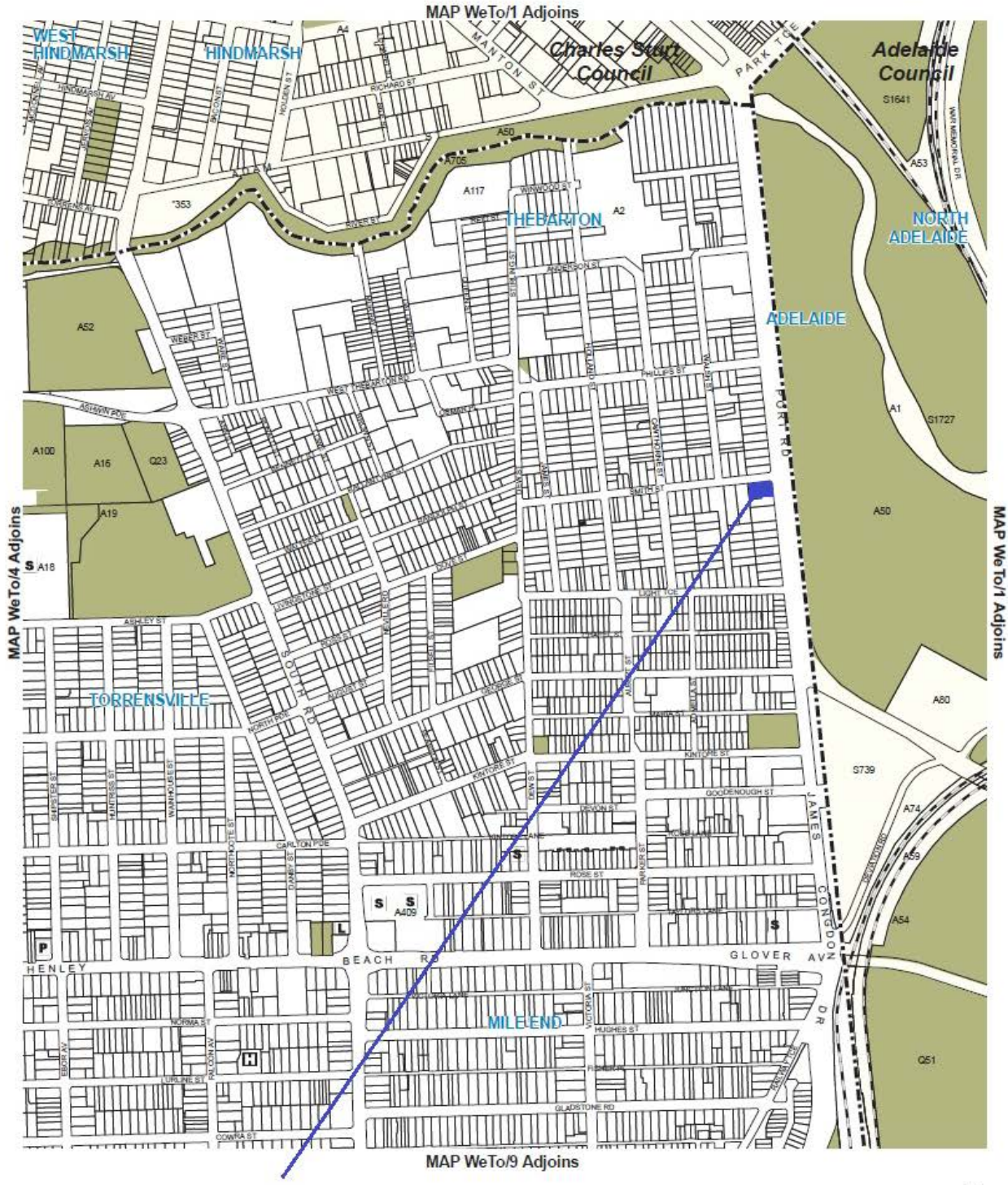
There are no easements, encumbrances or Land Management Agreements on the Certificates of Title and there are no regulated trees on the subject site or on adjoining land that would be affected by the development.

The site currently contains two-storey commercial buildings with car parking and storage areas. The site is relatively flat.

The locality is comprised of two distinct parts divided by Port Road. The eastern side of Port Road comprises public open space in the Adelaide Park Lands, and the western side comprises ageing commercial and industrial buildings. The subject land is located on the western side of Port Road; a primary arterial road that carries approximately 70,000 vehicles per day. There is no recognisable pattern of division as most existing sites have buildings that are located across multiple allotment boundaries.

The amenity of the locality varies depending upon the specific location. The locality is negatively influenced by the Port Road corridor and the industrial appearance of the surrounding sites to the north and south of the subject land, whilst the Park Lands to the western side of Port Road and the semi-mature street trees along the Port Road corridor provide positive contributions.

The subject land and locality are shown on the aerial imagery and maps below.



Location Map WeTo/5

WEST TORRENS COUNCIL
Consolidated - 19 December 2017


THEBARTON
ADELAIDE CITY COUNCIL
WALSH STREET
SMITH STREET
PORT ROAD
LIGHT TERRACE
49-51A
SUBJECT SITE
49-51A Port Road,
THEBARTON
Subject Land
Locality

PROPOSAL

The proposal seeks to construct an integrated service station with the following attributes:

- 24/7 sales of petroleum products plus various food/drink and tobacco products;
- Three petrol bowsers beneath a 5.5m high canopy;
- A 325m² control building accommodating the following:
    - 24 hour drive through;
    - Subway fast food outlet;
    - Bakery;
    - Groceries, coffee, tobacco sales; and
    - Various illuminated and non-illuminated advertising panels.
- Nine car parking spaces;
- Two pylon signs containing LED price boards and numerous advertisements;
- Refuse enclosure with 2.1m high timber slatted screening; and
- Associated landscaping.

The control building is single storey but has a maximum height of 7.3m. Plant equipment is to be located on the roof and screened by a 1.8m high fibre cement screen which has been integrated into the overall design to appear as part of the main structure. The eastern façade of the control building that faces the bowsers and Port Road will be predominantly glass. The northern façade, facing Smith Street, will be a solid brick face wall and will not contain advertising.

A 7m high pylon sign will display petrol prices through an LED array and advertise other goods and services provided on the site. Another 3m high pylon sign will contain exclusively LED displays of petrol prices.

Three crossovers are proposed. The first existing crossover will be modified to provide access to the site from Port Road. The second will be an access/egress to Smith Street, and the third crossover on Port Road will facilitate egress from the site only.

The relevant plans and documents are contained in **Attachment 2**.

PUBLIC NOTIFICATION

The application is a Category 2 form of development pursuant to the Procedural Matters section of the Urban Corridor Zone.

Properties notified:	Seven properties were notified during the public notification process.
Representations:	No representations were received.

INTERNAL REFERRALS

Department	Comments
City Assets	• Proposed finished floor level (FFL) of control building is satisfactory • Access from Port Road is not perpendicular to the road through the verge • Stormwater management detail is still outstanding.
City Operations	• Supportive of the removal of one *Callistemon harkness* (bottlebrush) street tree, subject to fees and charges.

EXTERNAL REFERRALS

Department	Comments
DPTI	• Preference for all access to the site from Smith Street, but as proposed entry point from Port Road will replace an existing access, DPTI does not object in principle • Initial concerns with refuse location and potential for vehicle conflict and queuing • Port Road entry point should be widened, and have a 'No Entry' sign facing internal traffic • Signage should be illuminated appropriately and change with the ambient conditions (in accordance with DPTI guidelines) • All vehicles shall enter and exit in a forward direction; and • All stormwater shall be disposed of in safe manner.
EPA	• Given the distance to the nearest sensitive receivers (approximately 130m to the west), the proposed installation of a Stage 1 vapour recovery system is required • The EPA has not undertaken an assessment of any potential noise impacts. As the proposed facility would operate 24 hours a day, seven days a week, and a sensitive receiver is located in close proximity, the planning authority should be satisfied that the proposed development would comply with the *Environment Protection (Noise) Policy 2007* • The EPA is satisfied that the proposed petroleum storage activity would not cause unacceptable environmental impacts.

A copy of the relevant referral responses is contained in **Attachment 3**.

RELEVANT DEVELOPMENT PLAN PROVISIONS

The subject land is located within the Urban Corridor Zone and, more specifically, Boulevard Policy Area 34 as described in the West Torrens Council Development Plan.

The relevant Desired Character statements are as follows:

Urban Corridor Zone - Desired Character

This zone will contain an innovative mix of medium density (45-70 dwellings per hectare) and high density (70-200 dwellings per hectare) residential development, together with community and employment land uses, along the Port Road, Anzac Highway and Henley Beach Road corridors. The combination of land uses will vary within these corridors. Some locations will contain a genuine land use mix with ground floor shops, restaurants and offices, and upper level residential, while other areas will give primacy to residential development. Other parts of the zone will have a strong employment focus.

The function of main roads in the zone, particularly Port Road and Anzac Highway, as major transport corridors will be protected by providing access to allotments from secondary road frontages and rear access ways as much as possible. Parking areas will be consolidated, shared (where possible) and screened from the street or public spaces. Allotments with car parking fronting Port Road, Anzac Highway and Henley Beach Road will be redeveloped with built form closer to the road and reconfigured car parking areas.

As one of the key zones in the City of West Torrens where there will be transformation in built form, new buildings will be recognised for their design excellence. These buildings will establish an interesting pedestrian environment and human-scale at ground level through careful building articulation and fenestration, verandas, balconies, canopies and landscaping. In general, the greatest height, mass and intensity of development will be focussed at the main road frontage. Buildings of 3 or more storeys will be the predominant built form. It is for these reasons that dwellings other than detached dwellings will be the predominant form of residential development.

Overlooking, overshadowing and noise impacts will be moderated through careful design, Impacts on adjoining zones where development is lower in scale and intensity will be minimised through transition of building heights and setbacks, judicious design and location of windows and balconies, and the use of landscaping. The transition of building heights and setbacks, and judicious design is especially important adjacent Character Policy Areas, including those Character Policy Areas at Glandore and Ashford. The use of blank walls in these transitional areas, especially at the rear and side of allotments, will be avoided. Plant and service equipment will be enclosed and screened from view from the street and neighbouring allotments.

Where buildings are set back from main roads, landscaping will contribute to a pleasant pedestrian environment and provide an attractive transition between the public and private realm. Large scale development in the zone will facilitate the establishment of areas of communal and public open space, and create links with existing movement patterns and destinations in the zone. Front fencing in the zone will be kept low and/or visually permeable. Some parts of the zone, including allotments in Thebarton and Keswick, are potentially contaminated because of previous and current industrial activities. In these circumstances, development is expected to occur on a precautionary basis if site contamination investigations identify potential site contamination, particularly where it involves sensitive uses such residential development.

The Thebarton brewery has potential to cause nuisance to future users and residents within this zone through noise and odour. To mitigate potential adverse impacts, residential development north of Smith Street that is likely to be sensitive to brewery operations should generally be avoided unless interface mitigation measures have been implemented (or will be implemented within an acceptable period) such that the anticipated impacts are within acceptable limits. Noise and air amenity with the zone is not expected to be equivalent to that expected from living in a purely residential zone.

Objectives	*1, 2, 3, 4, 5, 6, 7, 9*
Principles of Development Control	*1, 4, 6, 7, 8, 9, 10, 11, 12, 13, 16, 17, 18, 19, 20, 21*

Boulevard Policy Area 34 - Desired Character

The policy area will contain a mix of land uses that complement the function of Port Road as a strategic transport route linking central Adelaide with the north western suburbs, and Anzac Highway linking central Adelaide with Glenelg.

The redevelopment of existing commercial and industrial allotments into medium-to-high scale, mixed-use development will occur. Where development has a mix of land uses, non-residential activities such as shops, offices and consulting rooms will be located on lower levels with residential land uses above. In order to achieve the desired transformation of the policy area, dwellings other than detached dwellings will be the predominant form of residential development.

A mix of complementary land uses will assist in extending the usage of the policy area beyond normal working hours to enhance its vibrancy and safety.

Development will take place at medium and high densities, at a scale that is proportionate to the width of Port Road and Anzac Highway respectively. To achieve this, development will take place on large, often amalgamated allotments. Vehicle access points will be located off side streets and new rear laneways where possible, so that vehicle flows, safety and efficient pedestrian movement along Port Road and Anzac Highway are maintained.

Pedestrian areas will be enhanced to maximise safety and strong links will be made between development and tram stops along Port Road, and Bonython Park.

While the use and address of buildings will be designed to be easily interpreted when driving in a vehicle, the footpath will be sheltered with awnings, verandas and similar structures. Buildings of up to eight storeys will have a strong presence to Port Road and Anzac Highway. At lower levels, buildings will have a human scale through the use of design elements such as balconies, verandas and canopies. Development on corner allotments will enhance the gateway function of such corners by providing strong, built-form edges combined with careful detailing at a pedestrian scale to both street frontages.

Podium elements, where higher floors of the building are set back further than lower level floors, may be used to improve air quality (through greater air circulation), as well as enhancing solar access, privacy and outlook for both the residents of the building and neighbours.

Buildings along Port Road will have zero setback from the front boundary in order to establish a strong and imposing presence to the road, while short front setbacks along Anzac Highway will allow for some landscaping to contribute to a more open landscaped character.

On-site vehicle parking will not be visible from Port Road and Anzac Highway, by locating parking areas behind building facades and shielding under croft parking areas with landscaping and articulated screens.

Objectives	*1, 2, 3, 4*
Principles of Development Control	*1, 3, 4, 5, 6*

Additional provisions of the Development Plan which relate to the proposed development are contained in **Attachment 1**.

QUANTITATIVE STANDARDS

The proposal is assessed for consistency with the quantitative requirements of the Development Plan as outlined in the table below:

DEVELOPMENT PLAN PROVISIONS	STANDARD	ASSESSMENT
PRIMARY STREET SETBACK *Urban Corridor Zone* *PDC 17*	No minimum	8.7m (canopy) 28.7m (control building) **Satisfies**
SECONDARY STREET SETBACK *Urban Corridor Zone* *PDC 18*	No minimum	0.6m **Satisfies**
SIDE SETBACK *Urban Corridor Zone* *PDC 19*	3m (minimum)	5.3m **Satisfies**
REAR SETBACK *Urban Corridor Zone* *PDC 19*	No minimum	4.2m **Satisfies**
LANDSCAPING *Landscaping, Fences and Walls* *PDC 4*	10% (minimum)	58.6m² or 4.3% **Does Not Satisfy**
BUILDING HEIGHT *Urban Corridor Zone* *PDC 13*	3 storeys / 12.5m (maximum)	1 storey / 7.3m **Satisfies**
CAR PARKING SPACES *Urban Corridor Zone* *PDC 20*	10 - 16 spaces	9 spaces **Does Not Satisfy**

ASSESSMENT

In assessing the merits or otherwise of the application, the proposed development is discussed under the following sub headings:

Land Use

The proposed development is described as an integrated service station due to the combination of uses incorporated in the proposal, and is not a type of land use specifically envisaged within the zone or policy area. The control building will house a shop for the sale of convenience groceries, coffee and fast food plus the sale of fuel, and therefore has elements which are envisaged (i.e. shop). However, the proposal also has an element that, in isolation, would be a non-complying form of development (i.e. a petrol filling station).

The relevant Desired Character Statements for the zone and policy area primarily envisage mixed land use development in combination with residential development. The theme of the zone and policy area provisions is to encourage buildings that are adaptable for a range of uses. Given the proposed petrol filling and drive through fast food functions, and the potential future site contamination arising from these functions, it is unlikely that this site can readily be adapted should the current proposal be established. It is more likely that the site will need to be cleared, remediated and then subsequently re-developed. On this basis Objectives 4 and 9 of the Urban Corridor Zone, Principle of Development Control (PDC) 4 of the Urban Corridor Zone and Objective 4 of the Boulevard Policy Area 34 are not considered satisfied.

Desired Character

The intent of the Urban Corridor Zone is to provide medium and high density housing with a mix of compatible land uses, employment opportunities, services and facilities such as public transport and community services. Boulevard Policy Area 34 of this zone further reinforces this approach, outlining a desire for the redevelopment of existing commercial sites into medium-high scale mixed use buildings. Port Road is repeatedly highlighted in the desired character statement as a strategic transport route where development should have a strong and imposing presence to the street, be up to eight storeys in height, make strong links to public transport (in the form of tram stops on Port Road), and have minimal street setbacks to create more pedestrian-friendly areas. It also goes on to talk about car parking areas not being visible from Port Road and to have vehicle access points located off side streets.

Taking into consideration the above, the proposal does not address the key components of the zone and policy area desired character statements.

Built Form

As previously discussed, the desired character of the zone and policy area seeks multi storey mixed use developments with non-residential land uses on the ground floor and residential development above it. Furthermore, as the subject land faces the Adelaide Park Lands, the Development Plan seeks a minimum building height of four storeys (Urban Corridor Zone PDC 14). Neither of these built form characteristics are proposed.

The desired character for the zone also calls for car parking to be located towards the rear of the site in order to bring the built form closer to the street frontage to create a strong and defined presence to the street. It is acknowledged that service stations require particular and unique traffic movements and operational requirements in order to be functional. However it is this function and layout of the proposal that prevents this design outcome from occurring.

Landscaping

PDC 4 of the Landscaping, Fences and Walls module seeks a minimum of 10% of a site to be landscaped in order to enhance the appearance of a site, complement built form, minimise heat absorption and the like. The proposal provides approximately 59m² of landscaping which equates to less than 5% of the site. The deficiency is not considered acceptable given the amount of hard-paved surfacing proposed, however it is acknowledged that the extent of landscaping proposed would be an improvement over the existing site conditions.

Vehicular movements are a dominant feature of the proposed development, but given the scope and nature of the proposal no justification has been provided that might work towards addressing the lack of suitable landscaping.

Advertising

The proposal includes two free-standing pylon signs. The Advertisements module of the Development Plan has a number of PDCs that discuss free-standing advertisements. PDC 16 suggests that only one primary advertisement per site is appropriate, and PDC 17 suggests a maximum height of 6m and a maximum signage area for the site of 9.23m^2.

The proposal meets neither of these provisions as one pylon sign is 7m and the advertising area of both pylon signs total in excess of 28m^2.

The proposal also includes signage on the façade of the control building with two panels on the top of blade walls that rise above the roofline. Whilst the overall design and layout is orderly and coordinated, it does not satisfy PDC 7 of the Advertising module by having portions above the walls of the building.

Parking and Access

The Urban Corridor Zone is considered a Designated Area for the purposes of vehicle parking. The car parking rates for designated areas can be found in Table WeTo/6. For non-residential development there should be between 3-5 car parks per 100m² of gross floor area. Based on this figure, the proposed development generates a parking demand of between 9-15 spaces. The proposal includes 9 spaces and therefore satisfies the desired minimum. It is anticipated that the majority of vehicles entering the site will traverse through the site and utilise the drive through, or occupy a car park for a short period of time. On this basis the parking spaces proposed are satisfactory.

The proposal will utilise an existing access point from Port Road which the Development Plan speaks against. However, DPTI are supportive of this arrangement and as the crossover is existing and would require only minor modifications, it is not considered a major concern.

Stormwater Management

The proposal includes a stormwater management system designed by qualified professionals with runoff from the buildings to be collected and disposed to the street water table, while runoff from the bowser area is to be diverted through a Class 1 retention system. It includes an oil separator with no bypass, and an alarm connected to a 10,000L retention tank. This size is sufficient to accommodate any spill during the course of a fuel delivery or any other potential spills on the forecourt.

The EPA are satisfied with the design and information proposed, however City Assets would prefer to see further details (as a Reserved matter) on stormwater quality to demonstrate industry best practice.

SUMMARY

The Urban Corridor Zone and, more particularly Boulevard Policy Area 34, clearly articulates the envisaged desired character and built form outcomes, particularly for the area of Port Road (the first area to be rezoned as Urban Corridor for the City of West Torrens in 2013). These envisaged outcomes include adaptable, mixed use four-storey or more buildings with minimal setbacks to Port Road. The proposal is in direct conflict with the intended outcomes of this zone and policy area, and while it satisfies some of the more technical planning matters, it has fundamental shortcomings in reference to the zone and policy area provisions that warrant non-support.

Having considered all the relevant Objectives and Principles of the Development Plan, the proposal is not considered to be seriously at variance with the Development Plan.

On balance the proposed development does not sufficiently accord with the relevant provisions contained within the West Torrens Council Development Plan Consolidated 19 December 2017 and does not warrant Development Plan Consent.

RECOMMENDATION

The Council Assessment Panel, having considered all aspects of the report, the application for consent to carry out development of land and pursuant to the provisions of the *Development Act 1993* resolves to REFUSE Development Plan Consent for Application No. 211/85/2018 by Peregrine Corporation to construct an integrated service station with drive-through facility, signage and associated car parking and landscaping at 49-51A Port Road, Thebarton (CTs 5378/327, 5378/110, 5378/326) as the proposed development is contrary to the following provisions of the West Torrens Council Development Plan Consolidated 19 December 2017:

- Urban Corridor Zone - Boulevard Policy Area 34 Objective 1
  Reason: The development is not medium/high rise development framing the street, and is not a mixed use building with residential land uses above.

- Urban Corridor Zone - Boulevard Policy Area 34 Objective 2
  Reason: The development will not result in a uniform streetscape edge, consistent front setbacks, nor tall, articulated building façades.

- Urban Corridor Zone - Boulevard Policy Area 34 Objective 4
  Reason: The development does not contribute to the desired character of the policy area.

- Urban Corridor Zone - Boulevard Policy Area 34 Principle of Development Control 3
  Reason: The development does not contribute to the desired character for the policy area.

- Urban Corridor Zone Objectives 2, 4 and 9
  Reason: The development is not a medium or high rise building (with residential development above), is not an adaptable and flexible building that can accommodate changes in land use, and will not contribute to the desired character of the zone.

- Urban Corridor Zone Principles of Development Control 1 and 4
  Reason: The development is not an envisaged land use in the zone and is not consistent with the desired character for the zone.

- Urban Corridor Zone Principle of Development Control 6
  Reason: The development does not provide vehicle parking to the rear of development and is visible from public land along the primary road frontage.

- Urban Corridor Zone Principle of Development Control 14
  Reason: The subject land faces the Adelaide Park Lands and the proposed building is not a minimum of 4 storeys in height.

- General Section - Advertisements Principle of Development Control 7
  Reason: The signage on the facades of the proposed control building exceeds the height of the walls of the building.

- General Section - Advertisements Principle of Development Control 16
  Reason: The development proposes more than one free-standing advertising hoarding.

- General Section - Advertisements Principle of Development Control 17
  Reason: The free-standing advertising hoardings exceed the area and height specified for other non-residential zones.

- General Section - Landscaping, Fences and Walls Principle of Development Control 4
  Reason: The development does not provide landscaping to a minimum of 10 percent of the site.

Attachments

1. **Objectives and Principles of Development Control (under separate cover)**
2. **Plans and Supporting Information (under separate cover)**
3. **External and Internal Referral Responses (under separate cover)**

6.9 142 South Road, TORRENSVILLE

Application No 211/1303/2018

DEVELOPMENT APPLICATION DETAILS

DESCRIPTION OF DEVELOPMENT	Change of use from office to consulting rooms and office
APPLICANT	R L Haddad
LODGEMENT DATE	5 December 2018
ZONE	Residential
POLICY AREA	Torrensville East Conservation Policy Area 33
APPLICATION TYPE	Non-complying
PUBLIC NOTIFICATION	Category 1
REFERRALS	Internal • City Assets External • Nil
DEVELOPMENT PLAN VERSION	Consolidated 12 July 2018
DELEGATION	• The relevant application proposes a non-complying form of development and the application is to be determined after a full merit assessment against the Development Plan, except where the relevant development application proposes a change of use to office in a Commercial Zone.
RECOMMENDATION	Support with conditions
AUTHOR	Josh Banks

SUBJECT LAND AND LOCALITY

The subject land is formally described as Allotment 147 in Deposited Plan 33508 in the area named Torrensville, Hundred of Adelaide, Volume 5082 Folio 851, more commonly known as 142 South Road, Torrensville. The subject site is rectangular in shape with a 13.77 metre (m) wide frontage to South Road and a site area of 703 square metres (m^2).

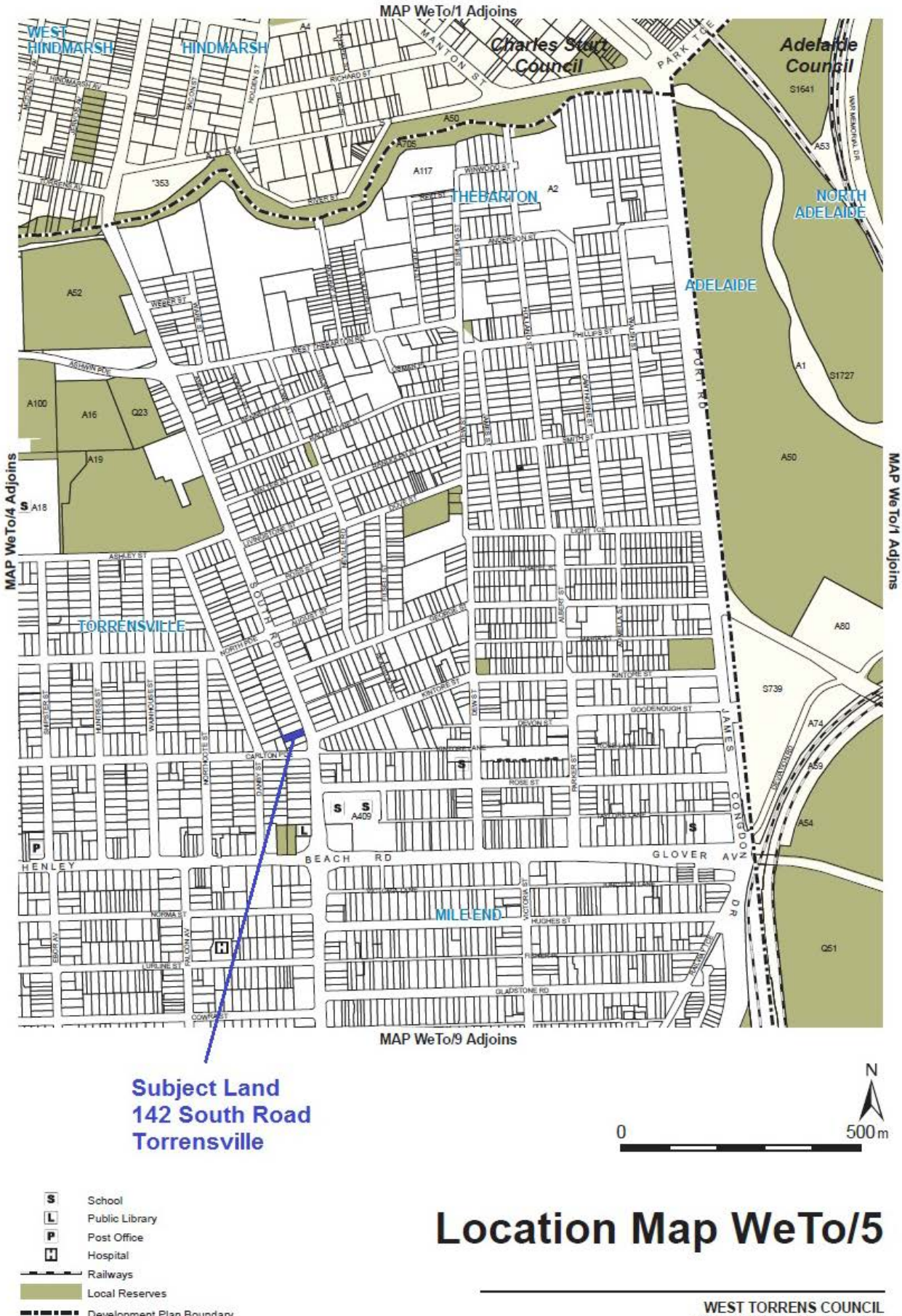
There is a reciprocal right of way that traverses the allotment in a north-south direction. This 'laneway' arrangement facilitates vehicular access to and from all allotments between Carlton Parade and North Parade.

It is noted that there are no encumbrances or Land Management Agreements on the Certificate of Title and there are no regulated trees on the subject site or on adjoining land that would be affected by the development.

The site currently contains a single storey building presently used as an office, a carport and informal car parking and landscaping. The site is relatively flat.

The locality consists of numerous former dwellings being used for commercial purposes particularly on the western side of South Road. The church and its grounds directly opposite the subject land is the most dominant built form in the locality. The amenity of the locality is reasonable and is strengthened by mature street vegetation which helps mitigate the traffic impact from South Road.

The site and locality are shown on the aerial imagery and maps below.



Location Map WeTo/5

WEST TORRENS COUNCIL
Consolidated - 12 July 2018


R 33
TORRENSVILLE
R 20
THEBARTON
R 27
SOUTH ROAD
HARLEY PEARSON LANE
KINTORE STREET
KINTORE LANE
CARLTON PARADE
MILE END
ROSE STREET
DANBY STREET
UrC 35
SUBJECT LAND
142 South Road,
TORRENSVILLE
Subject Land
Locality

PROPOSAL

The proposal is for a change in use of the land from office to consulting rooms and offices. An existing car park at the rear of the subject land will be retained. Only a portion of the existing building will be changing to consulting rooms, with ancillary offices remaining unchanged.

The business will provide a podiatry practice with two consulting rooms, two offices, a reception area, a staff room and a store room.

No structural work by way of additions or internal alterations is proposed, nor is any new signage proposed.

Nine car parking spaces will be available, plus an informal bicycle parking area.

The applicant has nominated a maximum of five staff at any time, along with operating hours of 8:30am to 5:30pm Mondays to Fridays.

The relevant plans and documents are contained in **Attachment 2**.

NON-COMPLYING

The application is a non-complying form of development as the Development Plan lists both consulting rooms and offices that exceed 100m^2 and front an arterial road to be non-complying in the Residential Zone.

The applicant has provided a Statement of Effect pursuant to Regulation 17 of the *Development Regulations 2008* (refer **Attachment 3**). This document highlights a number of positive social, economic and environmental impacts associated with the proposed development as follows:

- The proposal will result in a continuation of the provision of health and welfare services from the site for the local community.
- The use will benefit a local business looking to become established in the area.
- No change is proposed to the built form, and therefore unlikely to contribute to any streetscape impacts.

The applicant has indicated it is unlikely that negative impacts will arise from the proposed development given the existing building and general layout of the land is being retained, and that activity on the land is unlikely to intensify.

Should the CAP resolve to approve the application, the concurrence of the State Commission Assessment Panel (SCAP) is required. Alternatively, should the CAP refuse the application, no appeal rights are afforded the applicant.

As the administration resolved, under delegation, to proceed with an assessment of the proposal, the application is now presented to the Panel for a decision.

PUBLIC NOTIFICATION

The application is a Category 1 form of development pursuant to Schedule 9 Part 1(3)(a) of the *Development Regulations 2008* as, in this instance, it is deemed to be of a minor nature for the following reasons:

- The development is for the alteration of the existing building by way of re-purposing rooms used as offices to consulting rooms, a staff room and a store room.
- The development is a partial change of use located on a small subject site, within a modestly-sized existing building that has existing use rights as an office.
- The development is not altering the built form and will not impact on the visual amenity of the locality.
- The development will not unreasonably impact adjoining owners or occupiers of land by way of noise, traffic movements or other measurable impacts.
- The development provides for adequate car parking using an existing area to the rear of the subject land.
- The development will not detrimentally impact on the heritage value of the local heritage-listed church opposite the subject land.

INTERNAL REFERRALS

Department	Comments
City Assets	• The existing access/egress configuration will be used, and there is no major issue. • The number of car parking spaces is satisfied, however slight adjustments should be made to the positioning and design.

A copy of the relevant referral response is contained in **Attachment 4**.

RELEVANT DEVELOPMENT PLAN PROVISIONS

The subject land is located within the Residential Zone and, more particularly, Torrensville East Conservation Policy Area 33 as described in the West Torrens Council Development Plan.

The relevant Desired Character statements are as follows:

Residential Zone - Desired Character

This zone will contain predominantly residential development. There may also be some small-scale non-residential activities such as offices, shops, consulting rooms and educational establishments in certain locations. Non-residential activities will be complementary to surrounding dwellings.

Allotments will be at very low, low and medium densities to provide a diversity of housing options in different parts of the zone. The range of allotment sizes will support the desired dwelling types anticipated in each policy area, and the minimum allotment sizes shall be treated as such in order to achieve the Desired Character for each policy area and, in turn, reinforce distinction between policy areas. Row dwellings and residential flat buildings will be common near centres and in policy areas where the desired density is higher in contrast to the predominance of detached dwellings in policy areas where the distinct established character is identified for protection and enhancement. There will also be potential for semi-detached dwellings and group dwellings in other policy areas.

*Residential development in the form of a multiple dwelling, residential flat building or group dwelling will not be undertaken in a **Historic Conservation Area**.*

Landscaping will be provided throughout the zone to enhance the appearance of buildings from the street as viewed by pedestrians, provide an appropriate transition between the public and private realm and reduce heat loads in summer.

Objectives	*4*
Principles of Development Control	*1, 2, 3, 5*

Torrensville East Conservation Policy Area 33 - Desired Character
The provisions of the Historic Conservation Area apply to this policy area. *The policy area will contain predominantly detached dwellings and limited semi-detached dwellings.* *Allotments are at low to very low density and are generally deep, with wide frontages to main streets. Subdivision will reinforce the existing allotment pattern which is a significant positive feature of the policy area.* *Streetscape character elements including low front fencing, landscaping space in front yards, regular street trees and on-street visitor car parking will be supported by limiting vehicle cross-overs.* *There will be a unity of built-form, where all new development is complementary to historic buildings rather than dominating or detracting from them. There will be predominantly one storey buildings, with some two storey buildings where the upper level is contained within the roof space in a manner that is complementary to the single storey character of nearby buildings. New dwellings will incorporate building elements common to older structures such as pitched roofs, verandas and simple detailing, as well as building materials such as stone, bricks, limited rendered masonry and corrugated iron/steel.* *Alterations and additions will be primarily located at the rear of existing dwellings so that they have minimal impact on the streetscape. Setbacks will be complementary to the boundary setbacks of existing buildings in the policy area.* *There will be no garaging/carports forward of the main facade of buildings.* *Historic front fencing, such as post and rail with woven wire and timber picket fences, will be preserved and new front fencing will be complementary in form and materials, facilitating views into front yards and of building facades.*

Objectives	*1*
Principles of Development Control	*1, 2*

Additional provisions of the Development Plan which relate to the proposed development are contained in **Attachment 1**.

ASSESSMENT

In assessing the merits or otherwise of the application, the proposed development is discussed under the following sub headings:

Land Use

This proposed use will occur within an existing building used for commercial purposes. The floor area of the building is 164m^2, and the two consulting rooms and two offices total 62.3m^2. The applicant has outlined that a high number of clients is not anticipated, and the hours of operation proposed are considered modest and within typically expected weekday times for this type of commercial use.

Notwithstanding the Residential Zone lists consulting rooms and offices as non-complying uses, Principle of Development Control (PDC) 1 envisages small scale non-residential uses that serve the local community, such as health and welfare services. This use directly satisfies this principle.

PDC 3 strengthens this as it seeks non-residential development, such as consulting rooms, being of a nature and scale that serve the local community, is consistent with the character of the locality, and does not detrimentally impact on the amenity of nearby residents. Accordingly, the proposed change of use is considered acceptable from a land use perspective.

Parking and Access

The applicant has taken on the advice of Council's City Assets department and has adjusted the existing car parking design to address the concerns raised. The number of car parking spaces satisfies the desired minimum of nine spaces noted in Table WeTo/2 of the Development Plan.

Waste Management

It is considered unlikely that commercial vehicles will need to service the land. The applicant has suggested that a domestic-sized vehicle may be occasionally used for deliveries and collections. Council refuse will continue to be collected as per the existing arrangement.

SUMMARY

This change of use application is proposed within a locality that contains a number of existing commercial uses notwithstanding it is located within a Residential Zone.

The proposed change of use is considered appropriate given the location, nature of use and minimal disruption to the locality given the size of the existing building used, the number of staff proposed and the hours of operation nominated.

Having considered all the relevant Objectives and Principles of the Development Plan, the proposal is not considered to be seriously at variance with the Development Plan.

On balance the proposed development sufficiently accords with the relevant provisions contained within the West Torrens Council Development Plan Consolidated 12 July 2018 and warrants Development Plan Consent.

RECOMMENDATION

The Council Assessment Panel, having considered all aspects of the report, the application for consent to carry out development of land and pursuant to the provisions of the *Development Act 1993* resolves to GRANT Development Plan Consent for Application No. 211/1303/2018 by R L Haddad to undertake change of use from office to consulting rooms and office at 142 South Road, Torrensville (CT 5082/851) subject to the concurrence of the State Commission Assessment Panel and the following conditions of consent.

Development Plan Consent Conditions

1. The development must be undertaken, completed and maintained in accordance with the plans and information detailed in this application, except where varied by any conditions listed below.

   Reason: To ensure the proposal is developed in accordance with the plans and documents lodged with Council.

2. The operating hours of the site shall not exceed 8:30am to 5:30pm Monday to Friday.

   Reason: To ensure the amenity of surrounding uses is maintained.

3. The maximum size of service vehicles accessing the site, including any refuse collection vehicle, shall be limited to a SRV as specified in Australian Standard *AS 2890.2 - 2002 Parking Facilities, Part 2, Off-Street Commercial Vehicle Facilities*.

   Reason: To ensure the ongoing use and safety of vehicle parking and manoeuvring areas.

4. Prior to the use of the development, all car parking spaces shall be line marked in accordance with the approved plans and with Australian Standard *AS 2890.1, 2004 Parking Facilities, Part 1, Off-Street Car Parking*.

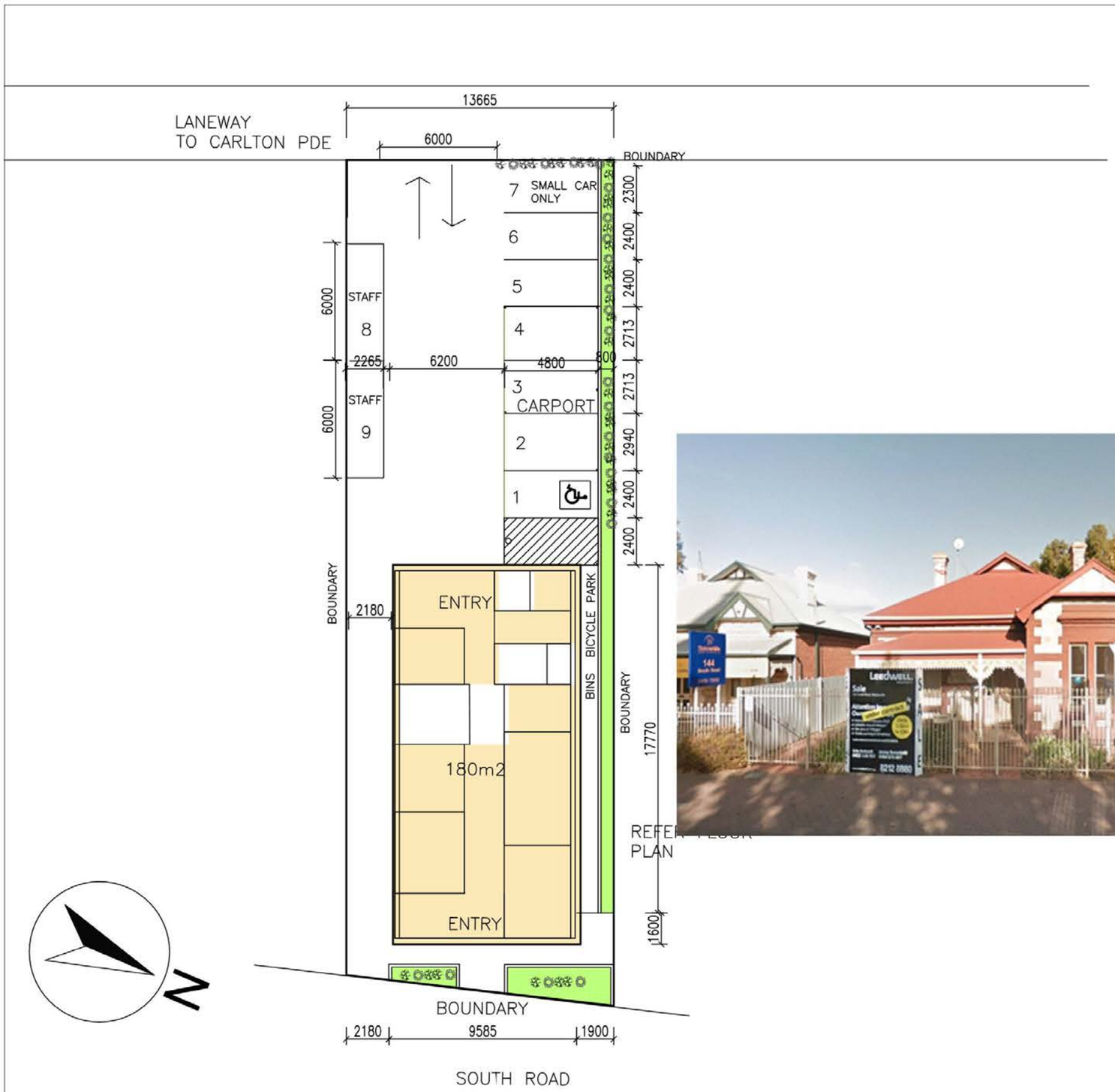
   Reason: To ensure the ongoing use and safety of vehicle parking and manoeuvring areas.

Attachments

1. Additional Development Plan Provisions
2. Plans and Associated Documentation
3. Statement of Effect
4. Internal Referral to City Assets

ADDITIONAL DEVELOPMENT PLAN PROVISIONS

General Section		
Community Facilities	*Objectives*	*1, 2*
	Principles of Development Control	*1, 2*
Historic Conservation Area	*Objectives*	*1, 2, 3, 4*
	Principles of Development Control	*1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13*
Interface between Land Uses	*Objectives*	*1, 2, 3*
	Principles of Development Control	*1, 2, 3, 4, 5, 6, 7*
Orderly and Sustainable Development	*Objectives*	*1, 3, 4, 5*
	Principles of Development Control	*1, 2, 3, 5, 7*
Transportation and Access	*Objectives*	*2, 4*
	Principles of Development Control	*1, 2, 8, 12, 13, 14, 17, 18, 20, 21, 22, 23, 24, 25, 26, 27, 28, 32, 33, 34, 35, 36, 37, 38, 39, 40, 41, 42, 43*
Waste	*Objectives*	*1*
	Principles of Development Control	*1, 2, 5, 6*



Town Planning HQ

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www.townplanninghq.com.au

COMMENTS:

PROJECT No: 20181120

PROJECT NAME:
PART CHANGE OF USE
TO OFFICE & CONSULTING ROOM

CLIENT:
ROSEANA HADDAD

SITE ADDRESS:
142 SOUTH ROAD TORRENSVILLE

DRAWING TITLE:
SITE PLAN
REFER FLOOR PLANS

DRAWING No: 01

DRAWN: HIEP | APPROVED: AD

DATE: 04/12/2018

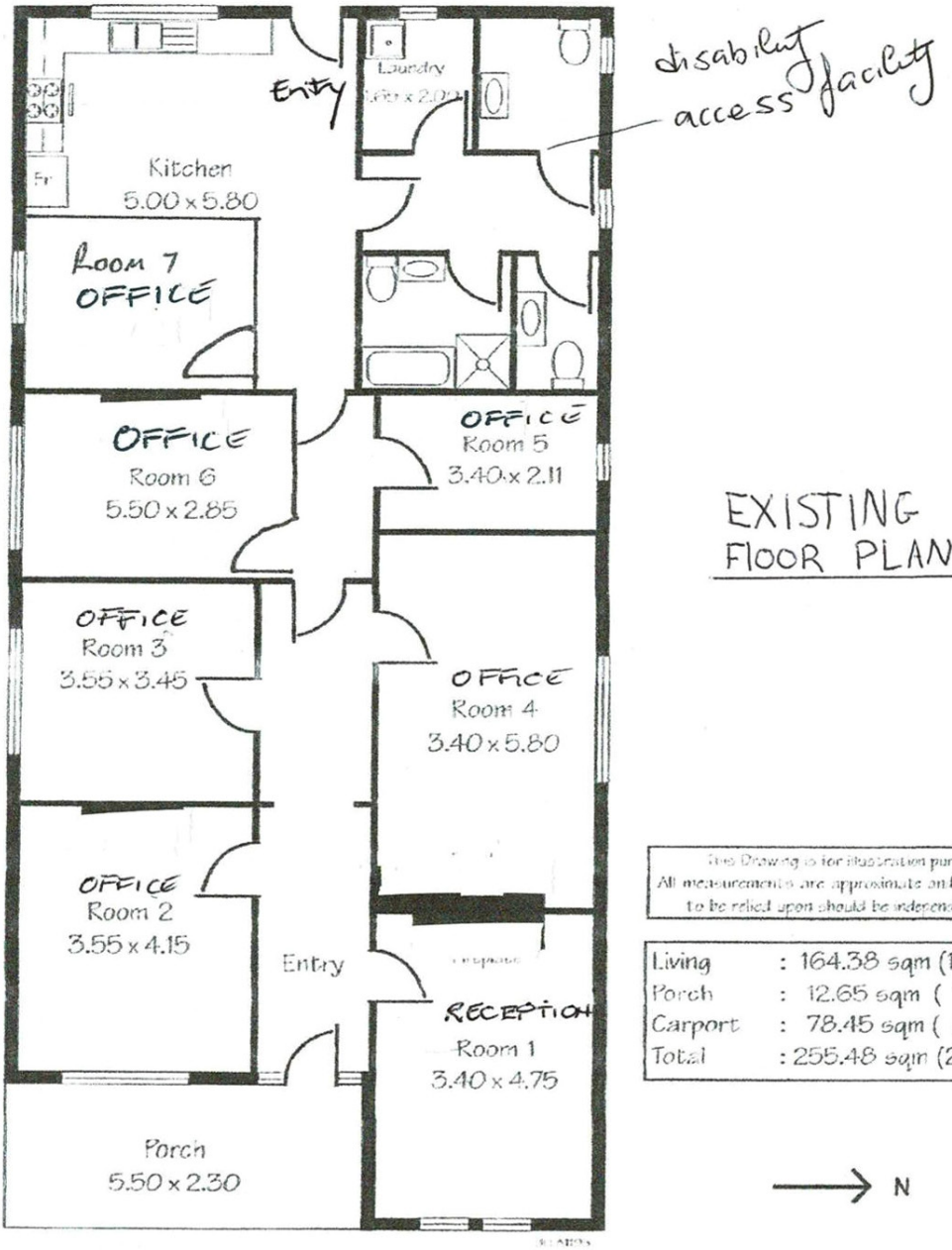
1:200 | @A3

REV: A | SHEET: 2 OF 2

TORRENSVILLE

142 South Road

Carport
5.85 x 13.41
in this area



EXISTING
FLOOR PLAN

This Drawing is for illustration purposes only.
All measurements are approximate and details intended to be relied upon should be independently verified.

Living	: 164.38 sqm (1769.4 sq ft)
Porch	: 12.65 sqm (136.2 sq ft)
Carport	: 78.45 sqm (844.4 sq ft)
Total	: 255.48 sqm (2750.0 sq ft)

N

NOTE: While every endeavour has been made to verify the correct detail in this brochure, neither the Agent nor Vendor accepts liability for any error or omission
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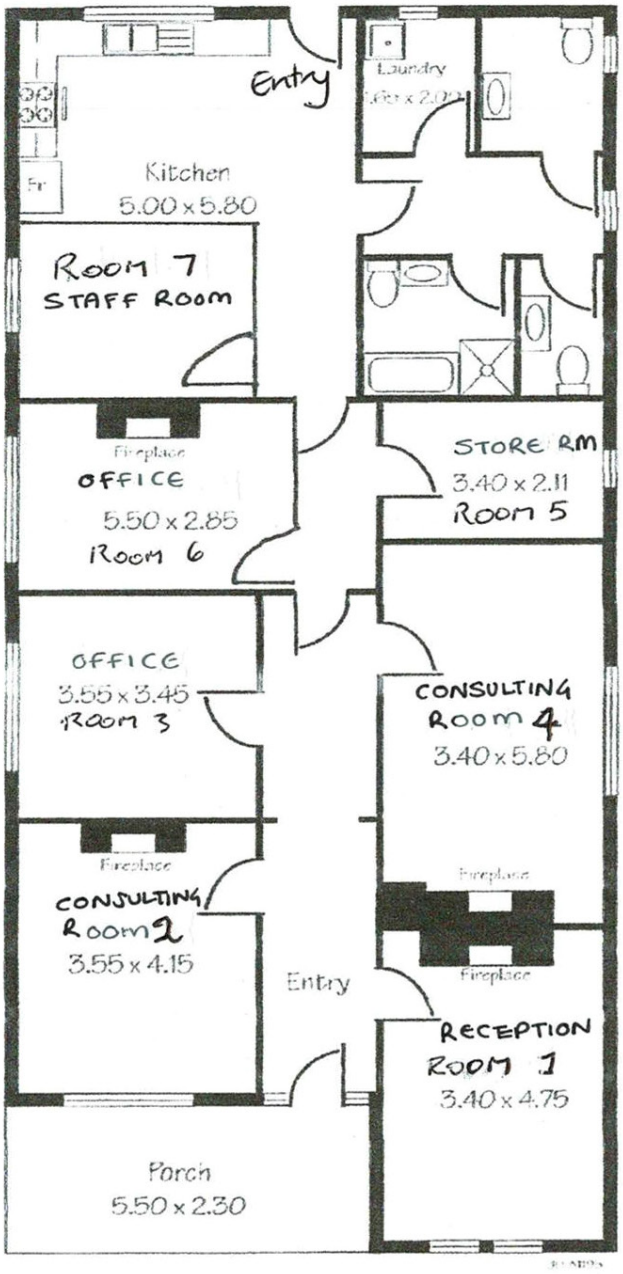
TORRENSVILLE

142 South Road

Carport
5.85 x 13.41
in this area

Wheelchair Access



← Wheelchair Accessible toilet

PROPOSED FLOOR PLAN

This Drawing is for illustration purposes only. All measurements are approximate and details intended to be relied upon should be independently verified.

Living	:	164.38 sqm (1769.4 sq ft)
Porch	:	12.65 sqm (136.2 sq ft)
Carport	:	78.45 sqm (844.4 sq ft)
Total	:	255.48 sqm (2750.0 sq ft)

→ N

South Road

NOTE: While every endeavour has been made to verify the correct detail in this brochure, neither the Agent nor Vendor accepts liability for any error or omission
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Town Planning HQ

23 January 2019

Ms Hannah Bateman
Manager
Development Services
Corporation of the City of West Torrens
165 Sir Donald Bradman Drive
HILTON SA 5033

Dear Hannah

Re: 211/1303/2018
Statement of Effect
Change of use from office to office and consulting room
142 South Road, Torrensville
Volume 5082 Folio 851

1.0 Introduction

Reference is made to a letter received from Council dated 17 January 2019 advising that Council has agreed to proceed to a full assessment of the application lodged on 4 December. Town Planning HQ has been engaged by of Roseana Laya Haddad to prepare and submit this Statement of Effect.

The letter has been issued in accordance with Development Regulation 17(4). This responding Statement of Effect has been prepared in accordance with Regulation 17(5) of the Development Regulations 2008 and describes and addresses the criteria set out in that Regulation as follows:

(a) a description of the nature of the development and the nature of its locality; and
(b) a statement as to the provisions of the Development Plan which are relevant to the assessment of the proposed development; and
(c) an assessment of the extent to which the proposed development complies with the provisions of the Development Plan; and
(d) an assessment of the expected social, economic and environmental effects of the development on its locality; and
(e) any other information specified by the relevant authority when it resolves to proceed with an assessment of the application (being information which the relevant authority reasonably requires in the circumstances of the particular case),and may include such other information or material as the applicant thinks fit.

The subject application seeks to change the use of the existing building at 142 South Road, Torrensville from office to the office and consulting room. The class of the building is Class 5.

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T: 08 8358 5346 M: 0419846435 www.townplanninghq.com.au ABN 82 593 497211
planning applications • land division • investigations

TPHQ

I can confirm that I have inspected the subject land and locality, reviewed the proposed plans and the most pertinent provisions of the West Torrens Council Development Plan consolidated 12 July 2018. It is my opinion that this is a supportable development proposal with planning merit. It is unlikely that activity on the land will particularly intensify. The proposal is not seriously at variance with the relevant provisions of the Development Plan.

This application was lodged in accordance with Section 39(1)(a)(b) and (c) of the Development Act 1993 and Regulation 18(a) of the Development Regulations 2008.

Please refer to plans previously submitted.

2.0 Subject Land and Locality

2.1 Subject Land

The subject land is identified as Allotment 147 in Deposited Plan 33508 in the area named Torrensville, Hundred of Adelaide. The Certificate of Title reference is Volume 5082 Folio 851 and the property has a street address of 142 South Road, Torrensville. The site area is approximately 703 square metres including a frontage of 13.77 metres to the western side of the arterial South Road.

The property is located approximately 240 metres to the arterial road Henley Beach Road and 30 metres to Carlton Parade. Access to and from the property is via a rear access over which there are reciprocal rights of way between North and Carlton Parades. All traffic enters and exits the property from the laneway at the rear of the property to the west, in which vehicles have direct access to carparking. Car parking is distributed on the land including beneath a purpose built carport (approved) that accommodates room for a disability park and its accompanying share zone. Bicycle parking space is available to the north side.

The site contains a single storey building with a total floor area of 164 m2. The building comprises 6 office rooms, a reception, toilet facilities and a kitchen. The land contains an existing car park with 9 vehicle parks, and associated landscaping and bin storage to the side of the property to the north. There is an approved free standing sign to the South Road frontage.

The development is wholly located within Torrensville East Conservation Policy Area 33 of the Residential Zone. The property is not a State or Local Heritage Place and is not a contributory item.

Council has provided confirmation of existing use rights and it is confirmed that the existing land use is office with associated parking and landscaping. Approvals are as follows:

SOUTH AUSTRALIA

TPHQ

- 220/1516/96 Office with Associated Car Parking and Landscaping
- 220/1559/96 Office Addition
- 211/164/98 Freestanding Sign.



Figure 1: Street View, 142 South Road, Torrensville (Source: Google Streetview 2018)

2.2 Locality

Properties on the western side of South Road in the locality are extensively used for non residential uses including 144 (Statewide Super), 142 (subject land - office), 136 (Chiropractor), 134 (office), 132 (office) and 130 (office). Properties to the rear appear to be residential and are separated from the subject land by a laneway.



Figure 2: Subject land (red) and locality (yellow) (Source: www.location.sa.gov.au)

SOUTH AUSTRALIA

TPHQ

3.0 Proposal

The applicant seeks to change the use of the existing building from office to an integrated office and consulting room. The site will service a podiatry practice to provide much needed services to the local community.

The office building currently contains six rooms used as offices. The total floor area is 164m2 and there is no proposal to alter or add to the existing building.

The proposal alters that arrangement as follows:

- Office rooms (2)
- *Consulting rooms (2)*
- *Store room (1)*
- *Staff room (1)*
- Reception

As shown on the existing and proposed floor plans, the consulting room use will occur in rooms previously used for office function. Two of the other office rooms will be used as store room and staff room. Office use of the land will continue in the two nominated rooms.

Car parking is available for 9 vehicles on the land including a disability bay and vehicle turning bay. An area is nominated for bicycle parking to the north side of the building.

The proposed hours of operation of the will be from 8:30 am to 5:30 pm Monday to Friday.

Staff will consist of approximately 2-3 staff at any one time including a Receptionist and two podiatrists (1 per room). The receptionist will be shared with office use. The two offices will accommodate one person each so that in all there will be a maximum of 5 workers on the land at any time.

It is unlikely that any additional delivery vehicles will be required to access the site, however as required they will have access during business hours 9 am – 5 pm, Monday to Friday.

The existing freestanding sign will remain.

4.0 Procedural Matters

The proposal is for change of use to consulting room and office (with associated existing landscaping and car parking).

SOUTH AUSTRALIA

TPHQ

Both office and consulting room are deemed to be non complying for assessment purposes in accordance with the procedures to the Residential Zone except where:

(a) The total floor area is 100 m2 or less
(b) The site does not front an arterial road.

In this case the floor area of the building is 164m2. It does not 'front' south Road, as vehicular access is solely from the rear. The area of the change of use to consulting room is less than 100m2.

The application has been deemed Category 1 minor for the purpose of the assessment including notification process.

5.0 Relevant Development Plan Provisions

5.1 Zoning

The subject land is wholly located within the Residential Zone as delineated in the West Torrens Council Development Plan Consolidated 12 July 2018. The subject land also falls within Torrensville East Conservation Policy Area 33 of the Residential Zone. The subject land is also within the Historic Conservation Area as detailed on Overlay Map WeTo/5, albeit not shown as a Contributory Item.

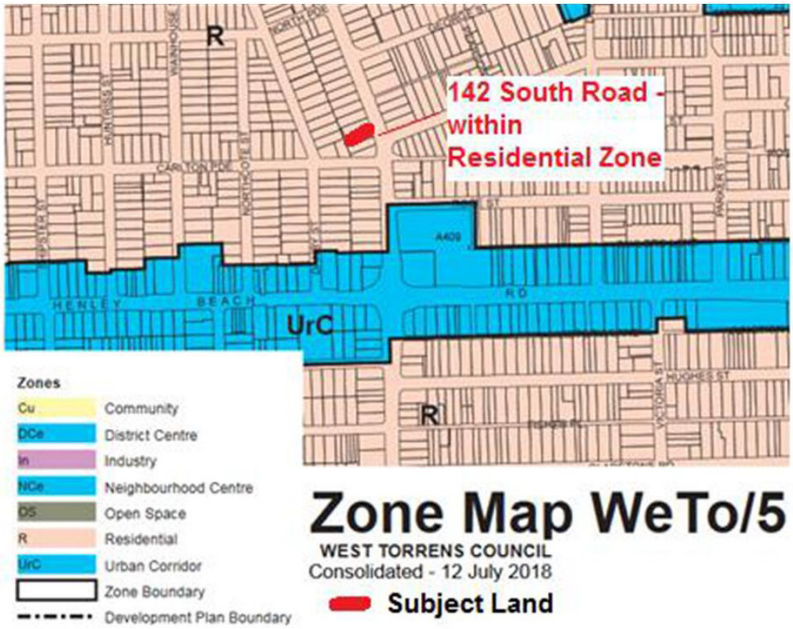

Figure 3: Subject land (red) within the Residential Zone. (Source: West Torrens Development Plan)

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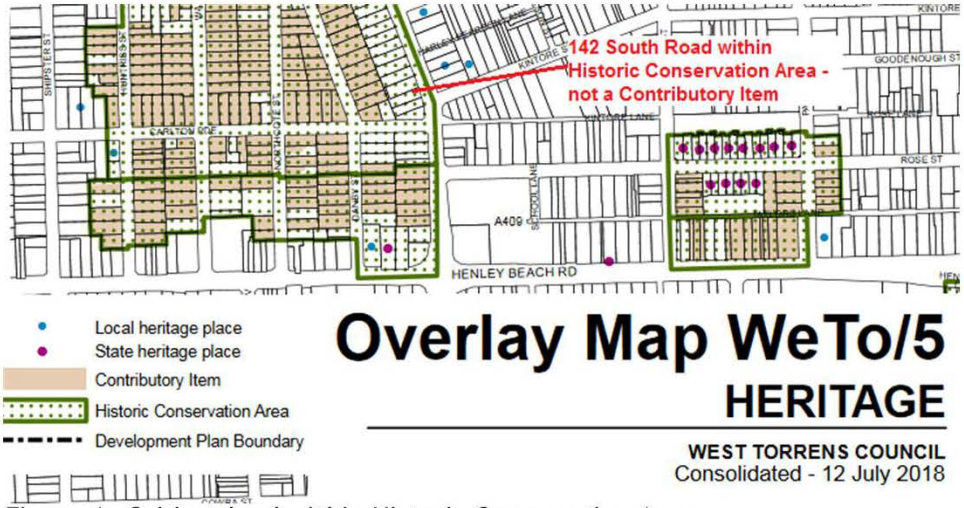

Figure 4: Subject land within Historic Conservation Area

5.2 Provisions

The most relevant Council Wide Provisions of the Development Plan are as follows:

General Section		
Design and Appearance	*Objectives*	*1,2*
	Principles of Development Control	*1,2,19*
Historic Conservation Area	*Objectives*	*1,2,3,*
	Principles	*1,*
Interface Between Land Uses	*Objectives*	*1,2,3*
	Principles of Development Control	*1,2,8*
Orderly and Sustainable Development	*Objectives*	*1,2,3,4*
	Principles of Development Control	*1,5*
Transportation and Access	*Objectives*	*2*
	Principles of Development Control	*1, 8,14,23,24,34,35,36,40*
Residential Zone	*Objectives*	*4*
	Desired Character Statement	*This zone will contain predominantly residential development. There may also be some small -scale non - residential activities such as offices, shops, consulting rooms and*

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		educational establishments in certain locations. *Non -residential activities will be complementary to surrounding dwellings*
	Principles of Development Control	*1 (Land Use), 2,3*
Torrensville East Conservation Area Policy Area 33	*Objectives*	*1*

5.0 Assessment

I have made assessment of the proposal against the most relevant provisions of the Development Plan. It is my opinion that the proposal does not prejudice the development of any land within the zone for the zone's intended purpose.

5.1 Land use

In addition to residential use, the Development Plan envisages the following uses in the Zone:

- *Shop with floor area up to 250m2*
- *Small scale:*
  - *Health and welfare service*
  - *Child care facility*
  - *Primary and secondary school*

The proposed land use provides a health service in the form of consulting room and more particularly in this case a podiatry service.

The proposed use of the subject land is considered to be a small scale operation. Specifically being introduced are two consulting rooms with total floor area of 34.45m2, adapted from existing office rooms. Podiatry consulting does not attract a high client turnover and there are no exercise rooms for independent exercise. Client appointments tend to be less than 30 minutes and appointments are made for every 40 minutes enabling minimum overlap.

The floor area of the building is 164m2; which is the combination of both the existing office and the proposed use. The existing offices at the rear of the building will be converted to storeroom and staff room. In all the property is likely to cater to two less employees in consideration of the change of use of those two rooms to general use and intensity of activity on the site is likely to be similar to the existing.

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5.2 Vehicle Access and Parking

5.2.1 Site Access

Vehicle access is via an all weather surfaced laneway from the Council managed Carlton Parade and has been considered as part of earlier applications to secure approved office use of the land. The property's entrance is at least 6 metres wide enabling adequate turning for vehicles into the laneway. There is no vehicle access available from South Road and vehicles will access the property via a laneway. This arrangement appears to work well with a number of properties along the laneway operating as approved business and dwellings, each utilising the laneway. The southern boundary of the subject land is approximately 15 metres from Carlton Parade.

Vehicles are able to turn and exit the land in a forward direction and the site is easy to navigate to.

It is considered unlikely that any commercial vehicle will attend the land other than a domestic sized vehicle for occasional deliveries and collections. Council refuse will continue to be collected as per usual arrangement. There is no particular reason for skip bins or industrial waste other than occasional collection of a small secure document bin for disposal. This does not require a truck for collection.

5.2.2 Vehicle Parking

The site layout enables off street vehicle parking for up to 9 vehicles including a disability park and its share zone. As the existing land use is approved, the existing shortfall (ie 9 parks supplied) is accepted. The car park layout is reasonably in accordance with the AS2890 Parking Facilities standard including AS2890.1 and AS2890.6.

I understand that there are likely to be a maximum of 5 people working in the building at any time. There will be a 10 minute gap between appointments ie every 40 minutes and it is unlikely that there would be more than 2 clients on the land at any time.

The Development Plan off street vehicle parking requirements outlined in Table WeTo/2 are as follows:

Development Plan WeTo/2 Off Street Vehicle Parking Requirements

Office:	4 parks per 100 square metres of total floor area
Consulting Room:	10 per 100 square metres of total floor area.

The change of use specifically affects two rooms which would become exclusively for consulting room. Two would remain exclusively for 'office'. The reception, kitchen, store, staff room and ablution facilities will be shared. Therefore requirements for car parking for the 164m2 facility are presented as:

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Development Plan WeTo/2 Car Park Supply *Analysis*
Office: 82m2 – 3.28 vehicle park requirement
Consulting Room: 82m2 - 8.20 vehicle park requirement
TOTAL parking requirement: 11.48 parks

The New South Wales RTA Guide to Traffic Generating Developments advises that:

- 1 car park per 40m2 is adequate for offices.
- 4 car parks per 100m2 is adequate for consulting rooms

This Guide is referred to by Councils across Australia as an objective and practical source of advice regarding car parking supply for commercial developments. The proposal meets and exceeds the supply based on the RTA Guide as follows:

RTA Guide Comparitive Analysis
Office: 82m2 – 2.0 vehicle park requirement
Consulting Room: 82m2 – 4.0 vehicle park requirement

The RTA Guide suggests a car parking supply of 6 vehicle parks is adequate.

In my opinion, and including in consideration that two of the office room are being relegated to staff and store rooms, there is likely to be little difference to the current level of intensity regarding car parking on the land. I understand the current supply of 9 has always been at least adequate and it appears that the proposed land use will operate without unreasonable impact on street parks or adjacent land.

In all, the proposal is reasonably in keeping with the qualitative and quantitative requirements of the Development Plan in relation to off street parking.

5.2.3 Public Transport

There is extensive public transport nearby. The nearest bus routes are 170 metres to the north (routes 110 and 112).

The next closest bus routes includes a Go Zone and is 200 metres to the south catering to the following routes:

163	H20	H20C
H22	H30	H30C
H30S	H32	H33
H33C	J1	J1G
J1T	J2	N30

Figure 6: Transport SA - bus services at corner South Road and Henley Beach Road, Torrensville

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5.2.4 Bicycle Parking and Walking

The site caters for bicycle parking in an informal manner to the north of the existing building. This is an inner city location with medium density residential and mixed land uses. It is a relatively flat area. People of all ages can walk and cycle to the land including short distances from their homes and places of work.

5.2.5 Access and Parking Summary

There is reasonable access to the land which is from Carlton Parade and via a laneway. The accessway to the land is wide and on site car parking is adequate for a small scale consulting room and small scale office. Public transport within 200 metres of the subject land is extensive and includes a Go Zone. The land can cater for bicycle parking and customers living in the local area can easily walk to the property. In all the proposal is reasonably in keeping with the provisions of the Development Plan in relation to access and off street parking.

5.3 Design and Character

The existing building is in excellent repair and the grounds are maintained in an attractive and good order. There is no proposal to alter the building or particularly make alterations to the grounds. Although not a heritage listed place nor a contributory building, the building presents as an historic dwelling within the Residential Zone and provides a high quality appearance to the South Road.

5.4 Locality Impacts

The Development Plan acknowledges that transport corridors should be sited so as to not 'unreasonably interfere with the health and amenity of adjacent sensitive uses' (PDC 3 Council Wide Transportation and Access provisions).

The non-residential use provides a buffer from South Road to the residential properties to the west. The proposed use does not create smoke, industrial or music noise and will operate during usual business hours. The proposal does not require the use of any chemicals or the use or movement of any dangerous goods. It introduces a change of use to a consulting room which is likely to be in demand from local people within the Residential Zone. There is no requirement for additional signage and the existing sign is not illuminated, flashing or otherwise distracting.

6.0 CONCLUSION

The proposal is for a development that is substantially the same as a development which has previously been granted development approval under the Development Act

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1993 and the number and location of parking spaces is the same or substantially the same as that which was previously approved.

The proposed change of use particularly affects two rooms to be used for consulting rooms and two rooms which will be used for store and staff room. As there has been a reorganisation of rooms within the existing building and allocation of a staff room and storeroom leading to reduction of two rooms available for professional use, it is unlikely that the land use will be particularly more intensive than the existing office complex. This change of use enables the site to service a Podiatry Practice, that will provide Podiatry services to the community.

The proposed mixed use is unlikely to generate unreasonable additional parking demands at the subject land and the car parking supply is supported by the recognised New South Wales RTA Guide to Traffic Generating Developments. Analysis of the RTA guide reveals that for the office and consulting room use, six on site car parks is suggested. In the subject case, the property is adjacent an arterial road with regular bus services.

The Development Plan envisages a range of non residential land use in the Zone and the Development Plan includes examples such as health and welfare services. In my opinion consulting room is reasonably envisaged. It is unlikely that this proposed small-scale business will adversely impact upon the general amenity of the immediate or wider locality. The proposal enables the property to continue to act as a buffer from the arterial South Road to residential uses to the west. The property is well kept and presented and the existing approved freestanding sign will remain. Further, the proposal does not prejudice the development of any land within the zone for the zone's intended purpose.

Having regard to the existing use of the land and the prevailing character of the locality, I conclude that the development is a reasonable form of development, has planning merit and is not seriously at variance with the West Torrens Council Development Plan.

Please contact Angela Davison for further information on 08 8358 5346.

Yours sincerely

Angela Davison MBEnv. MPIA M.AITPM

SOUTH AUSTRALIA

11

City of West Torrens
Between the City and the Sea

Memo

To	Josh Banks
From	Richard Tan
Date	31/01/2019
Subject	211/1303/2018, 142 South Road, TORRENSVILLE SA 5031

Josh Banks,

The following City Assets Department comments are provided with regards to the assessment of the above development application:

1.0 FFL Consideration – Finished Floor Level (FFL) Requirement

1.1 No FFLs has been provided. However, the site is not within flood zone and there is no additional and alteration construction activities proposed. Hence existing FFLs shall be remained.

2.0 Verge Interaction

2.1 Existing layout configuration to be used. There is no major issue to be concerned.

3.0 Traffic Requirements

3.1 Current car park requirement for subject site is 7 car park space. The proposed new development requires 9 car parking space. If bicycle rail is installed on site, then number of car park space can be reduced to 8 car park space.

It is recommended that revised plans indicating satisfaction to the above requirements should be provided to Council.

3.2 With the absence of information regarding existing car park, I have assessed the car park layout based on car port development application DA 211/1107/2000 on subject land. From the dimension provided in previous DA 211/1107/2000, there is sufficient space for 5 car park space under the existing car port. However, the symbol of accessible car park should be marked on car park 1, and not on the shared area.

Civic Centre 165 Sir Donald Bradman Drive, Hilton 5033 South Australia **Tel** (08) 8416 6333 **Fax** (08) 8443 5709
E – mail csu@wtcc.sa.gov.au **Website** westtorrens.sa.gov.au

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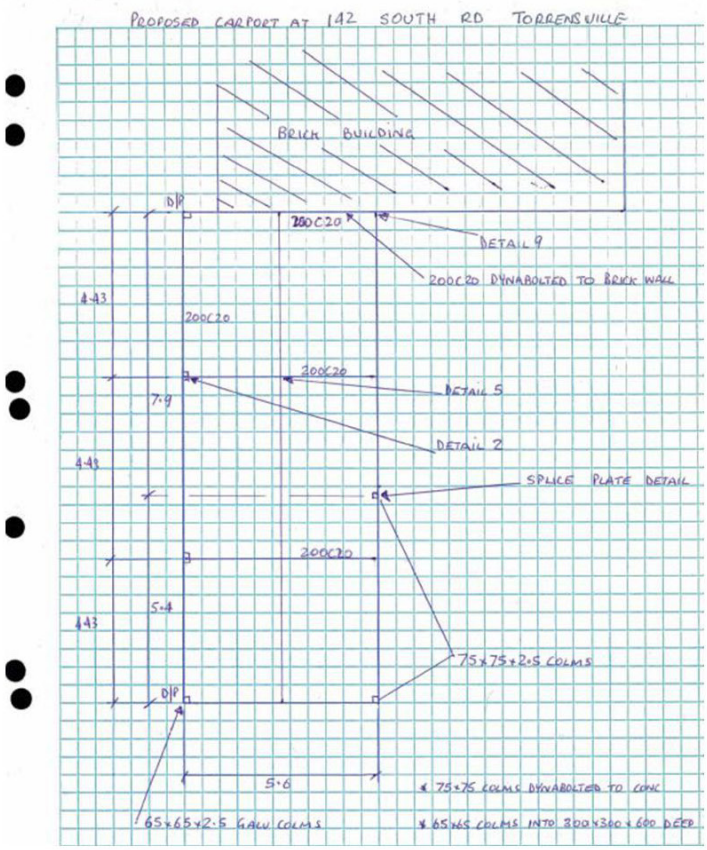
Between the **City and the Sea**



It is recommended that revised plans indicating satisfaction to the above requirements should be provided to Council.

3.3 Car Park 3 and 4 width should be divide equally to 2.7m wide to provide 300mm clearance to existing carport's column as per AS/NZS 2891.1:2004.

It is recommended that revised plans indicating satisfaction to the above requirements should be provided to Council.

3.4 Based on previous measurement from previous DA211/1107/2000, there is only 7m from the edge of existing carport's column to edge of property boundary. However, measurements in provided 'Site Plan' (Town Planning HQ, Ref: 20181120-01-A, dated 04/12/2018) is showing a sum of 7.2m wide space with landscaping between car park 6 and property boundary being excluded. This contradicts to previous design measurements and should be clarify for further assessment.

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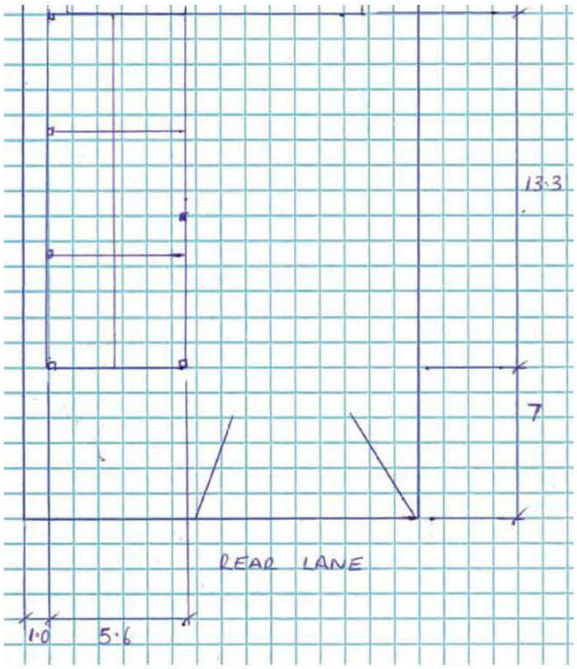


It is recommended that revised plans indicating actual site conditions should be provided to Council.

3.5 In the absence of any current car park layout, it is assumed that car park 7 - 9 are not existing car park space. Car park 7 - 9 does not meet minimum 2.4m (2.1m for car park space +300mm offset from boundary) width for parallel parking.

Car park 7 should be removed as it is too close to the boundary and is likely to cause safety hazard to the laneway road user when manoeuvring in/out the parking space.

To achieve minimum 5.8m aisle width, the parallel car park 8 & 9 should be widened to 2.265m and marked as staff car park. Following the removal of car park 7, it is also recommended that car park 8 & 9 to be shifted towards the laneway to provide turning space between car park 9 and the building.

The proposed turning bay should be changed to a normal car park space and car park 6 should be adjusted to 2.3m for small vehicle parking.

It is recommended that revised plans indicating satisfaction to the above requirements should be provided to Council.

City of West Torrens
Between the City and the Sea

4.0 Waste Management

4.1 Based on the details of the proposed development and in the absence of any commentary on information on waste management, it would be considered reasonable that the scale and nature of waste (recyclable and organic/food waste) generated by this development would not exceed that which can easily be accommodated by the Council conventional three bin collection system. There is also sufficient public kerb space (12m) for the presentation of bins.

However, I do noted that there is a need for medical waste service required for the podiatry services provided in which further information

- Determination of likely rates of waste generation from proposed development based on standard industry references. (eg Better Practice Guide Waste Management for Residential and Mixed Use Developments - South Australia)
- Demonstration of scale, size and frequency of the waste management arrangements proposed for the development, noting the typical desire for collection of waste to be limited to a maximum of once per week for each type of waste being collected.
- Proposed methods for the placement, storage and screening of waste within the development to provide appropriate amenity provisions and facilitate collection.

It is recommended that the applicant be requested to provide a detailed 'Waste Management Plan" for the development, demonstrating the proposed private waste servicing arrangements (mainly for medical waste) and design measures for the site.

5.0 Stormwater Requirements

5.1 No stormwater detention is required for this development.

Regards,
Richard Tan
Development Engineer

Civic Centre 165 Sir Donald Bradman Drive, Hilton 5033 South Australia **Tel** (08) 8416 6333 **Fax** (08) 8443 5709
E – mail csu@wtcc.sa.gov.au **Website** westtorrens.sa.gov.au

6.10 185-187 Holbrooks Road, UNDERDALE

Application No 211/1261/2018

DEVELOPMENT APPLICATION DETAILS

DESCRIPTION OF DEVELOPMENT	One illuminated sign (1.0m x 1.0m) and one entrance and exit sign attached to a 1 metre high pole
APPLICANT	Mark Hay
LODGEMENT DATE	27 November 2018
ZONE	Residential Zone
POLICY AREA	Low Density Policy Area 21
APPLICATION TYPE	Non-complying
PUBLIC NOTIFICATION	Category 1
REFERRALS	Internal • Nil External • Nil
DEVELOPMENT PLAN VERSION	12 July 2018
DELEGATION	• The relevant application proposes a non-complying form of development and the application is to be determined after a full merit assessment against the Development Plan, except **where** the relevant development application proposes a change of use to office in a Commercial Zone.
RECOMMENDATION	Support with conditions
AUTHOR	Sonia Gallarello

SUBJECT LAND AND LOCALITY

The subject land is formally described as Allotment 20 in Deposited Plan 119483 in the area named Underdale, Hundred of Adelaide, Volume 6213 Folio 85, more commonly known as 185-187 Holbrooks Road, Underdale. The subject site is irregular in shape with a 39.4 metre (m) wide frontage to Holbrooks Road, a frontage to Hurtle Court of 9.8m and a site area of 2459 square metres (m^2). The site abuts a small portion of the front yard of 6 Hurtle Court and the western boundary of 5 Hurtle Court.

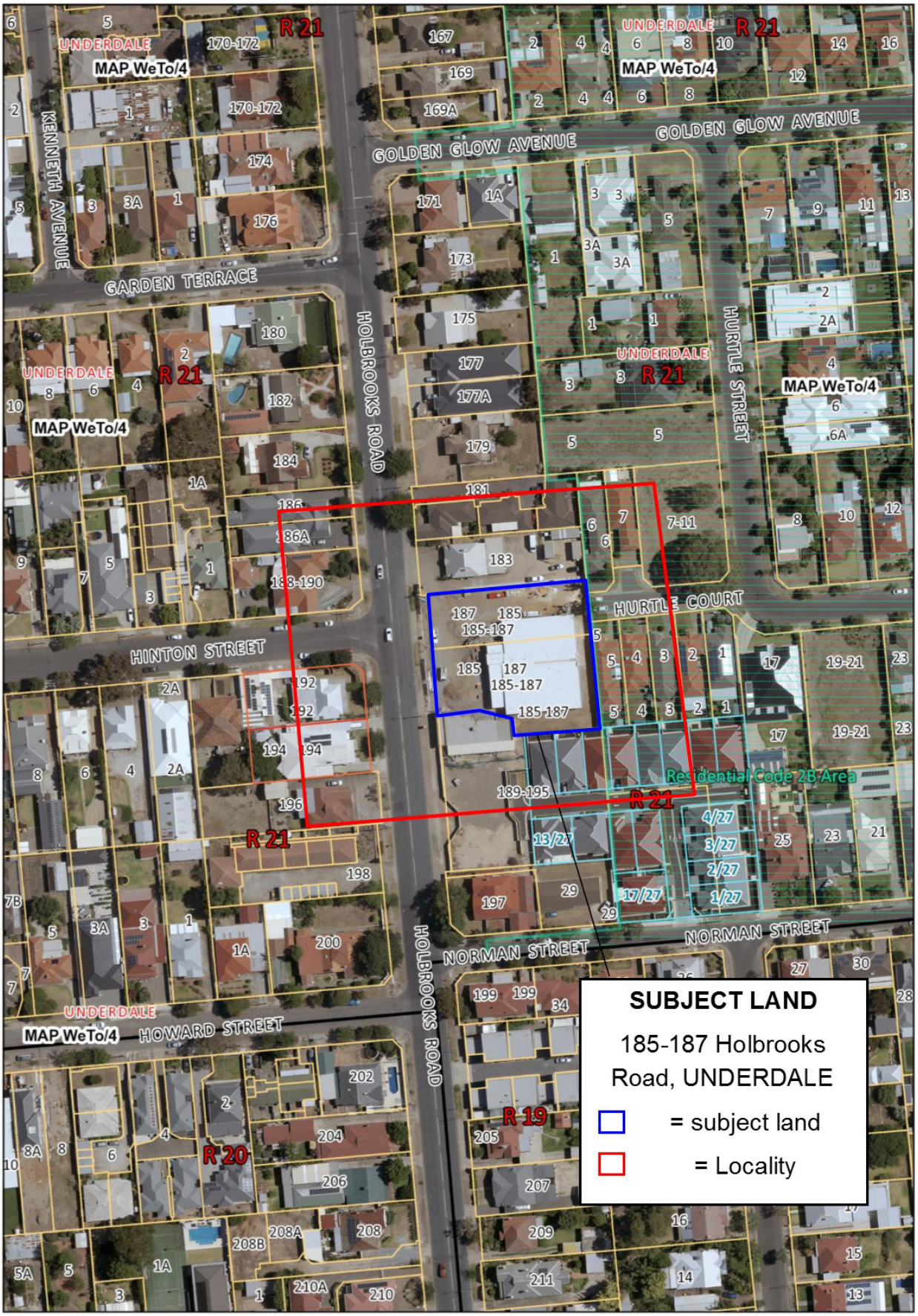
It is noted that there are no encumbrances or Land Management Agreements on the Certificate of Title and there are no regulated trees on the subject site or on adjoining land that would be affected by the development.

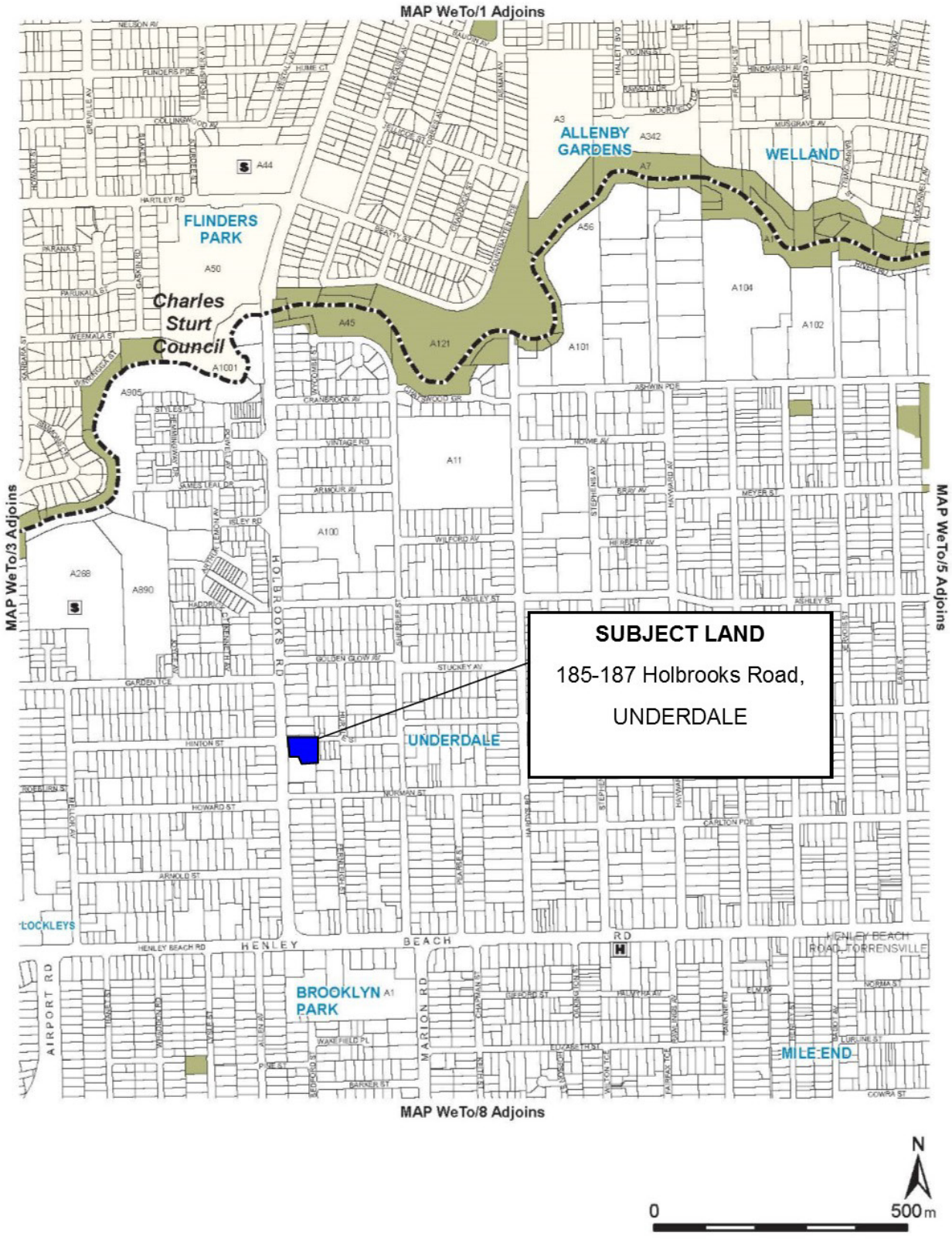
The subject site is relatively flat and is currently a building site for the construction of a child care centre that was assessed by the CAP in March 2018 and subsequently approved in January 2019 (see below).

The locality consists predominantly of residential development other than the subject allotment and the adjoining parcel of land to the north. This parcel accommodates a commercial building with a small car park to the front and unsurfaced car park/store area to the rear or eastern side of the site. To the south of the subject site is the former Underdale Bowling Club where a residential retirement village for 16 dwellings has been approved and constructed. To the east of the site is Hurtle Court that contains 7 residential dwellings.

The amenity of the locality is considered to be moderate. The dwelling stock is from the 1920s with some more recent development evident. Holbrooks Road is a secondary arterial road with vehicle volumes of around 23,000 vehicles per day.

The site and locality are shown on the aerial imagery and maps below.


SUBJECT LAND
185-187 Holbrooks Road, UNDERDALE
= subject land
= Locality
GOLDEN GLOW AVENUE
KENNETH AVENUE
GARDEN TERRACE
HOLBROOKS ROAD
HURTLE STREET
HURTLE COURT
HINTON STREET
NORMAN STREET
HOWARD STREET
UNDERDALE
MAP WeTo/4
R 21
R 20
R 19
Residential Code 2B Area



Location Map WeTo/4

School
Other Health Services
Local Reserves
Development Plan Boundary

WEST TORRENS COUNCIL
Consolidated - 12 July 2018

RELEVANT APPLICATIONS

DA Number	Description of Development	Decision	Decision Date
211/1405/2017	Demolition of existing shop and wine store and construction of a new Child Care Centre (pre-school) with associated on-site car parking, landscaping, fencing, earthworks and retaining walls (staged development)	Full Approval	14 January 2019

The child care centre application was presented to the 13 March 2018 Council Assessment Panel meeting.

PROPOSAL

The application seeks consent for one illuminated sign (1.0m x 1.0m) that is to be a 'hanging logo' from two narrow poles above the main entrance of the child care centre from Holbrooks Road. The logo of the child care centre reads 'goodstart early learning' and is proposed to be written in company logo colours. The only part of the sign to be illuminated is the child care centre lettering. The sign width is to be a maximum of 60mm. This sign will face west toward Holbrooks Road.

The application also seeks consent for an entrance and exit sign (double sided) with panels that measure 39cm x 30cm. The sign is to be fixed on a 1m high pole attached to a footing measuring 10cm x 10cm. The sign is to be located immediately to the north of the entry / exit location of the driveway within the site and adjacent to the footpath of Holbrooks Road.

The relevant plans and documents are contained in **Attachment 2**.

NATURE OF DEVELOPMENT

The application is a non-complying form of development due to advertisements and advertising hoardings being listed as non-complying development in the Procedural Matters section of the Residential Zone of the Development Plan.

The applicant has provided a Statement of Effect, however this is not required pursuant to Regulation 17 of the *Development Regulations 2008*.

A copy of the Statement of Effect is contained in **Attachment 3**.

PUBLIC NOTIFICATION

The application was deemed to be a Category 1 form of development pursuant to Section 38 of the *Development Act 1993* and Schedule 9, Part 1 (3) (b) of the *Development Regulations 2008* as the development is ancillary to an existing building and use and is of a minor nature for the following reasons:

- The proposed signage would be ancillary to and subordinate to the child care centre currently under construction;
- The advertisement to be displayed relates to the activities that are carried out on the site and directional signage;
- The size of the signage is of a scale and proportion that is not dominating the existing building;
- The signage is not taller than the existing building; and
- The signage will not be a distraction to motorists.

RELEVANT DEVELOPMENT PLAN PROVISIONS

The subject land is located within the Residential Zone and, more specifically, the Low Density Policy Area 21 as described in the West Torrens Council Development Plan. The relevant Desired Character statements are as follows:

Residential Zone - Desired Character	
This zone will contain predominantly residential development. There may also be some small-scale non-residential activities such as offices, shops, consulting rooms and educational establishments in certain locations. Non-residential activities will be complementary to surrounding dwellings. *Allotments will be at very low, low and medium densities to provide a diversity of housing options in different parts of the zone. The range of allotment sizes will support the desired dwelling types anticipated in each policy area, and the minimum allotment sizes shall be treated as such in order to achieve the Desired Character for each policy area and, in turn, reinforce distinction between policy areas. Row dwellings and residential flat buildings will be common near centres and in policy areas where the desired density is higher, in contrast to the predominance of detached dwellings in policy areas where the distinct established character is identified for protection and enhancement. There will also be potential for semi-detached dwellings and group dwellings in other policy areas.* *Residential development in the form of a multiple dwelling, residential flat building or group dwelling will not be undertaken in a* ***Historic Conservation Area****.* *Landscaping will be provided throughout the zone to enhance the appearance of buildings from the street as viewed by pedestrians, provide an appropriate transition between the public and private realm and reduce heat loads in summer.*	
Objectives	*4*
Principles of Development Control	*1, 2, 3, 5*

Low Density Policy Area 21 - Desired Character	
This policy area will have a low density character. In order to preserve this, development will predominantly involve the replacement of detached dwellings with the same (or buildings in the form of detached dwellings). *There will be a denser allotment pattern and some alternative dwelling types, such as semi-detached and row dwellings, close to centre zones where it is desirable for more residents to live and take advantage of the variety of facilities focused on centre zones. Battleaxe subdivision will not occur in the policy area to preserve a pattern of rectangular allotments developed with buildings that have a direct street frontage. In the area bounded by Henley Beach Road, Torrens Avenue and the Linear Park, where the consistent allotment pattern is a significant positive feature of the locality, subdivision will reinforce the existing allotment pattern.* *Buildings will be up to 2 storeys in height. Garages and carports will be located behind the front façade of buildings. Buildings in the area bounded by Henley Beach Road, Torrens Avenue and the Linear Park will be complementary to existing dwellings through the incorporation of design features such as pitched roofs, eaves and variation in the texture of building materials.* *Development will be interspersed with landscaping, particularly behind the main road frontage, to enhance the appearance of buildings from the street as viewed by pedestrians, provide an appropriate transition between the public and private realm and reduce heat loads in summer. Low and open-style front fencing will contribute to a sense of space between buildings.*	
Objectives	*1*
Principles of Development Control	*1, 2*

Additional provisions of the Development Plan which relate to the proposed development are contained in **Attachment 1**.

QUANTITATIVE STANDARDS

There are no quantitative provisions of relevance to the proposal.

ASSESSMENT

In assessing the merits or otherwise of the application, the proposed development is discussed under the following sub headings:

Desired Character

Objective 1 and Principle of Development Control (PDC) 2 of the Low Density Policy Area 21 (Policy Area) seek development that contributes to the desired character of the Policy Area. While the desired character statement does not specifically refer to signage, it does note the importance of the appearance of buildings when viewed from the street by pedestrians in order to provide an appropriate transition between the public and private realm.

Both of the proposed signs will be visible by pedestrians. The illuminated entrance sign is setback some 18.5m and within the entrance portico area of the child care building. It is to be fixed 2.5m above the ground to allow adequate head clearance. The sign will be partially obscured by the 0.5m thick walls flanking the entrance which will also assist in shielding the illumination.

The location of the directional sign is adjacent the front boundary and driveway on the southern side of the subject site. The sign will be visible to both incoming and outgoing traffic in a location where there is to be low level shrubs along the street frontage.

Neither of the signs offend the desired character and are therefore considered to be consistent with Objective 1 and PDC 2 of the Policy Area.

Land Use and Zoning

As noted, the child care centre is currently under construction. A small scale child care facility is deemed to be an envisaged form of development in the Residential Zone. Notwithstanding advertising in the Residential Zone is non-complying and contrary to PDC 6(d) of the Advertisement module, the signage that forms part of this development application is in association with an approved and appropriate form of development within that zone.

There is no other signage proposed as part of the child care centre development. The advertisement directly relates to the land use and is therefore consistent with PDC 4 of the Advertisements module. Accordingly, the proposed signage is considered to be appropriate given its ancillary nature to the recently approved child care centre.

Design and Appearance

The proposed sign meets Objectives 1 and 2 of the Advertisements module of the Development Plan. Both forms of advertising are not considered to disfigure the urban landscape by way of their size and placement. Both signs are modest in size, one is illuminated or flashing and will incorporate colours that are not considered to be a distraction to motorists. The sign does not create a hazard by way of the proposed construction method.

The proposed signage is also considered to meet PDCs 1 and 2 of the Advertisements module in that they do not create visual clutter or disorder. The illuminated sign at the entrance of the building is modest in size and set within the entrance portico area of a relatively large building with a 39.4m wide frontage. It will cause minimal light spill toward Holbrooks Road and adjacent properties.

The proposed signage is also considered to meet PDC 13 of the Design and Appearance module which seeks signage that has a co-ordinated appearance that maintains the amenity of the locality. While the development of the signage is not considered to 'enhance' the child care centre building in accordance with Objective 3 of the Advertisements module, the size and placement of each sign will not detract from the amenity of the locality.

Overall the design and appearance of the sign is considered to be compatible with both the building and the broader locality.

SUMMARY

The proposed development is minor and meets the majority of the Development Plan provisions. It provides advertising that is in association with an approved child care centre. The siting, area and location of the entrance sign and the directional signage is considered to be reasonable and sits well within the context of the building under construction.

Having considered all the relevant Objectives and Principles of the Development Plan, the proposal is not considered to be seriously at variance with the Development Plan.

On balance the proposed development sufficiently accords with the relevant provisions contained within the West Torrens Council Development Plan Consolidated 12 July 2018 and warrants Development Plan Consent subject to the concurrence of SCAP.

RECOMMENDATION

The Council Assessment Panel, having considered all aspects of the report, the application for consent to carry out development of land and pursuant to the provisions of the *Development Act 1993* resolves to GRANT Development Plan Consent for Application No. 211/1261/2018 by Mark Hay to construct one illuminated sign (1.0m x 1.0m) and one entrance and exit sign attached to a 1 metre high pole - non-complying at 185-187 Holbrooks Road, Underdale (CT 6178/258) subject to the following conditions of consent and the concurrence of the State Commission Assessment Panel:

Development Plan Consent Conditions

1. The development shall be undertaken, completed and maintained in accordance with the following plans and information detailed in this application except where varied by any conditions listed below:

   a) Goodstart early learning hanging logo plan, illuminated lettering, Revision A by Signtific;
   b) Entry and exit sign plan by Signtific.

   Reason: To ensure the proposal is developed in accordance with the plans and documents lodged with Council.

2. The entry and exit signs shall not be internally or externally illuminated at any time without the prior approval of Council.

   Reason: To reduce unnecessary distraction to motorists and assist in preserving the amenity for residents of the adjoining dwellings.

Attachments

1. Assessment table
2. Proposal plans and details
3. Statement of Effect

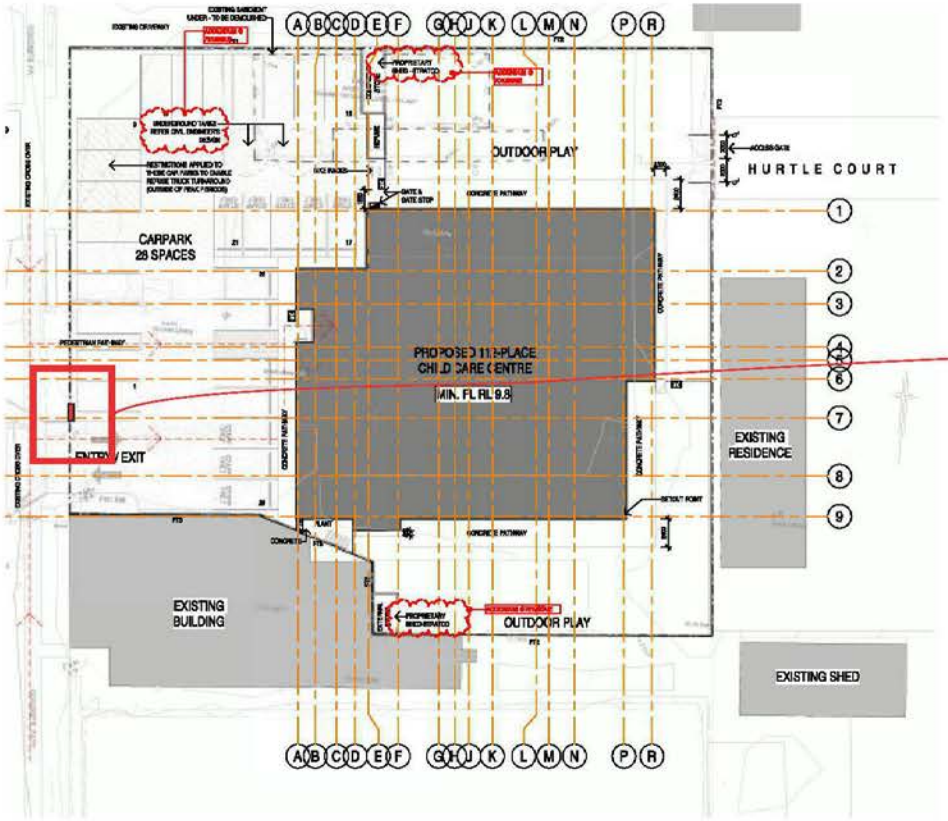
Relevant Development Plan Provisions

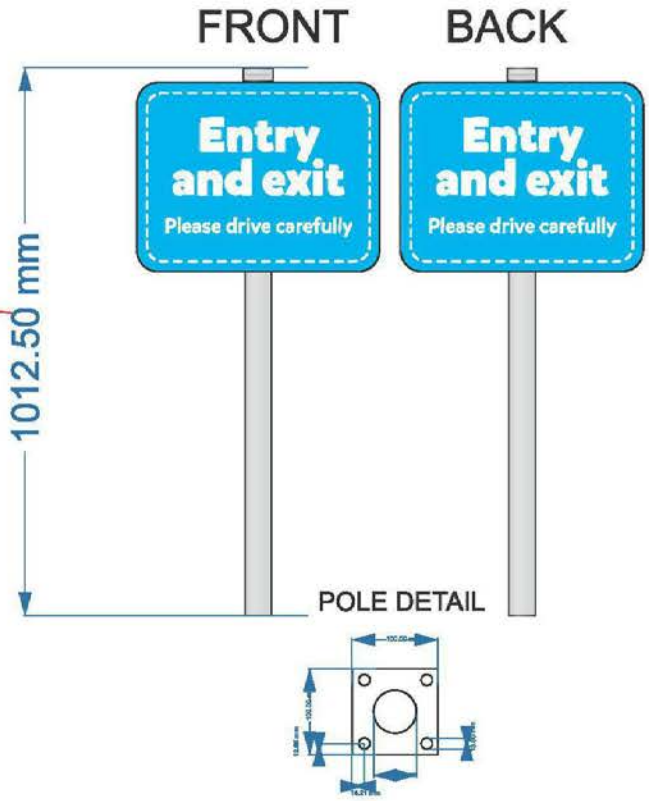
General Section		
Advertisements	*Objectives*	*1, 2, 3*
	Principles of Development Control	*1, 2, 4, 5, 6, 10, 11, 14, 15, 16*
Crime Prevention	*Objectives*	*1*
	Principles of Development Control	*3*
Design and Appearance	*Objectives*	*1*
	Principles of Development Control	*1*
Orderly and Sustainable Development	*Objectives*	*1, 3, 4, 5*
	Principles of Development Control	*1*
Siting and Visibility	*Objectives*	*-*
	Principles of Development Control	*4, 5*

GSEL Underdale
QLD
REVISION: A
DESIGNER: J.Hay
Hanging logo, illuminated lettering
Grey painted sides and digital print to face
with UV protectant
sides of 3D 20mm lettering only to illuminate (face not illuminated)
1000mm(h)
1050mm(h)
goodstart early learning
WEST ELEVATION
1:100
APPROVED
AMENDMENT REQ
I.....of.....on.....approve all details in this document for production purposes.....
Signtific
The artwork is the property of Signtific Signs (Aust) Pty Ltd. Any unauthorised reproduction in any form by any person will render them liable for the full artwork costs. This layout is a actual representation of the signage ordered by the client, any slight variations in colour will be accepted, should the proposal not be accepted please return to 17 Jay gee Court Nerang 4211

GSEL Underdale
QLD

REVISION: A
DESIGNER: J.Hay





APPROVED ☐

AMENDMENT REQ ☐

I.....of.....on.....approve all details in this document for production purposes.....

Signtific

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8 March 2019 REF No.: 00760-001

City of West Torrens
165 Sir Donald Bradman Drive
HILTON SA 5033

Attention: Sonia Gallarello – Development Officer – Planning
By Email: sgallarello@wtcc.sa.gov.au

Dear Sonia,

RE: DA 211/1261/2018 - NON-COMPLYING SIGNAGE ASSOCIATED WITH AN APPROVED CHILD CARE CENTRE DEVELOPMENT AT 185-187 HOLBROOKS ROAD, UNDERDALE

We act on behalf of Signtific Signs and refer to Council's request for additional information, pursuant to Section 39 of the *Development Act 1993.*

1. Background and Understanding

A Development Application to construct a Child Care Centre at 185-187 Holbrooks Road, Underdale (DA 211/1405/2017) received Development Plan Consent from the City of West Torrens Council Assessment Panel on 13 March 2018. The Development Application did not include advertisements.

On 27 November 2018, the Applicant lodged a Development Application with the City of West Torrens (DA 211/1261/2018) to obtain Development Plan Consent for advertisements associated with the Child Care Centre at 185-187 Holbrooks Road, Underdale.

Subsequently, the City of West Torrens (the 'Council') determined the proposed signage to be a non-complying form of development and requested a Statement of Support from the Applicant. On behalf of the Applicant, this submission hereby constitutes a Statement of Support pursuant to Section 17(1) of the *Development Regulations 2008* ('the Regulations').

We note that this letter also satisfies the requirements of Regulation 17(4) with respect to the legislative obligation to prepare a Statement of Effect. Accordingly, should Council resolve to proceed with an assessment of the application, we respectfully request that Council accepts this correspondence as the applicant's Statement of Effect.

def:E-KIS-TICS[noun]:The Science of Human Settlements...
PO Box 32, Goodwood SA 5034 Lvl 1/16 Vardon Ave, Adelaide SA 5000 **p** 08 7231 0286 **e** contact@ekistics.com.au **w** ekistics.com.au ABN 34 918 250 862

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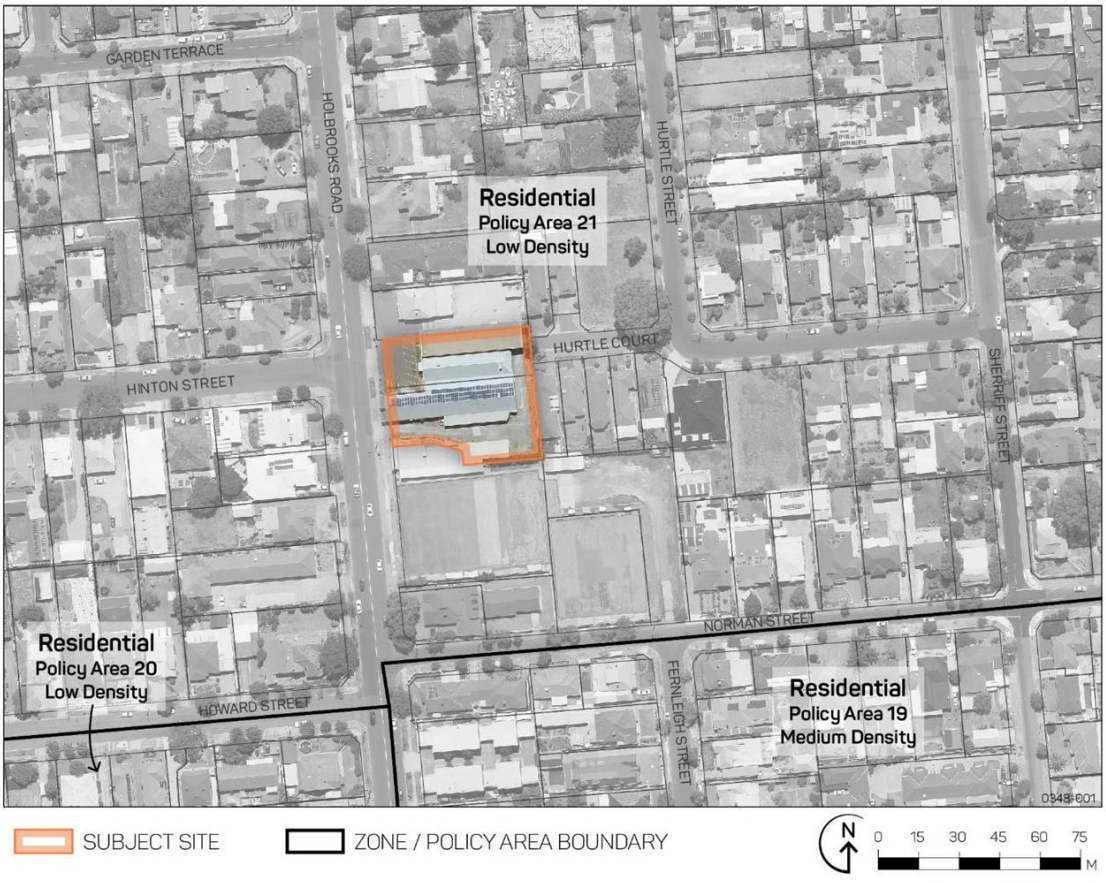
2. Subject Site and Locality

The subject land is located at 185-187 Holbrooks Road, Underdale and is formally recognised as Certificate of Title Volume 6213 Folio 85. The irregular shaped land parcels measures 2,459m^2 with a frontage to Holbrooks Road of 39m and depth of 54m. Holbrooks Road is a secondary arterial road under the care and control of the Department of Planning, Transport and Infrastructure (DPTI).

As per the West Torrens Council Development Plan (consolidated 12 July 2018), the subject site is located within **Low Density Policy Area 21** of the **Residential Zone**, as displayed within ***Figure 2.1*** below.

Figure 2.1 *Subject site and zoning*



The locality comprises a mix of land uses, with commercial uses present within the immediate vicinity of the subject site, whilst the broader locality is predominantly residential in nature. More specifically, an office land use is located to the north of the site and the subject site formerly comprised a retail bottle shop ('Cellarbrations') and an associated storage/bottle processing facility. A recently constructed retirement village development is located to the south of the site, and occupies the former Underdale Bowling Club.

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Numerous forms of signage were associated with the previous retail shop on the subject site including a pylon sign, flat wall signs, façade projections and verandah fascia advertisements. ***Figure 2.2*** and ***Figure 2.3*** below displays advertisements associated with the previous commercial use and highlight the prominence of former advertising within the locality.

Figure 2.2 *Previous commercial advertising – Holbrooks Road facing south (source: Google Maps)*



Figure 2.3 *Previous commercial advertising – Holbrooks Road facing north (source: Google Maps)*



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3. Proposed Development

Development Application 211/1261/2018 seeks Development Plan Consent for signage associated with an approved Child Care Centre (DA 211/1405/2017). Whilst the proposed plans previously submitted to Council by the Applicant detailed a number of signs, only the following signs constitute 'development' and therefore require Development Plan Consent:

- **Sign 1:** 1 x building entrance sign with the following features:
  - Positioned on the underside of the porch, above the main pedestrian entrance to the building;
  - Sign reads 'goodstart early learning' with illuminated white lettering on a non-illuminated blue, pink and orange background (corporate colours); and
  - Dimensions of 1m (h) x 1m (w).
- **Sign 2:** 1 x double sided vehicle entry and exit sign with the following features:
  - Positioned parallel to Holbrooks Road, immediately north of the crossover,
  - Sign reads 'Entry and exit… Please drive carefully' with white non-illuminated lettering on a non-illuminated blue background; and
  - The double-sided sign comprises dimensions of 0.35m (h) x 0.45m (w) and is attached to a 1m high metal pole.

The signs will not move, flash or rotate. The intent of the proposed advertisements is to identify the approved Child Care Centre building entrance as well as the vehicle entry/exit to assist with wayfinding.

4. Procedural Matters

The relevant authority for the proposed development is the City of West Torrens pursuant to section 34(1) of the *Development Act 1993*.

The 'Procedural Matters' section of the Residential Zone lists an '*advertisement and/or advertising hoarding*' as a 'non-complying' form of development. Accordingly, the Development Application has been processed as a **non-complying** form of development.

The Development Application does not require State Agency referrals in accordance with Schedule 8 of the Regulations.

We understand that the Development Application is likely to be presented to the West Torrens Council Assessment Panel (CAP) for consideration during the scheduled April CAP meeting.

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5. Development Plan Assessment

The subject site is located within 'Low Density Policy Area 21' of the 'Residential Zone' pursuant to the West Torrens Council Development Plan (consolidated 12 July 2018).

The Residential Zone and Low Density Policy Area 21 do not include Objectives (OBJ) or Principles of Development Control (PDC) that provide guidance relating to the size, design and location of advertisements. Notwithstanding, Residential Zone PDC 1 specifically envisages a 'child care facility' and other small-scale, non-residential development. Subsequently, it is reasonable to assume that an envisaged Child Care Centre development will incorporate associate signage to identify the business and assist with wayfinding.

The Development Plan contains numerous provisions in the 'General Section' of the Development Plan in relation to advertisements. These provisions seek to ensure that signage is sensitively designed and integrated with the associated building design while avoiding visual clutter. Within the 'Advertising' subsection of the Development Plan, the provisions that are directly relevant to the proposed development include the following:

Council Wide

OBJ 1 *Urban and rural landscapes that are not disfigured by advertisements and/or advertising hoardings.*

OBJ 2 *Advertisements and/or advertising hoardings that do not create a hazard.*

OBJ 3 *Advertisements and/or advertising hoardings designed to enhance the appearance of the building and locality.*

PDC 1 *The location, siting, design, materials, size, and shape of advertisements and/or advertising hoardings should be:*

(a) consistent with the predominant character of the urban or rural landscape…

(c) co-ordinated with and complement the architectural form and design of the building they are to be located on.

PDC 2 *The number of advertisements and/or advertising hoardings associated with a development should be minimised to avoid:*

(a) clutter

(b) disorder

(c) untidiness of buildings and their surrounds

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(d) driver distraction.

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

PDC 5 *Advertisements and/or advertising hoardings should:*

(a) be completely contained within the boundaries of the subject allotment

(b) be sited to avoid damage to, or pruning or lopping of, on-site landscaping or street trees

(c) not obscure views to vistas or objects of high amenity value.

PDC 6 *Advertisements and/or advertising hoardings should not be erected on:*

(a) a public footpath or veranda post

(b) a road, median strip or traffic island

(c) a vehicle adapted and exhibited primarily as an advertisement

(d) residential land.

PDC 7 *Advertisements and/or advertising hoardings attached to buildings should not be sited on the roof or higher than the walls of a building.*

PDC 8 *The total advertisement area on the fascias, parapets, gable ends, windows and other surfaces of buildings should not exceed:*

(a) 20 per cent of the sides of the building

(b) in relation to the front wall of a building, 20 per cent of the area above 3.7 metres or above a canopy.

PDC 9 *Advertisements and/or advertising hoardings erected on a veranda or that project from a building wall should:*

(a) have a clearance over a footway to allow for safe and convenient pedestrian access

(b) ...

PDC 10 *Advertisements should be designed to conceal their supporting advertising hoarding from view.*

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PDC 11 *Advertisements should convey the owner/occupier and/or generic type of business, merchandise or services using simple, clear and concise language, symbols, print style and layout and a small number of colours.*

PDC 12 *Advertisements which perform a secondary role in identifying the business, goods or services should only be readable in the immediate vicinity of the site.*

PDC 15 *Any internally illuminated advertising signs and/or advertising hoardings which utilise LED, LCD or other similar technologies should be located a minimum of 80 metres from traffic signals, level crossings and other important traffic control device.*

PDC 22 *Advertising and/or advertising hoardings should not be placed along arterial roads that have a speed limit of 80 km/h or more.*

The signage will be for business identification purposes and to assist drivers in navigating the dual entry/exit crossover. The signage integrates with the design and colour palette of the building and is limited to the approved use of the subject site. All proposed signs will not flash, move, rotate or cause excessive reflection or discomfort to drivers, which aligns with the intent of OBJ 2.

Given the number and size of advertisements associated within the existing commercial use of the site (Bottle Shop), the proposal represents a notable reduction in the number and size of advertisements within the locality and will reduce visual clutter as desired by PDC 2, resulting in a significant improvement to the amenity of the locality.

The proposed signs are refined and discrete in size, completely contained within the boundaries of the site, will not obscure vistas or damage landscaping, as desired by PDC 5. Further, the proposed signage does not include a pylon sign adjacent the primary road frontage, which is a common feature of many Child Care Centres including other Goodstart Early Learning Centres within South Australia. As such, the proposed signage represents a conservative number and size of advertisements compared to developments of a similar scale and is highly compatible with the residential character of the locality.

The proposed freestanding vehicle entry and exit sign comprises an advertising area of 0.15m^2 and a total height of 1.0m. The illuminated sign comprises an advertising area of 1m^2 and a total height less than 4.5m. The size and scale of the proposed signs are substantially below the threshold referenced by PDC 8. Whilst PDC 17 does not include guiding dimensions for advertisements within the Residential Zone, the proposed signs are discrete in size, complement and enhance the appearance of the building and locality in accordance with OBJ 1 & 3.

The proposed illuminated building entrance sign is located within the alcove of the entrance porch and will be attached to the underside of the roof. The sign will not project above the roof of the associated building, in accordance PDC 7. In addition, the illuminated sign will be located above the building entrance and adequate space has been allocated below the sign to achieve suitable clearance over the footway to allow for safe and convenient pedestrian movements underneath the sign, as per PDC 9(a).

The walls and roof of the porch will limit visibility of the illuminated sign and will effectively screen the sign from adjoining properties. The illuminated sign is setback approximately 18m from Holbrooks Road and is located more than 80m from traffic signals, as desired by PDC 15.

The proposed advertisements are sited adjacent Holbrooks Road, an arterial road with a speed limit less than 80km/h (being 60km/h) which aligns with the intent of PDC 22.

The proposed signage will not have any adverse impacts on adjacent sensitive areas and does not directly face residential properties. The proposed signage will be compatible with the building and will not detrimentally affect the locality by way of siting, size, glare, shape or colour. The proposed signs are consistent with the relevant General Section, Advertising provisions of the Development Plan.

6. Social, Economic and Environmental Effects

Regulation 17(5) of the *Development Regulations 2008* requires that a Statement of Effect includes an assessment of the expected social, economic and environmental effects of the development on its locality.

6.1 Economic Effects

Goodstart Early Learning Centres have developed a strong brand which is recognisable partly through consistent signage which is a commercial necessity to many businesses. Whilst the direct economic impact of installing the proposed signage is difficult to ascertain, the impact of creating a reliable and recognisable brand is important to the company and their success in the industry. Legible signage advertising is fundamental to the success of the business, which is an envisaged use of the zone.

6.2 Social Effect

No adverse social impacts are anticipated as a result of the proposed sign installation. The advertising will support the provision of child care services for local residents.

6.3 Environmental Effect

No detrimental environmental impacts (including visual impacts) are envisaged resulting from the proposed signage. There will be no unreasonable light spill noting the illuminated sign is set back 18m

from Holbrooks Road, and the sign is located within the alcove of the entrance porch. Further, there will be no unreasonable reflection or glare from the proposed signs and the amenity of the area will not be impaired.

7. Conclusion

The proposed development will result in a reduction in the number and size of advertisements within the locality compared to the former commercial land use on the subject site. In addition, the number and size of signs proposed is conservative when compared with other Child Care Centre developments of a similar scale that often include pylon signs.

The purpose of the proposed signage is for business identification and to assist drivers navigate the dual entry/exit crossover. The proposed signage is not anticipated to have any adverse impacts on the locality and will not detrimentally affect residential properties in the area through glare, spill or reflection. The proposal will not have any adverse environmental, social and economic impacts.

The proposal represents discrete signage that will complement the associated Child Care Centre built form and residential character of the locality. Given the aforementioned information, we are of the opinion that the proposed advertisements are appropriate and align with the relevant provisions of the Development Plan, hence Development Plan Consent is warranted.

Should you require further information, please feel free to contact the undersigned on 08 7321- 0286.

Yours Sincerely



Rebecca Thomas

Senior Associate

6.11 1A Northcote Street, TORRENSVILLE

Application No 211/1023/2018

DEVELOPMENT APPLICATION DETAILS

DESCRIPTION OF DEVELOPMENT	Construction of a pylon sign (1.2m x 0.9m and height of 2.4m)
APPLICANT	Ian Sims
LODGEMENT DATE	26 September 2018
ZONE	Residential Zone
POLICY AREA	Torrensville East Conservation Policy Area 33
APPLICATION TYPE	Non-complying
PUBLIC NOTIFICATION	Category 1
REFERRALS	Internal • Heritage Advisor External • Nil
DEVELOPMENT PLAN VERSION	Consolidated 12 July 2018
DELEGATION	• The relevant application proposes a non-complying form of development and the application is to be determined after a full merit assessment against the Development Plan, **except** where the relevant development application proposes a change of land use to office in a Commercial Zone.
RECOMMENDATION	Support with conditions
AUTHOR	Sonia Gallarello

SUBJECT LAND AND LOCALITY

The subject land is formally described as Allotment 201 in Deposited Plan 16220 in the area named Torrensville, Hundred of Adelaide, Volume 5761 Folio 14, more commonly known as 1A Northcote Street, Torrensville. The subject site is rectangular in shape with a 20.4 metre (m) wide frontage to Northcote Street and a site area of 629 square metres (m^2).

It is noted that there are no easements, encumbrances or Land Management Agreements on the Certificate of Title and there are no regulated trees on the subject site or on adjoining land that would be affected by the development.

The site currently contains a dwelling that has recently been converted to a church. It is sited centrally on the land with a line-marked bitumen car park surrounding the building and established landscaping around the perimeter. The site is relatively flat.

The building at 1A Northcote Street is a Contributory item (bungalow) within a Conservation Policy Area. It sits amongst a number of contributory items in Northcote Street and within the broader locality. Low density character homes with newer medium density dwellings are located to the north of the subject land while some commercial development is located to the south towards Henley Beach Road which is 60m away. There are numerous signs within the locality with many on the front face of buildings, windows or fences of the business to which they relate.

The amenity of the locality is moderate with a strong heritage and mixed use character. It is a lively locality with a high degree of activity emanating from traffic and pedestrians along Henley Beach Road and the southern end of Northcote Street.



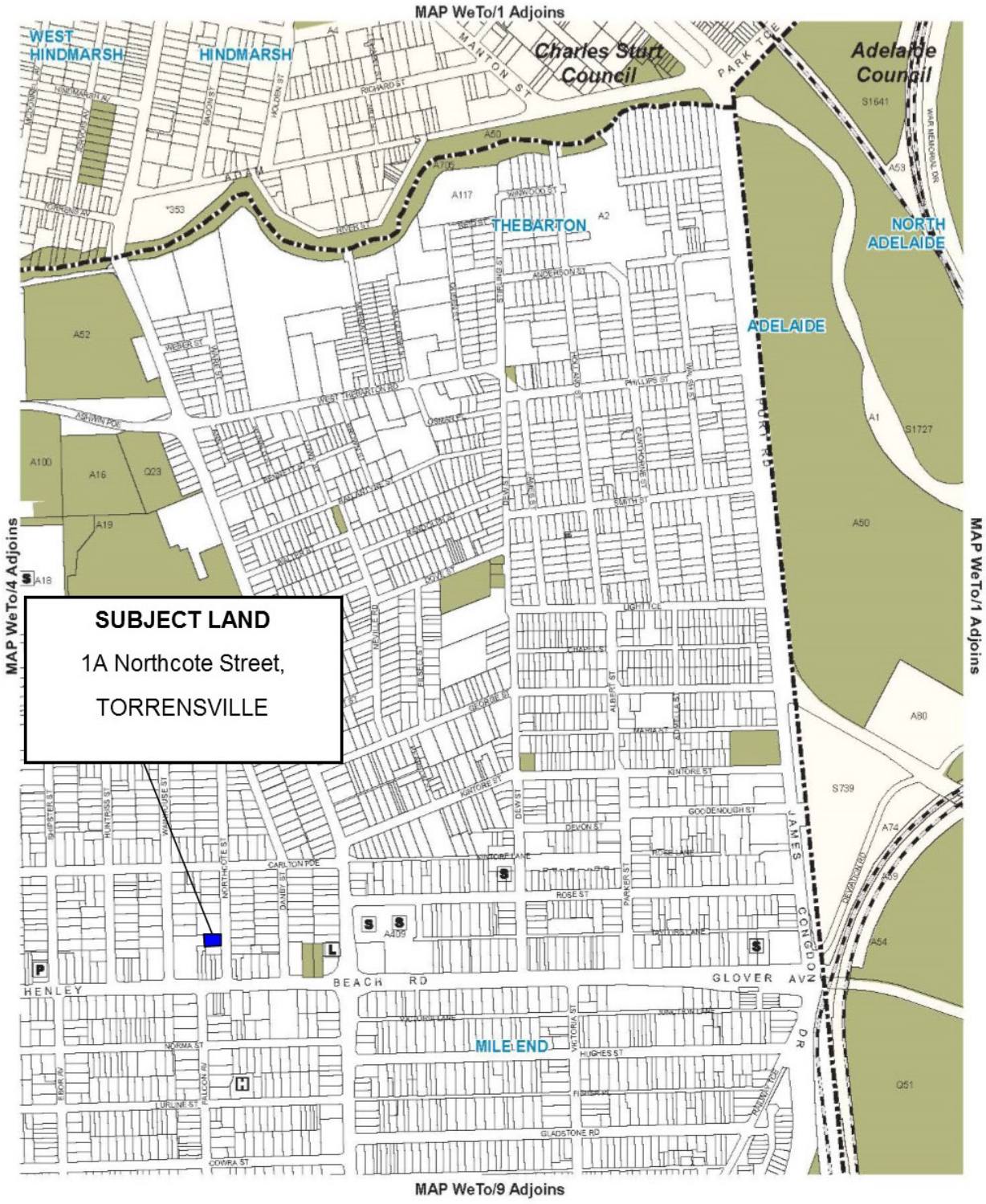
Figure 1: Subject site view to the west



Figure 2: Mixed use nature of the locality - view towards Henley Beach Road to the south

The subject land and locality are shown on the aerial imagery and maps below.


MAP WeTo/5
TORRENSVILLE
CARLTON PARADE
R 33
25
WAINHOUSE STREET
NORTHCOTE STREET
DANBY STREET
1A
120-122
116-118
HENLEY BEACH ROAD
UrC 35
FALCON AVENUE
MILE END
Residential Code 2B Area
Falcon Reserve
R 23
30
SUBJECT LAND
1A Northcote Street, TORRENSVILLE
= subject land
= Locality



S School
L Public Library
P Post Office
H Hospital
Railways
Local Reserves
Development Plan Boundary

Location Map WeTo/5

WEST TORRENS COUNCIL
Consolidated - 12 July 2018

RELEVANT APPLICATIONS

DA Number	Description of Development	Decision	Decision Date
211/1361/2014/B	Change of use to place of worship and office and construction of a front fence - variation to an authorisation previously granted	Development approval	11 April 2016

PROPOSAL

The proposal is for the construction of a pylon sign with a face area of 1.2m x 0.9m and total height of 2.4m. The sign is proposed to be located in the front landscaped area between the church and the front fence (more specifically, 500mm west of the front fence and 2.8m north from the driveway). The sign is proposed to be placed parallel to the front fence, facing the street to the east.

The sign is to be constructed of 50mm x 50mm galvanised steel and is to be powder coated white. The aluminium sign face will be digitally printed and attached to the frame with rivets and silicone.

The sign message will display the name of the church, phone number, service time and beliefs. The colours of the sign will be blue, teal and white. No internal or external lighting is proposed.

The relevant plans and documents are contained in **Attachment 2**.

NATURE OF DEVELOPMENT

The application is a non-complying form of development due to advertisements and advertising hoardings being listed as non-complying development in the Procedural Matters section of the Residential Zone in the Development Plan.

The applicant has not provided a Statement of Effect and is not required to pursuant to Regulation 17 of the *Development Regulations 2008*.

PUBLIC NOTIFICATION

The application was deemed to be a Category 1 form of development pursuant to Section 38 of the *Development Act 1993* and Schedule 9, Part 1 (3)(b) of the *Development Regulations 2008* as the development is ancillary to an existing building and use and is of a minor nature for the following reasons:

- The proposed sign would be ancillary to and subordinate to the existing place of worship;
- The advertisement to be displayed relates to the activities that are carried out on the site;
- The size of the sign is of a scale and proportion that is not dominating the existing building;
- The sign is not taller than the existing building; and
- The signage is not externally lit or illuminated.

INTERNAL REFERRALS

Department	Comments
Heritage Advisor	• The materials, colours, font and size are acceptable.

A copy of the relevant referral response is contained in **Attachment 3.**

RELEVANT DEVELOPMENT PLAN PROVISIONS

The subject land is located within the Residential Zone and, more specifically, the Torrensville East Conservation Policy Area 33 as described in the West Torrens Council Development Plan.

The relevant Desired Character statements are as follows:

Residential Zone - Desired Character

This zone will contain predominantly residential development. There may also be some small-scale non-residential activities such as offices, shops, consulting rooms and educational establishments in certain locations. Non-residential activities will be complementary to surrounding dwellings.

Allotments will be at very low, low and medium densities to provide a diversity of housing options in different parts of the zone. The range of allotment sizes will support the desired dwelling types anticipated in each policy area, and the minimum allotment sizes shall be treated as such in order to achieve the Desired Character for each policy area and, in turn, reinforce distinction between policy areas. Row dwellings and residential flat buildings will be common near centres and in policy areas where the desired density is higher, in contrast to the predominance of detached dwellings in policy areas where the distinct established character is identified for protection and enhancement. There will also be potential for semi-detached dwellings and group dwellings in other policy areas.

*Residential development in the form of a multiple dwelling, residential flat building or group dwelling will not be undertaken in a **Historic Conservation Area**.*

Landscaping will be provided throughout the zone to enhance the appearance of buildings from the street as viewed by pedestrians, provide an appropriate transition between the public and private realm and reduce heat loads in summer.

Objectives	*4*
Principles of Development Control	*1, 2, 3, 5*

Torrensville East Conservation Policy Area 33 - Desired Character

The policy area will contain predominantly detached dwellings and limited semi-detached dwellings.

Allotments are at low to very low density and are generally deep, with wide frontages to main streets. Subdivision will reinforce the existing allotment pattern which is a significant positive feature of the policy area.
Streetscape character elements including low front fencing, landscaping space in front yards, regular street trees and on-street visitor car parking will be supported by limiting vehicle cross-overs.

There will be a unity of built-form, where all new development is complementary to historic buildings rather than dominating or detracting from them. There will be predominantly one storey buildings, with some two storey buildings where the upper level is contained within the roof space in a manner that is complementary to the single storey character of nearby buildings. New dwellings will incorporate building elements common to older structures such as pitched roofs, verandas and simple detailing, as well as building materials such as stone, bricks, limited rendered masonry and corrugated iron/steel.

Alterations and additions will be primarily located at the rear of existing dwellings so that they have minimal impact on the streetscape. Setbacks will be complementary to the boundary setbacks of existing buildings in the policy area.

There will be no garaging/carports forward of the main facade of buildings.
Historic front fencing, such as post and rail with woven wire and timber picket fences, will be preserved and new front fencing facilitating views into front yards and of building facades.

Objectives	*1*
Principles of Development Control	*1, 2*

Additional provisions of the Development Plan which relate to the proposed development are contained in **Attachment 1**.

QUANTITATIVE ASSESSMENT

There are no quantitative provisions of relevance to the proposal.

ASSESSMENT

In assessing the merits or otherwise of the application, the proposed development is discussed under the following sub headings:

Desired Character

Objective 1 and Principle of Development Control (PDC) 2 of the Torrensville East Conservation Policy Area 33 (Policy Area) seek development that contributes to the desired character of the Policy Area. As noted above, this emphasises a unity of built form with all new development to be complementary to historic buildings rather than dominate or detract from them.

The proposed sign is to be located 500mm from the front fence with the front façade of the contributory item behind it. At 2.4m, the height of the sign is well below the top of the main gable of the bungalow (at 4.3m) and overall height of the building (at 5.7m). It is to be sited within a landscaped area between the driveway and northern boundary and is relatively narrow when compared to the frontage width (20.4m) of the site.

The size, positioning and height of the sign respects the character elements of the existing contributory building with minimal disruption to the landscaping. Accordingly, it is deemed to be satisfactory in terms of meeting Objective 1 and PDC 2 of the Policy Area.

Land use and Zoning

The site has been used as a place of worship for around 4 years in accordance with an approval obtained from Council five years ago. While a place of worship is not an envisaged form of development within a Residential Zone, they are prevalent in residential areas and a sign in association with this use is reasonable, providing the scale and context of the advertising is appropriate. Notwithstanding that signage is non-complying in a Residential Zone and contrary to PDC 6(d) of the Advertisement module, this sign is intended to promote the existing and approved land use. It is considered to be of a scale that is in keeping with the building and the frontage of the site.

There is a small sign on the building currently. There are no other signs relating to the land use on the site. There are numerous signs within the locality supporting offices and cafes located in close proximity to Henley Beach Road and commercial uses fronting Northcote Street. The proposed sign is considered to be in keeping with the mixed use nature of the locality. The advertisement directly relates to the land use and is therefore consistent with PDC 4 of the Advertisements module. The sign is considered to be appropriate given its ancillary nature to a place of worship within a Residential Zone.

Design and Appearance

The proposed sign meets Objectives 1 and 2 of the Advertisements module of the Development Plan. The pylon sign is not considered to disfigure the urban landscape by way of its size and placement. It is modest in size, is not illuminated or flashing and is using colours that are not considered to be a distraction to motorists. The sign does not create a hazard by way of the proposed construction method.

The proposed sign is also considered to meet PDCs 1 and 2 of the Advertisements module in that it does not create visual clutter or disorder. It is a singular sign with space below the face of the sign and is of reasonable dimensions in relation to the existing place of worship.

The proposed development is considered to meet PDC 13 of the Design and Appearance module which seeks signage that has a co-ordinated appearance that maintains the amenity of the locality, including the heritage component. While the development is not considered to enhance the existing building in accordance with Objective 3 of the Advertisements module, it nonetheless maintains the amenity of the locality and therefore accords with this provision.

Overall the design and appearance of the sign is considered to be compatible with the existing building and the locality.

SUMMARY

The proposed development meets the majority of the Development Plan provisions and provides advertising that directly relates to the approved place of worship on the subject land. The siting, height and scale of the advertising sign is considered to be reasonable against the contributory item and in context with the locality.

Having considered all the relevant provisions of the Development Plan, the proposal is not considered to be seriously at variance with the Development Plan.

On balance the proposed development sufficiently accords with the relevant provisions contained within the West Torrens Council Development Plan Consolidated 12 July 2018 and warrants Development Plan Consent subject to SCAP concurrence.

RECOMMENDATION

The Council Assessment Panel, having considered all aspects of the report, the application for consent to carry out development of land and pursuant to the provisions of the *Development Act 1993* resolves to GRANT Development Plan Consent for Application No. 211/1023/2018 by Ian Sims to construct a pylon sign (1.2m x 0.9m and height of 2.4m) at 1A Northcote Street, Torrensville (CT 5761/14) subject to the following conditions of consent and the concurrence of the State Commission Assessment Panel (SCAP):

Development Plan Consent Conditions:

1. The development shall be undertaken, completed and maintained in accordance with the following plans and information detailed in this application except where varied by any conditions listed below:

   Reason: To ensure the proposal is developed in accordance with the plans and documents lodged with Council.

2. The advertising signage shall not be internally or externally illuminated at any time without the prior approval of Council.

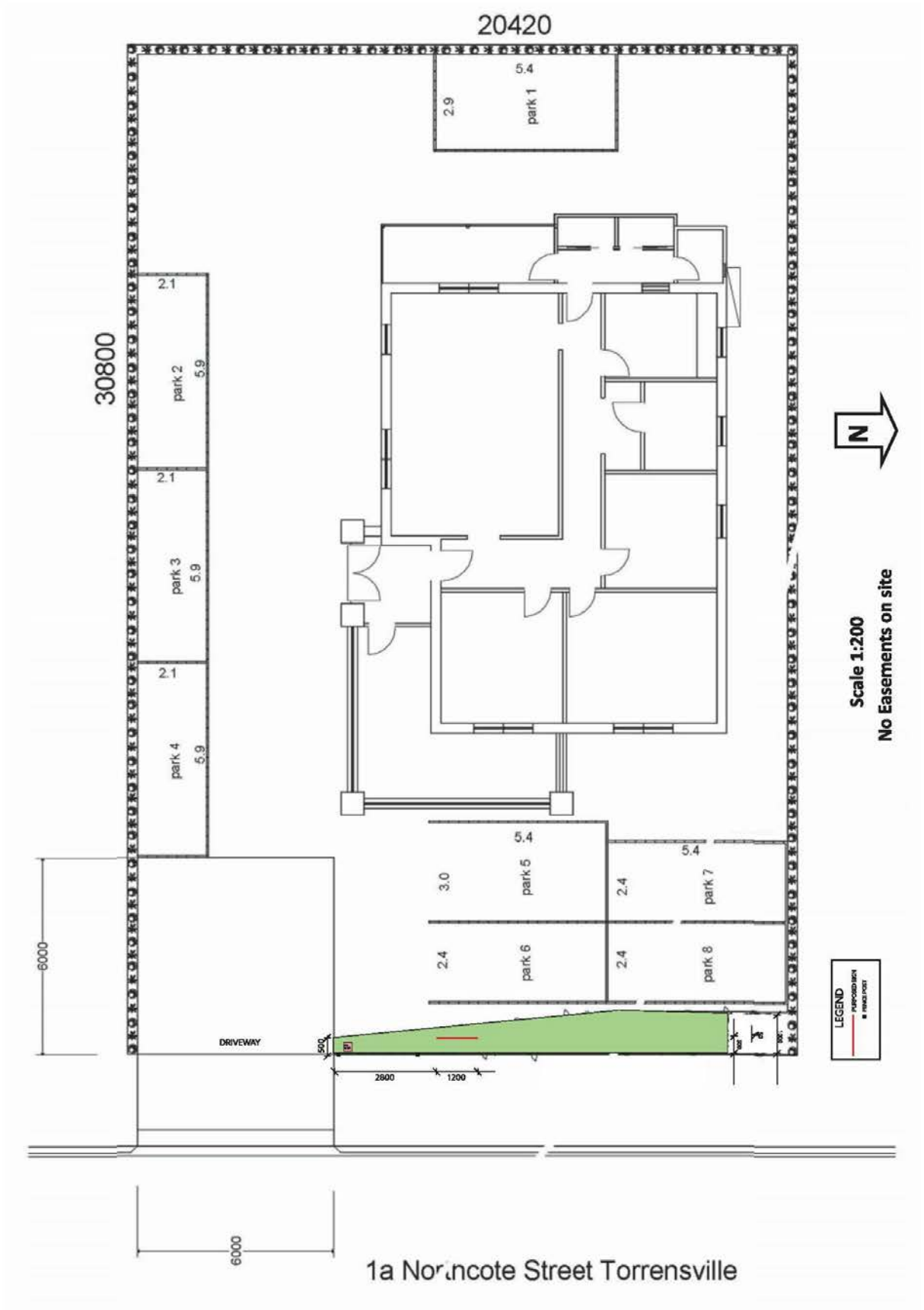
   Reason: To reduce unnecessary distraction to motorists and assist in preserving the amenity of the adjoining dwellings.

Attachments

1. Extract from the CAP Agenda 13 March 2019 of the Assessment Table for 1A Northcote Street, Torrensville
2. Proposal plans and details
3. Internal referral

Relevant Development Plan Provisions

General Section		
Advertisements	*Objectives*	*1, 2, 3*
	Principles of Development Control	*1, 2, 4, 5, 6, 10, 11, 14,16*
Crime Prevention	*Objectives*	*1*
	Principles of Development Control	*3*
Design and Appearance	*Objectives*	*1*
	Principles of Development Control	*1*
Orderly and Sustainable Development	*Objectives*	*1, 3, 4,*
	Principles of Development Control	*1*
Siting and Visibility	*Objectives*	*-*
	Principles of Development Control	*5*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6000
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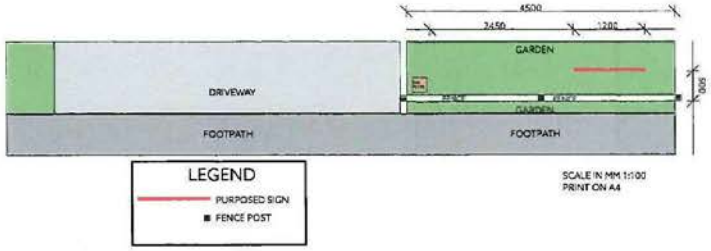
Scale 1:200
No Easements on site
LEGEND
1a Norancote Street Torrensville

TRUE JESUS CHURCH
1A NORTHCOTE STREET TORRENSVILLE
PYLON SIGN AERIAL VIEW

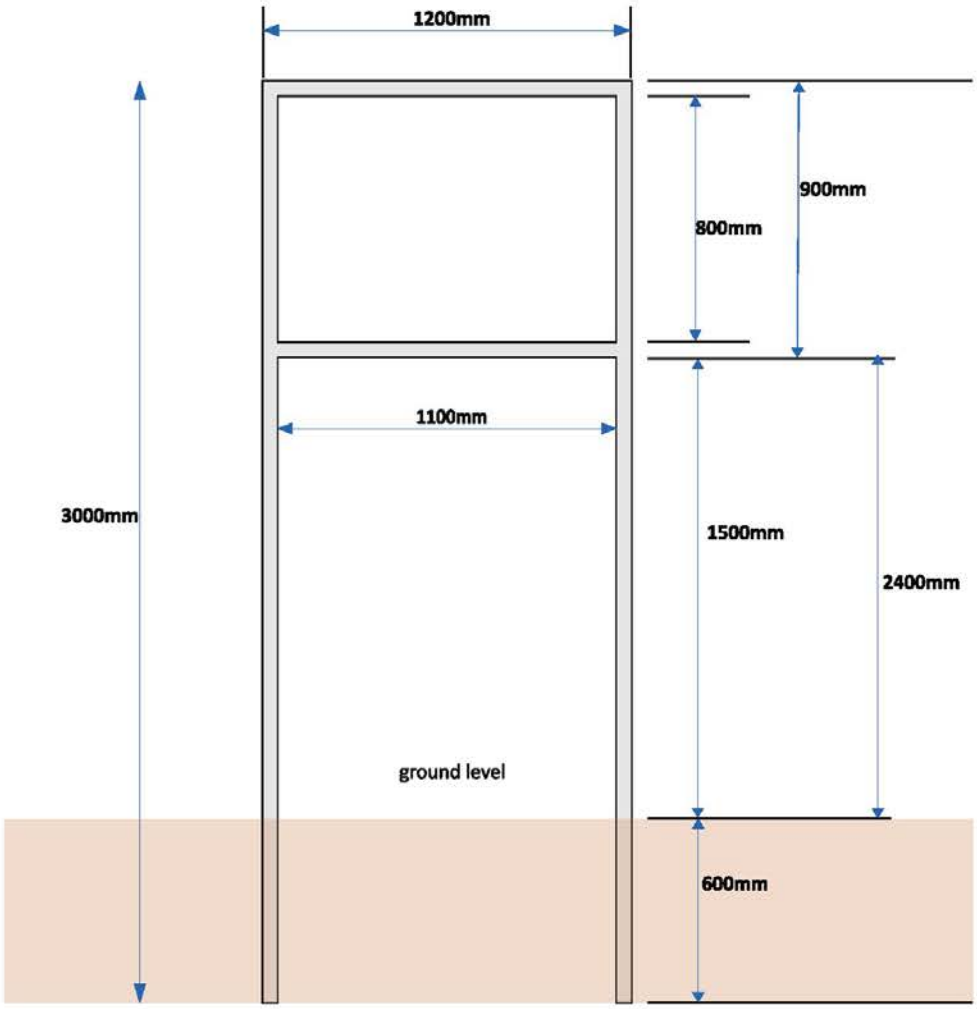


SIGNWAVE much more than signs.

ADELAIDE CENTRAL

Proposed Sign 1a Northcote Street, Torrensville

Drawing to scale 1 : 20



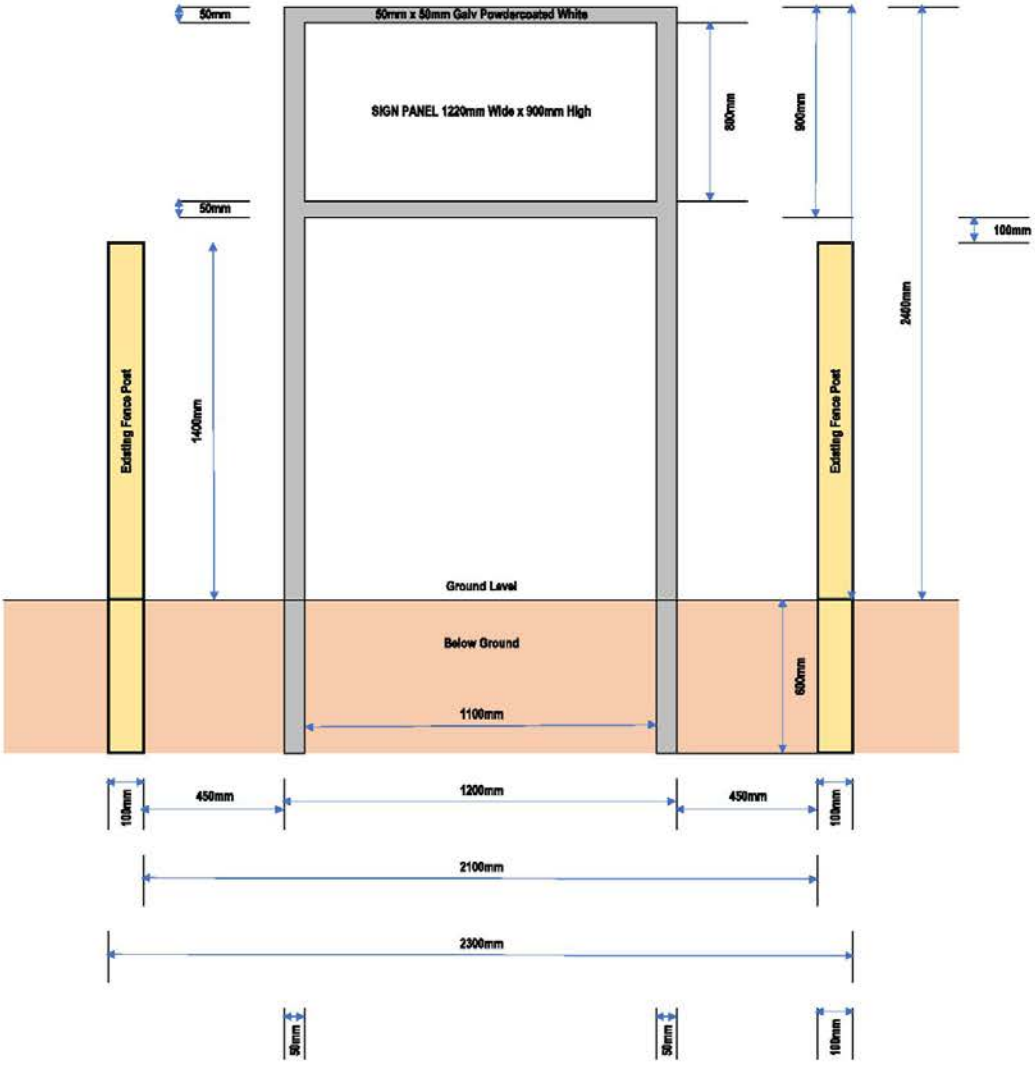
Sign frame manufactured from50mm x 50mm Galvanised Steel, powder coated white

Sign Face - Digitally Printed Aluminium Panel attached to frame with 12mm Rivets and Silicone Adhesive

Signwave Adelaide Central
14A Henley Beach Road
Mile End SA 5031
08 8352 8844
0427 156 433 Ian Sims

NOT TO SCALE

1 x 50mm x 50mm Galvanised Sign Frame powdercoated white



Proposed Sign 1a Northcote Street, Torrensville

Drawing to scale 1 : 20
Finished Sign



SIGNWAVE
So much more than signs.

ADELAIDE CENTRAL

SIGNWAVE ADELAIDE CENTRAL

Contact: Ian Sims
Phone: 0427 156 433
Email: ian.sims@signwave2200.com.au
Site address: True Jesus Church
1A Northcote street Torrensville SA

Consultant: Ian Sims
Designer: James Seal

Front signage

PROPOSED SIGNAGE DESIGN



VISUAL REPRESENTATION

True Jesus Church

SERVICE TIMES
Saturday 2:00pm to 3:30pm

10 Articles of Faith of The True Jesus Church

1. **Jesus Christ**, the Word who became flesh, died on the cross for the redemption of sinners, resurrected on the third day, and ascended to heaven. He is the only Savior of mankind, the Creator of the heavens and earth, and the only true God.

2. The **Holy Bible**, consisting of the Old and New Testaments, is inspired by God, the only scriptural truth, and the standard for Christian living.

3. The **True Jesus Church**, established by our Lord Jesus Christ, through the Holy Spirit during the time of thiletter rain', is the restored true church of the apostolic time.

4. **Water baptism** is the sacrament for the remission of sins for regeneration. The baptism must take place in natural living water, such as the river, sea, or spring. The Baptist, who already has had received baptism of water and the Holy Spirit, conducts the baptism in the name of the Lord Jesus Christ. And the person receiving the baptism must be completely immersed in water with head bowed and face downward.

5. Receiving the **Holy Spirit**, evidenced by speaking in tongues, is the guarantee of our inheritance of the kingdom of heaven.

6. The sacrament of **footwashing** enables one to have a part with the Lord Jesus. It also serves as a constant reminder that one should have love, holiness, humility, forgiveness, and service. Every person who has received water baptism must have his/her feet washed in the name of Jesus Christ. Mutual footwashing may be practiced whenever is appropriate.

7. The **Holy Communion** is the sacrament to commemorate the death of the Lord Jesus Christ. It enables us to partake of the flesh and blood of our Lord and to be in communion with Him so that we can have eternal life and be raised on the last day. This sacrament shall be held as often as possible. Only one unleavened bread and grape juice shall be used.

8. The **Sabbath** day, the seventh day of the week (Saturday), is a holy day, blessed and sanctified by God. It is to be observed under the Lord's grace for the commemoration of God's creation and salvation, and with the hope of eternal rest in the life to come.

9. **Salvation** is given by the grace of God through faith. Believers must rely on the Holy Spirit to pursue holiness, to honor God, and to love humanity.

10. The **Lord's Second Coming** will take place on the last day when He descends from heaven to judge the world; the righteous will receive eternal life, while the wicked will be eternally condemned.

SIGN MANUFACTURE DETAILS

Sign size: 1220mm W x 900mm H
Qty: 1
Substrate: Aluminium panel attached to 50mm x 50mm RHS white powder coated steel frame.
FRAME SIZE: 1220mm W x 2400mm H

NOT TO SCALE BUT IS VERY CLOSE

SIGNWAVE So much more than signs.™ SIGNWAVE So much more than signs.™ SIGNWAVE So much more than signs.™

True Jesus Church

True Jesus Church (SA) Incorporated
ABN 54 546 053 630
1a Northcote Street,
Torrensville SA5031
South Australia, Australia
Email: adelaide@tjc.org.au
http://www.tjc.org

8/11/2018

To: West Torrens City Council

Re: Statement of Support for erecting a signboard at the front of our church

Dear West Torrens City Council,

We seek permission to erect a signboard at the front of our church. It will have our church name, contact number, service time, and also our beliefs. We need this sign because it provides out-of-hours contact details for interested people who pass by. It also helps us differentiate our church from other churches.

If we are in an entirely residential area, we would have been hesitant to apply. But since we have noticed that many of our neighbours have signs at the front of their property, we have therefore applied to the city council knowing that we will not stand out too much.

Thank you for considering our application

Sincerely,

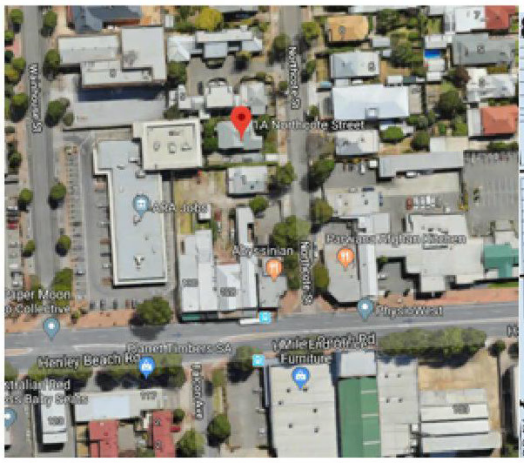
Jonah Chin
Public Officer
True Jesus Church (SA) Incorporated

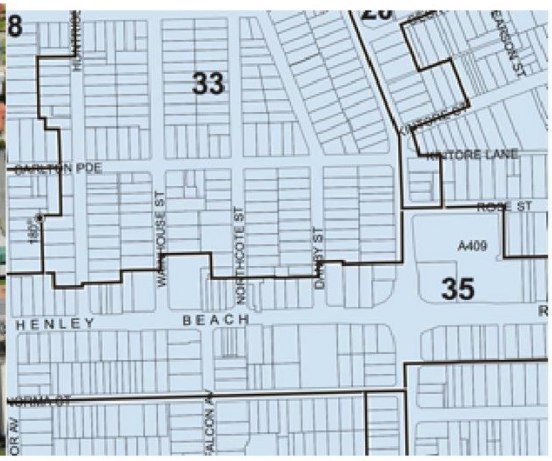
City of West Torrens
Heritage Advisor Comment

Planning Application No.:	**DA 211 1023 2018**
Location:	**1 A Northcote Street Torrensville**
Zone:	**Residential**
Policy Area:	**Torrensville East Conservation Policy Area 33**
Heritage Status:	**Contributory**
Proposal:	**Freestanding sign**
To:	**Sonia Gallarello**
Date:	**2 February 2019**

Description:

The proposal is to erect a freestanding sign in the front garden of a former dwelling, a Contributory Place with an approved non-residential use within the Historic Conservation Area. The sign will be 3000 to the top and 1200 wide x 900 deep. As development affecting the Policy Area and also a Contributory Place I have considered the following:







City of West Torrens
Heritage Advisor Comment

Development Plan Provisions:

Historic Conservation Area
OBJECTIVES: 1,2,3,4
PRINCIPLES OF DEVELOPMENT CONTROL: 1,2,11
Torrensville East Conservation Policy Area 33
OBJECTIVES: 1
DESIRED CHARACTER
PRINCIPLES OF DEVELOPMENT CONTROL: 2
Residential Zone
OBJECTIVES: 4
DESIRED CHARACTER
PRINCIPLES OF DEVELOPMENT CONTROL: 1,5

Assessment:

The proposed sign is associated with an approved use and located within the garden area behind a fence. While the drawings are somewhat out of proportion, the proposed sign with a face of 1200 x 900 located with its top at 3000 above ground will not disturb the Area, especially in consideration of the proximity of Henley Beach Road. Objective 1, 2, 3 and 4 are satisfied and Desired Character provision PDC 1 and PDC 2 are also not greatly challenged.

Importantly the sign is not considered to be of a size, colour, shape and materials that dominate or detract from the prominence of the Contributory Place and Area, satisfying PDC 11.

The Desired Character of Torrensville East Conservation Policy Area 33 (Objective 1 and PDC 2) is not challenged. The Residential Zone also anticipates non-residential use and therefore Objective 4 and PDC 2 and 5 are not challenged.

Conclusion:

The proposal is acceptable from a heritage perspective. The proposed materials, colours, font and size are acceptable.

Douglas Alexander

6.12 6 Elba Avenue, LOCKLEYS

Application No 211/1302/2018

DEVELOPMENT APPLICATION DETAILS

DESCRIPTION OF DEVELOPMENT	Land division - Torrens Title; SCAP No. 211/D164/18; Create one (1) additional allotment
APPLICANT	Ms Tammy Marcotte
LODGEMENT DATE	30 November 2018
ZONE	Residential Zone
POLICY AREA	Low Density Policy Area 21
APPLICATION TYPE	Merit
PUBLIC NOTIFICATION	Category 1
REFERRALS	Internal • City Operations External • State Commission Assessment Panel (SCAP) • South Australian Water Corporation (SA Water)
DEVELOPMENT PLAN VERSION	Consolidated 12 July 2018
DELEGATION	• The relevant application proposes a merit form of development which does not meet the minimum site area requirements in the relevant Zone or Policy Area by 7.5% or more.
RECOMMENDATION	Support with conditions
AUTHOR	Sonia Gallarello

SUBJECT LAND AND LOCALITY

The subject land is formally described as Allotment 3 in Deposited Plan 5095 in the area named Lockleys, Hundred of Adelaide, Volume 5365 Folio 560, more commonly known as 6 Elba Avenue, Lockleys. The subject site is rectangular in shape with a 19.5 metre (m) wide frontage to Elba Street and an area of 773 square metres (m^2).

There is an existing cream brick, single storey detached dwelling on the site with outbuildings to the rear. There are no regulated trees on site, although there is a Queensland box in the front yard with a circumference of 2.25m. This tree is within 10m of a dwelling and is therefore not regulated.

There is a street tree located centrally within the Council verge. There is an existing crossover on the southern side of the allotment.

The locality consists of largely single storey dwellings on large allotments with wide street frontages. Allotment sizes are generally around $800m^2$. There has been a small number of divisions in the locality, however, including a one into two division at 1 Rundle Avenue, and a hammerhead division at 19 Torrens Avenue. There are two residential flat buildings at 10-12 Elba Avenue. The street and locality has a moderate to high level of amenity attributed to a high amount of vegetation, wide streets and wide street frontages.

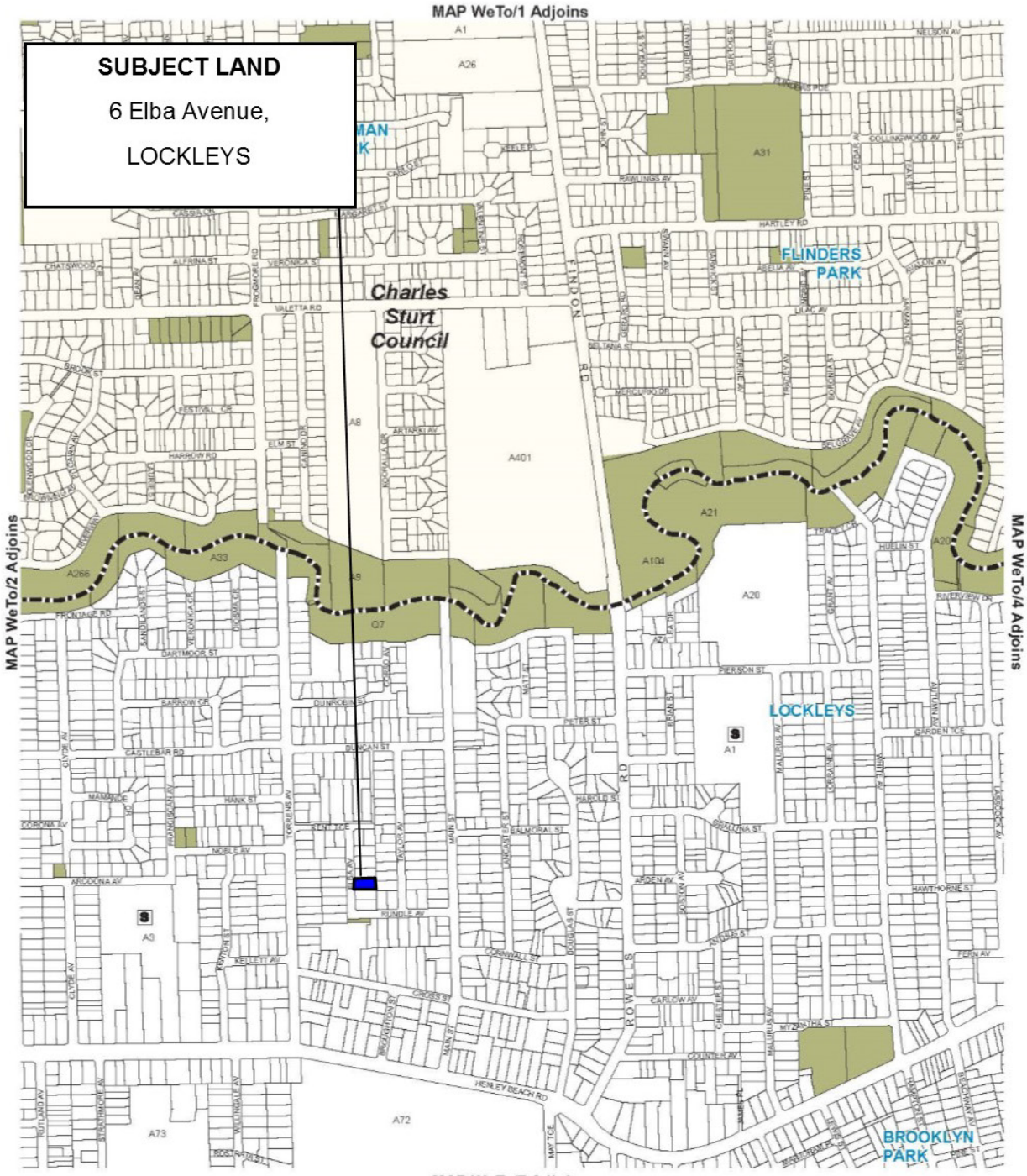
The site is within the 400m centre buffer area of the small Local Centre on the corner of Henley Beach Road and Torrens Avenue. The site is 300m from Henley Beach Road and the Kooyonga Golf Course and around 450m from the River Torrens to the north.

The subject land and locality are shown on the photo, aerial imagery and maps below.



Figure 1: Subject land


SUBJECT LAND
6 Elba Avenue,
LOCKLEYS
= subject land
= Locality
KENT TERRACE
TORRENS AVENUE
ELBA AVENUE
TAYLOR AVENUE
MAIN STREET
RUNDLE AVENUE
CROSS STREET
Rundle Reserve
LOCKLEYS
MAP WeTo/3
R 21
R 20



Location Map WeTo/3

School
Local Reserves
Development Plan Boundary

WEST TORRENS COUNCIL
Consolidated - 12 July 2018

RELEVANT APPLICATIONS

DA Number	Description of Development	Decision	Decision Date
211/220/2019	Construction of a single storey detached dwelling	Pending outcome of this land division application	N/A

PROPOSAL

This application is for a Torrens Title land division to create one additional allotment. The two allotments are regular and rectangular in shape. Allotment 97 (northern allotment) is proposed to have a 10.2m frontage to Elba Avenue with a site area of 404m^2. Allotment 98 (southern allotment) is proposed to have a 9.3m frontage to Elba Avenue with a site area of 369m^2.

A dwelling proposal has been lodged for proposed allotment 97. The assessment for this will occur following the outcome of this land division application.

The relevant plan is contained in **Attachment 2**.

PUBLIC NOTIFICATION

The application is a Category 1 form of development pursuant to Schedule 9, Part 1 (2)(f) of the *Development Regulations 2008.*

.

As the proposal is Category 1, public notification was not required to be undertaken.

INTERNAL REFERRALS

Department	Comments
City Operations	• City Operations advised that the tree in the front yard is a Queensland box achieving a circumference of 2.25m. The tree is within 10m of a dwelling and is therefore not regulated and can be removed without development approval.

EXTERNAL REFERRALS

Department	Comments
SCAP	• No concerns were raised with standard conditions to be imposed should a consent be granted.
SA Water	• No concerns were raised with standard conditions to be imposed should a consent be granted.

A copy of the relevant referral responses are contained in **Attachment 3**.

RELEVANT DEVELOPMENT PLAN PROVISIONS

The subject land is located within the Residential Zone and, more specifically, Low Density Policy Area 21 as described in the West Torrens Council Development Plan. The relevant Desired Character statements are as follows:

Residential Zone - Desired Character	
This zone will contain predominantly residential development. There may also be some small-scale non-residential activities such as offices, shops, consulting rooms and educational establishments in certain locations. Non-residential activities will be complementary to surrounding dwellings. *Allotments will be at very low, low and medium densities to provide a diversity of housing options in different parts of the zone. The range of allotment sizes will support the desired dwelling types anticipated in each policy area, and the minimum allotment sizes shall be treated as such in order to achieve the Desired Character for each policy area and, in turn, reinforce distinction between policy areas. Row dwellings and residential flat buildings will be common near centres and in policy areas where the desired density is higher, in contrast to the predominance of detached dwellings in policy areas where the distinct established character is identified for protection and enhancement. There will also be potential for semi-detached dwellings and group dwellings in other policy areas.* *Residential development in the form of a multiple dwelling, residential flat building or group dwelling will not be undertaken in a* ***Historic Conservation Area****.* *Landscaping will be provided throughout the zone to enhance the appearance of buildings from the street as viewed by pedestrians, provide an appropriate transition between the public and private realm and reduce heat loads in summer.*	
Objectives	*2, 3, 4*
Principles of Development Control	*5*

Low Density Policy Area 21 - Desired Character	
This policy area will have a low density character. In order to preserve this, development will predominantly involve the replacement of detached dwellings with the same (or buildings in the form of detached dwellings). *There will be a denser allotment pattern and some alternative dwelling types, such as semi-detached and row dwellings, close to centre zones where it is desirable for more residents to live and take advantage of the variety of facilities focused on centre zones. Battleaxe subdivision will not occur in the policy area to preserve a pattern of rectangular allotments developed with buildings that have a direct street frontage. In the area bounded by Henley Beach Road, Torrens Avenue and the Linear Park, where the consistent allotment pattern is a significant positive feature of the locality, subdivision will reinforce the existing allotment pattern.* *Buildings will be up to 2 storeys in height. Garages and carports will be located behind the front façade of buildings. Buildings in the area bounded by Henley Beach Road, Torrens Avenue and the Linear Park will be complementary to existing dwellings through the incorporation of design features such as pitched roofs, eaves and variation in the texture of building materials.* *Development will be interspersed with landscaping, particularly behind the main road frontage, to enhance the appearance of buildings from the street as viewed by pedestrians, provide an appropriate transition between the public and private realm and reduce heat loads in summer. Low and open-style front fencing will contribute to a sense of space between buildings.*	
Objectives	*1*
Principles of Development Control	*1, 2, 6*

Additional provisions of the Development Plan which relate to the proposed development are contained in **Attachment 1**.

QUANTITATIVE STANDARDS

The proposal is assessed for consistency with the quantitative requirements of the Development Plan as outlined in the table below:

DEVELOPMENT PLAN PROVISIONS	STANDARD	ASSESSMENT
ALLOTMENT AREA *Low Density Policy Area 21 PDC 6*	420m² (minimum)	404m² (allotment 97) 369m² (allotment 98) **Does Not Satisfy**
ALLOTMENT FRONTAGE *Low Density Policy Area 21 PDC 6*	12m (minimum)	10.2m (allotment 97) 9.3m (allotment 98) **Does Not Satisfy**

ASSESSMENT

In assessing the merits or otherwise of the application, the proposed development is discussed under the following sub headings:

Desired Character

Objective 1 and Principle of Development Control (PDC) 2 of Low Density Policy Area 21 (Policy Area) seeks development that is consistent with the desired character which is specifically low density. The proposed allotments are considered to be of a low density character despite the relatively small deficiency in area from the land division Policy Area requirement of 420m^2.

The allotment shape, size and frontage will allow single storey dwellings (or possibly two storey if deemed appropriate) to be accommodated with reasonable front, side and rear setbacks, private open space and curtilage about the dwellings that would reflect the existing low density character in the locality. There would also be adequate land around the dwellings for landscaping to contribute positively to the existing character of the locality. Two trees have been considered with this proposal. There is a non-regulated tree in the front yard and a street tree that is sited centrally within the Council verge. It is anticipated that the non-regulated Queensland box in the front yard will be removed. It is the administration's preference that the street tree will remain when considering future dwelling applications. While not guaranteed, the preservation of the street tree will assist in maintaining the appearance of a well vegetated streetscape.

The desired character also states there will be a denser allotment pattern close to centre zones. This development is within a centre zone and is in close proximity to Henley Beach Road, with good access to public transport and shops. The replacement of one dwelling into two is deemed appropriate and is therefore supported.

It is considered that the proposed division is not contrary to the desired character for the Policy Area as it allows for future residential development at low density.

Allotment Area

The development falls short of the quantitative provisions for allotment areas in the Policy Area by 4% (allotment 97) and 12.1% (allotment 98). While the pattern of land division in this locality is fairly well preserved and many of the existing allotments in the locality are very low density, there are a few examples of more recent divisions that are relevant and have resulted in allotments with lesser site areas (particularly 1 Rundle Avenue approved in late 2015). This division allowed for 357m^2 for each allotment which is slightly smaller than the current proposal. Within Elba Avenue there are also two examples of older residential flat buildings that create a mix of dwelling types. These do not have associated land divisions but have an established higher density character than many of the other surrounding allotments.

A lesser site area of 350m^2 is sought for dwellings located within 400m of a centre zone. The two allotment areas meet this requirement although it should be noted that this land division is not combined with an application for dwellings and therefore a greater area requirement is sought for land division only. While the allotment areas fall short of PDC 6, there is capacity for each allotment to accommodate a detached dwelling at a density that meets the intent of the policy area.

Allotment Frontage

The development has a shortfall in the allotment frontage widths from the requirement of PDC 6 of the policy area. However, as noted the proposed frontages are of sufficient width to accommodate a detached dwelling and they also meet the frontage requirement for dwellings located within 400m of a centre zone buffer. Accordingly, the allotment frontages are considered to be satisfactory.

Allotment Pattern

While there is some variety in the allotment pattern within the locality, the majority of allotments are at very low density with areas of around 800m^2 with frontage widths of around 21m. As there are a number of allotments with a similar area to this proposal, it is considered that this development would not be out of character. The site is within 400m of a centre zone and increased density in this location is encouraged.

The proposed allotments are considered to be acceptable in regards to the resultant allotment pattern.

SUMMARY

Notwithstanding the numerical shortfalls for allotment area and frontage width associated with this proposal, the regular shape and dimensions of the proposed allotments would facilitate residential development that meets the low density intent of the policy area. The development is sited in close proximity to a centre zone which is appropriate for an increase in density and, if this division were accompanied by dwellings, the development would be capable of meeting the quantitative provisions of the policy area.

Having considered all the relevant provisions of the Development Plan, the proposal is not considered to be seriously at variance with the Development Plan.

On balance the proposed development sufficiently accords with the relevant provisions contained within the West Torrens Council Development Plan Consolidated 12 July 2018 and warrants Development Plan Consent, Land Division Consent and Development Approval.

RECOMMENDATION

The Council Assessment Panel, having considered all aspects of the report, the application for consent to carry out development of land and pursuant to the provisions of the *Development Act 1993* resolves to GRANT Development Plan Consent, Land Division Consent and Development Approval for Application No. 211/1302/2018 by Ms Tammy Marcotte to undertake a Land division - Torrens Title; SCAP No. 211/D164/18; Create one (1) additional allotment at 6 Elba Avenue, Lockleys (CT 5365/560) subject to the following conditions of consent:

Development Plan Consent Conditions:

1. Development is to take place in accordance with the plans prepared by Pyper Leaker Surveying Services relating to Development Application No. 211/1302/2018 (SCAP 211/D164/18).

   Reason: To ensure the proposal is established in accordance with approved plans and documents.

Land Division Consent Conditions:

Council Requirements

Nil

SCAP Requirements

2. The financial requirements of SA Water shall be met for the provision of water supply and sewerage services.

   On receipt of the developer details and site specifications an investigation will be carried out to determine if the connections to your development will be standard or non-standard fees.

   On approval of the application, it is the developers/owners responsibility to ensure all internal pipework (water and wastewater) that crosses the allotment boundaries has been severed or redirected at the developers/owners cost to ensure that the pipework relating to each allotment is contained within its boundaries.

   Reason: To satisfy the requirements of SA Water Corporation.

3. Payment of $7253 into the Planning and Development Fund (1 allotment @ $7253/allotment). Payment may be made by credit card via the internet at www.edala.sa.gov.au or by phone (7109 7018), by cheque payable to the Department of Planning, Transport and Infrastructure and marked "Not Negotiable" and sent to GPO Box 1815, Adelaide 5001 or in person, at Level 5, 50 Flinders Street, Adelaide.

   Reason: To satisfy the requirements of State Commission Assessment Panel.

4. A final plan complying with the requirements for plans as set out in the Manual of Survey Practice Volume 1 (Plan Presentation and Guidelines) issued by the Registrar General to be lodged with the State Commission Assessment Panel for Land Division Certificate purposes.

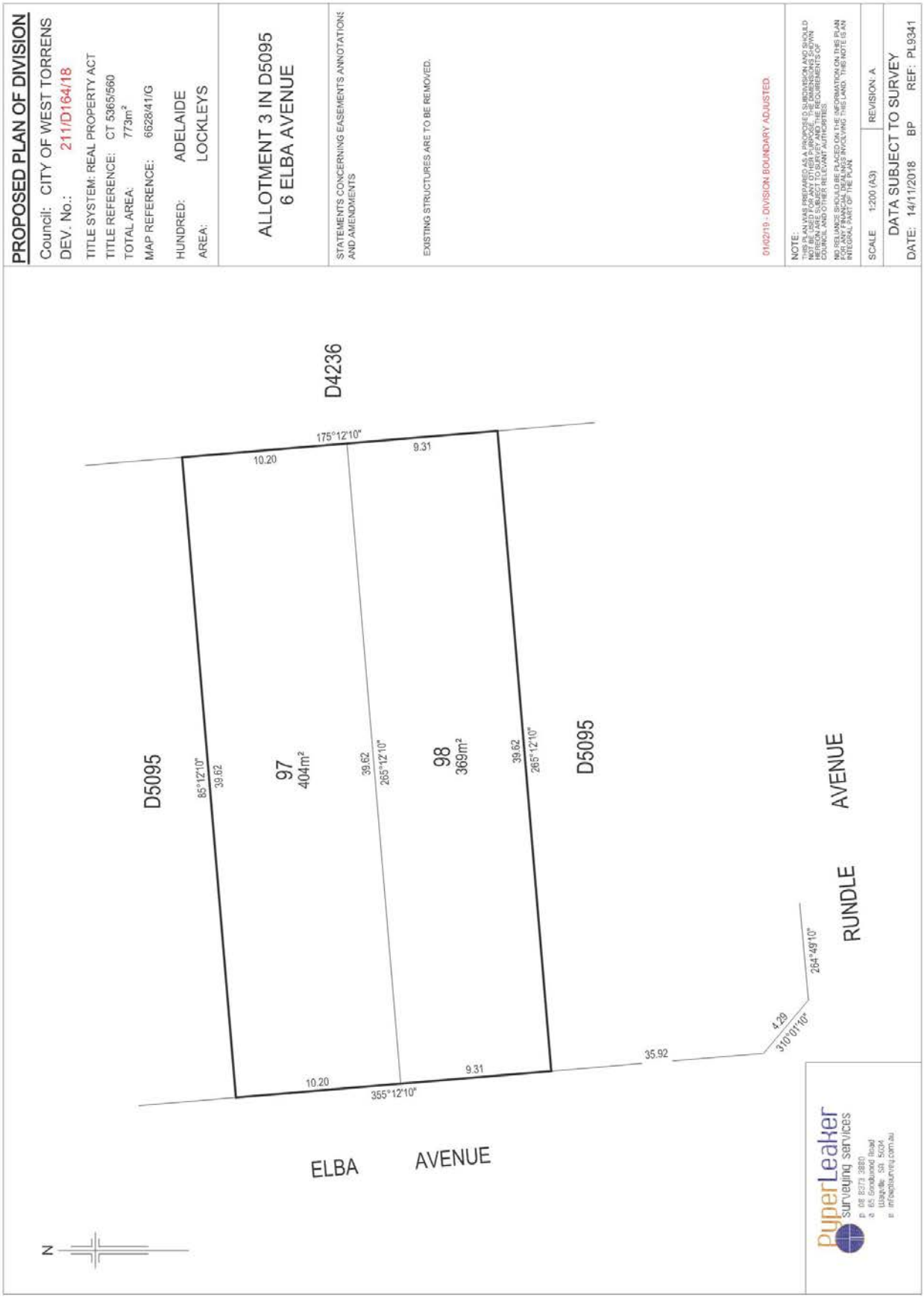
   Reason: To satisfy the requirements of State Commission Assessment Panel.

Attachments

1. Assessment table
2. Proposal plan
3. External referrals

Relevant Development Plan Provisions

General Section		
Infrastructure	*Objectives*	*3*
	Principles of Development Control	*1, 6, 8*
Land Division	*Objectives*	*1, 2, 3, 4*
	Principles of Development Control	*1, 2, 4, 5, 6, 8*
Orderly and Sustainable Development	*Objectives*	*1, 2, 3, 4, 5*
	Principles of Development Control	*1*


PROPOSED PLAN OF DIVISION
Council: CITY OF WEST TORRENS
DEV. No.: 211/D164/18
TITLE SYSTEM: REAL PROPERTY ACT
TITLE REFERENCE: CT 5365/560
TOTAL AREA: 773m²
MAP REFERENCE: 6628/41/G
HUNDRED: ADELAIDE
AREA: LOCKLEYS
ALLOTMENT 3 IN D5095
6 ELBA AVENUE
STATEMENTS CONCERNING EASEMENTS ANNOTATIONS AND AMENDMENTS
EXISTING STRUCTURES ARE TO BE REMOVED.
01/02/19 - DIVISION BOUNDARY ADJUSTED.
NOTE:
SCALE 1:200 (A3)
REVISION: A
DATA SUBJECT TO SURVEY
DATE: 14/11/2018 BP REF: PL9341
D4236
175°12'10"
10.20
9.31
D5095
85°12'10"
39.62
97
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39.62
265°12'10"
98
369m²
39.62
265°12'10"
D5095
AVENUE
RUNDLE
264°49'10"
4.29
310°01'10"
35.92
10.20
9.31
355°12'10"
ELBA AVENUE
N
PyperLeaker
surveying services

Contact Planning Services
Telephone 7109 7016
Email dldptpdclearanceletters@sa.gov.au

STATE COMMISSION ASSESSMENT PANEL
A COMMITTEE OF THE STATE PLANNING COMMISSION

12 December 2018

The Chief Executive Officer
City of West Torrens

Dear Sir/Madam

Re: Proposed Application No. 211/D164/18 (ID 63710)
for Land Division by Ms Tammy Marcotte

In accordance with Section 33 of the Development Act 1993 and Regulation 29 (1) of the Development Regulations 2008, and further to my advice dated 04 December 2018, I advise that the State Commission Assessment Panel (SCAP) has consulted with SA Water Corporation (only) regarding this land division application. A copy of their response has been uploaded in EDALA for your consideration. The Commission has no further comment to make on this application, however there may be local planning issues which Council should consider prior to making its decision.

I further advise that the State Commission Assessment Panel has the following requirements under Section 33(1)(c) of the Development Act 1993 which must be included as conditions of land division approval on Council's Decision Notification (should such approval be granted).

1. The financial requirements of SA Water shall be met for the provision of water supply and sewerage services.
   On receipt of the developer details and site specifications an investigation will be carried out to determine if the connections to your development will be standard or non standard fees.
   On approval of the application, it is the developers/owners responsibility to ensure all internal pipework (water and wastewater) that crosses the allotment boundaries has been severed or redirected at the developers/owners cost to ensure that the pipework relating to each allotment is contained within its boundaries.
2. Payment of $7253 into the Planning and Development Fund (1 allotment(s) @ $7253/allotment).
   Payment may be made by credit card via the internet at www.edala.sa.gov.au or by phone (7109 7018), by cheque payable to the Department of Planning, Transport and Infrastructure and marked "Not Negotiable" and sent to GPO Box 1815, Adelaide 5001 or in person, at Level 5, 50 Flinders Street, Adelaide.
3. A final plan complying with the requirements for plans as set out in the Manual of Survey Practice Volume 1 (Plan Presentation and Guidelines) issued by the Registrar General to be lodged with the State Commission Assessment Panel for Land Division Certificate purposes.

The SA Water Corporation will, in due course, correspond directly with the applicant/agent regarding this land division proposal.

PLEASE UPLOAD THE DECISION NOTIFICATION FORM (VIA EDALA) FOLLOWING COUNCIL'S DECISION.

Yours faithfully

Biljana Prokic
Land Division Coordinator - Planning Services
as delegate of
STATE COMMISSION ASSESSMENT PANEL

SA Water
Level 6, 250 Victoria Square
ADELAIDE SA 5000
Ph (08) 7424 1119
Inquiries ANN BOND
Telephone 7424 1119

12 December 2018

Our Ref: H0079990

The Chairman
State Commission Assessment Panel
50 Flinders St
ADELAIDE SA 5000

Dear Sir/Madam

PROPOSED LAND DIVISION APPLICATION NO: 211/D164/18 AT LOCKLEYS

In response to the abovementioned proposal, I advise that pursuant to Section 33 of the Development Act it is necessary for the developer to satisfy this Corporation's requirements, which are listed below.

The financial requirements of SA Water shall be met for the provision of water supply and sewerage services.

On receipt of the developer details and site specifications an investigation will be carried out to determine if the connections to your development will be standard or non standard fees.

On approval of the application, it is the developers/owners responsibility to ensure all internal pipework (water and wastewater) that crosses the allotment boundaries has been severed or redirected at the developers/owners cost to ensure that the pipework relating to each allotment is contained within its boundaries.

Yours faithfully

ANN BOND
for MANAGER LAND DEVELOPMENT & CONNECTIONS

6.13 2A Norwich Street, WEST RICHMOND

Application No 211/1177/2018

DEVELOPMENT APPLICATION DETAILS

DESCRIPTION OF DEVELOPMENT	Construction of a carport
APPLICANT	A Venizelou
LODGEMENT DATE	6 November 2018
ZONE	Residential
POLICY AREA	Low Density Policy Area 20
APPLICATION TYPE	Merit
PUBLIC NOTIFICATION	Category
REFERRALS	Internal • Nil External • Nil
DEVELOPMENT PLAN VERSION	Consolidated 12 July 2018
DELEGATION	• The relevant application proposes a merit form of development and, in the opinion of the delegate, should be refused, **except** where the application is to be refused for a failure to provide information pursuant to section 39 of the Act or where a referral agency direct that the application is refused pursuant to section 37 of the Act.
RECOMMENDATION	Refuse
AUTHOR	Josh Banks

SUBJECT LAND AND LOCALITY

The subject land is formally described as Allotment 201 IN Deposited Plan 42411 in the area named West Richmond, Hundred of Adelaide, Volume 5266 Folio 556, more commonly known as 2A Norwich Street, West Richmond. The subject site is rectangular in shape with a frontage to Norwich Street of 18.0 metres (m) and a site area of 318 square metres (m^2).

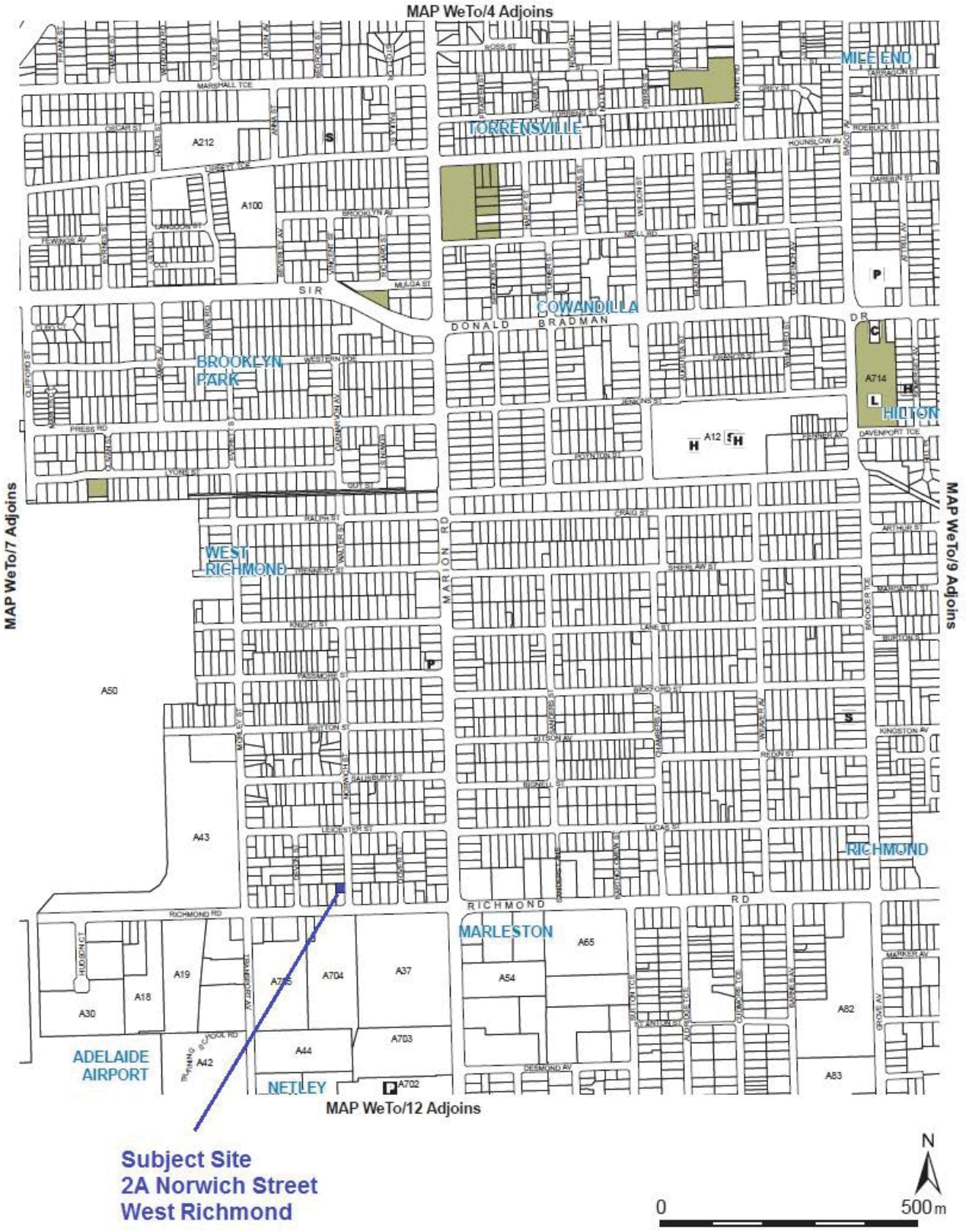
There are no encumbrances or Land Management Agreements on the Certificate of Title and there are no regulated trees on the subject site or on adjoining land that would be affected by the proposed development.

The site is relatively flat and currently contains a detached, single storey dwelling located on the western side of Norwich Avenue, approximately 25m north of Richmond Road and 200m west of the Richmond / Marion Road intersection.

Bordered by the Netley Commercial Park on the southern side of Richmond Road, the locality consists of predominantly single storey dwellings varying in age from 1960s to recently built dwellings directly opposite the subject site. The amenity of the locality is considered to be fair, with some negative contributions in the form of fencing, outbuildings and electricity infrastructure, and positive contributions in the form of mature street trees and front gardens.

The subject land and locality are shown on the aerial imagery and maps below.


R 20
WEST RICHMOND
NORWICH STREET
RICHMOND ROAD
In 9
NETLEY
282-324
SUBJECT SITE
2A Norwich Street,
WEST RICHMOND
Subject Land
Locality



Location Map WeTo/8

WEST TORRENS COUNCIL
Consolidated - 12 July 2018

RELEVANT APPLICATIONS

DA Number	Description of Development	Decision	Decision Date
211/1466/2008	Construct carport in front of the building line of the existing dwelling	Refused	14 May 2009

This application was considered and ultimately refused by the former Development Assessment Panel (DAP) as it was considered to be at variance with a number of Principles of Development Control of the relevant Development Plan at the time.

PROPOSAL

The proposal seeks the construction of a carport forward of the existing garage and approximately 150mm from the front boundary of the site. The proposed carport will utilise the existing roller door of the garage and will have a roofline to match the garage/dwelling.

The relevant plans and documents are contained in **Attachment 2**.

PUBLIC NOTIFICATION

The application is a Category 1 form of development pursuant to Schedule 9 of the *Development Regulations 2008* or Procedural Matters section of the Residential Zone.

As the proposal is Category 1, public notification was not required to be undertaken.

RELEVANT DEVELOPMENT PLAN PROVISIONS

The subject land is located within the Residential Zone and, more specifically, Low Density Policy Area 20 as described in the West Torrens Council Development Plan.

The relevant Desired Character statements and associated Objectives and Principles of Development Control (PDC) are as follows:

Residential Zone - Desired Character

This zone will contain predominantly residential development. There may also be some small-scale non-residential activities such as offices, shops, consulting rooms and educational establishments in certain locations. Non-residential activities will be complementary to surrounding dwellings.

Allotments will be at very low, low and medium densities to provide a diversity of housing options in different parts of the zone. The range of allotment sizes will support the desired dwelling types anticipated in each policy area, and the minimum allotment sizes shall be treated as such in order to achieve the Desired Character for each policy area and, in turn, reinforce distinction between policy areas. Row dwellings and residential flat buildings will be common near centres and in policy areas where the desired density is higher, in contrast to the predominance of detached dwellings in policy areas where the distinct established character is identified for protection and enhancement. There will also be potential for semi-detached dwellings and group dwellings in other policy areas.

*Residential development in the form of a multiple dwelling, residential flat building or group dwelling will not be undertaken in a **Historic Conservation Area**.*

Landscaping will be provided throughout the zone to enhance the appearance of buildings from the street as viewed by pedestrians, provide an appropriate transition between the public and private realm and reduce heat loads in summer.

Objectives	*1, 2, 3, 4*
Principles of Development Control	*1, 5, 6, 7, 10, 11, 12, 13, 14*

Low Density Policy Area 20 - Desired Character
Allotments in the policy area will be at low density, accommodating predominantly detached dwellings and some other dwellings types such as semi-detached and group dwellings. There will be a denser allotment pattern close to centre zones where it is desirable for more residents to live and take advantage of the variety of facilities focused on centre zones. Battleaxe subdivision will not occur in the policy area to preserve a pattern of rectangular allotments developed with buildings that have a direct street frontage. *Buildings will be up to 2 storeys in height. Garages and carports will be located behind the front façade of buildings.* *Development will be interspersed with landscaping, particularly behind the main road frontage, to enhance the appearance of buildings from the street as viewed by pedestrians, provide an appropriate transition between the public and private realm and reduce heat loads in summer. Low and open-style front fencing will contribute to a sense of space between buildings.*

Objectives	*1*
Principles of Development Control	*1, 2, 3, 4, 6, 7*

Additional provisions of the Development Plan which relate to the proposed development are contained in **Attachment 1**.

QUANTITATIVE STANDARDS

The proposal is assessed for consistency with the quantitative requirements of the Development Plan as outlined in the table below:

DEVELOPMENT PLAN PROVISIONS	STANDARD	ASSESSMENT
PRIMARY STREET SETBACK *Residential Zone* *PDC 8*	4.3m (average of adjacent buildings)	0.15m **Does Not Satisfy**

ASSESSMENT

In assessing the merits or otherwise of the application, the proposed development is discussed under the following sub headings:

Desired Character and Setbacks

Within the locality are several examples of structures (including carports) encroaching within the "setback" distance established by the dwellings in Norwich Street. However, there are no garages or carports forward of dwellings in Norwich Street. There is a partially enclosed carport at 16 Leicester Street that faces the Norwich Street secondary street frontage, but this carport exists on a corner allotment where the primary street frontage is Leicester Street rather than Norwich Street. Accordingly, it does not lend support to the proposed development as it simply reflects the particular circumstances that can occur on corner allotments, where development such as carports and outbuildings are allowed on the secondary street frontage.

It is evident that the location of the proposed carport, set back 0.15m from the front boundary of the site and forward of both the existing dwelling and other prevailing setbacks along Norwich Street, does not maintain or enhance the existing streetscape character of the locality. Accordingly, the proposed development fails to meet Objective 1 and PDC 2 of Low Density Policy Area 20 and PDC 8 of the Residential Zone.

SUMMARY

By being sited significantly forward of the existing dwelling on the site, the proposed carport will obscure the appearance of the dwelling and will not contribute positively to the desired streetscape character of the locality. As a result, the proposal is not considered to be sufficiently in accordance with the relevant provisions of the Development Plan that relate to character, amenity, and setbacks and is not supported.

Having considered all the relevant Objectives and Principles of the Development Plan, the proposal is not considered to be seriously at variance with the Development Plan.

On balance the proposed development does not sufficiently accord with the relevant provisions contained within the West Torrens Council Development Plan Consolidated 12 July 2018 and does not warrant Development Plan Consent.

RECOMMENDATION

The Council Assessment Panel, having considered all aspects of the report, the application for consent to carry out development of land and pursuant to the provisions of the *Development Act 1993* resolves to REFUSE Development Plan Consent for Application No. 211/1177/2018 by A Venizelou to construct a carport at 2A Norwich Street, West Richmond (CT 5266/556) as the proposed development is contrary to the following provisions of the West Torrens Council Development Plan Consolidated 12 July 2018:

- General Section - Design and Appearance: Principle of Development Control 20.
  Reason: The proposed carport will not contribute positively to the appearance and desired character of the locality.

- General Section - Residential Development: Principle of Development Control 16.
  Reason: The proposed carport will be sited closer to the primary road frontage than the associated dwelling.

- Residential Zone: Principle of Development Control 8.
  Reason: The proposed carport will not be set back at least the average of the adjacent buildings.

- Residential Zone: Low Density Policy Area 20: Objective 1.
  Reason: The proposed carport does not contribute to the desired character of the policy area which seeks carports to be located behind the front façade of the associated dwelling.

- Residential Zone: Low Density Policy Area 20: Principle of Development Control 2.
  Reason: The proposed carport is not consistent with the desired character of the policy area, in that it will not be located behind the front façade of the associated dwelling.

Attachments

1. Relevant Development Plan Provisions
2. Proposed Plan Set and Supporting Email

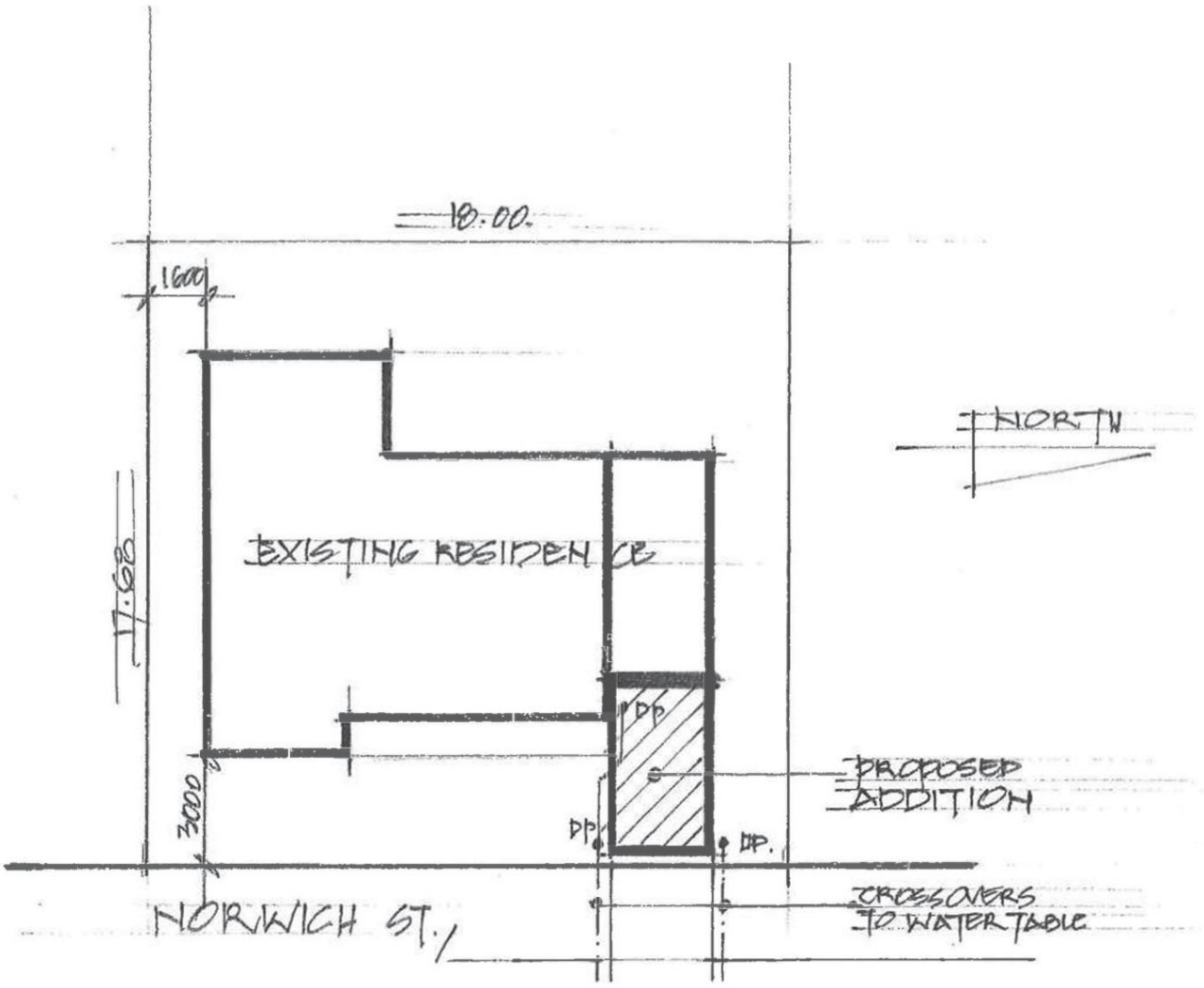
RELEVANT DEVELOPMENT PLAN PROVISIONS

The subject land is located within the Residential Zone, and more specifically the Low Density Policy Area 20, as described in the West Torrens Council Development Plan. The main provisions of the Development Plan which relate to the proposed development are as follows:

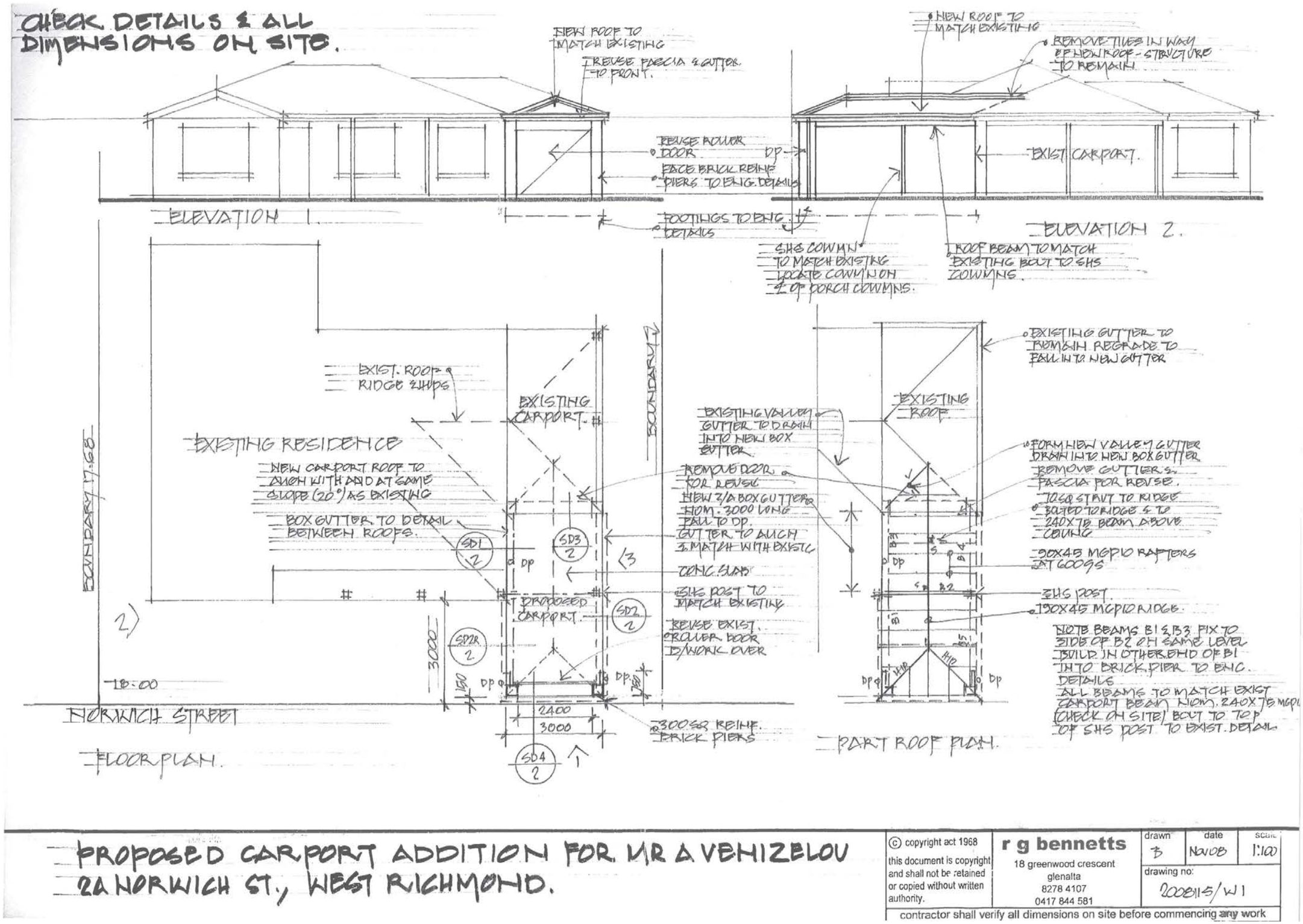
General Section		
Design and Appearance	*Objectives*	*1*
	Principles of Development Control	*1, 3, 12, 13, 14, 15, 20, 21, 22*
Orderly and Sustainable Development	*Objectives*	*1, 3, 4, 5*
	Principles of Development Control	*1*
Residential Development	*Objectives*	*1, 2*
	Principles of Development Control	*4, 5, 6, 7, 8, 14, 15, 16*

Zone: Residential Zone	
Objectives	*1, 2, 3, 4*
Principles of Development Control	*1, 5, 6, 7, 10, 11, 12, 13, 14*

Policy Area: Low Density Policy Area 20	
Objectives	*1*
Principles of Development Control	*1, 2, 3, 4, 6, 7*



SITE PLAN 1:200.


CHECK DETAILS & ALL DIMENSIONS ON SITE.
NEW ROOF TO MATCH EXISTING
REUSE FASCIA & GUTTER TO FRONT.
REUSE ROLLER DOOR
FACE BRICK REINF PIERS TO ENG. DETAILS
FOOTINGS TO ENG. DETAILS
ELEVATION 1.
NEW ROOF TO MATCH EXISTING
REMOVE TILES IN WAY OF NEW ROOF - STRUCTURE TO REMAIN
EXIST CARPORT.
ELEVATION 2.
SHS COWMN TO MATCH EXISTING LOCATE COWMN ON ℄ OF PORCH COWMNS.
ROOF BEAM TO MATCH EXISTING BOLT TO SHS COWMNS.
EXIST. ROOF RIDGE & HIPS
EXISTING CARPORT.
EXISTING RESIDENCE
NEW CARPORT ROOF TO ALIGN WITH AND AT SAME SLOPE (20°) AS EXISTING
BOX GUTTER TO DETAIL BETWEEN ROOFS.
BOUNDARY 17.68
BOUNDARY
SD1 2
SD3 2
SD2 2
SD2R 2
SD4 2
DP
PROPOSED CARPORT.
3000
2400
3000
18:00
NORWICH STREET
FLOOR PLAN.
EXISTING GUTTER TO REMAIN REGRADE TO FALL INTO NEW GUTTER
EXISTING ROOF
EXISTING VALLEY GUTTER TO DRAIN INTO NEW BOX GUTTER
REMOVE DOOR FOR REUSE
NEW 2/A BOX GUTTER NOM. 3000 LONG FALL TO DP.
GUTTER TO ALIGN & MATCH WITH EXISTG
CONC SLAB
SHS POST TO MATCH EXISTING
REUSE EXIST. ROLLER DOOR D/WORK OVER
300 SQ REINF. BRICK PIERS
FORM NEW VALLEY GUTTER DRAIN INTO NEW BOX GUTTER
REMOVE GUTTERS & FASCIA FOR REUSE.
70 SQ STRUT TO RIDGE BOLTED TO RIDGE & TO 240X75 BEAM ABOVE CEILING
90X45 MGP10 RAFTERS AT 600 GS
SHS POST.
190X45 MGP10 RIDGE.
NOTE BEAMS B1 & B3 FIX TO SIDE OF B2 ON SAME LEVEL BUILD IN OTHER END OF B1 INTO BRICK PIER TO ENG. DETAILS
ALL BEAMS TO MATCH EXIST CARPORT BEAM NOM. 240X75 MGP10 (CHECK ON SITE) BOLT TO TOP OF SHS POST TO EXIST. DETAIL
PART ROOF PLAN.
PROPOSED CARPORT ADDITION FOR MR A VENIZELOU
2A NORWICH ST., WEST RICHMOND.
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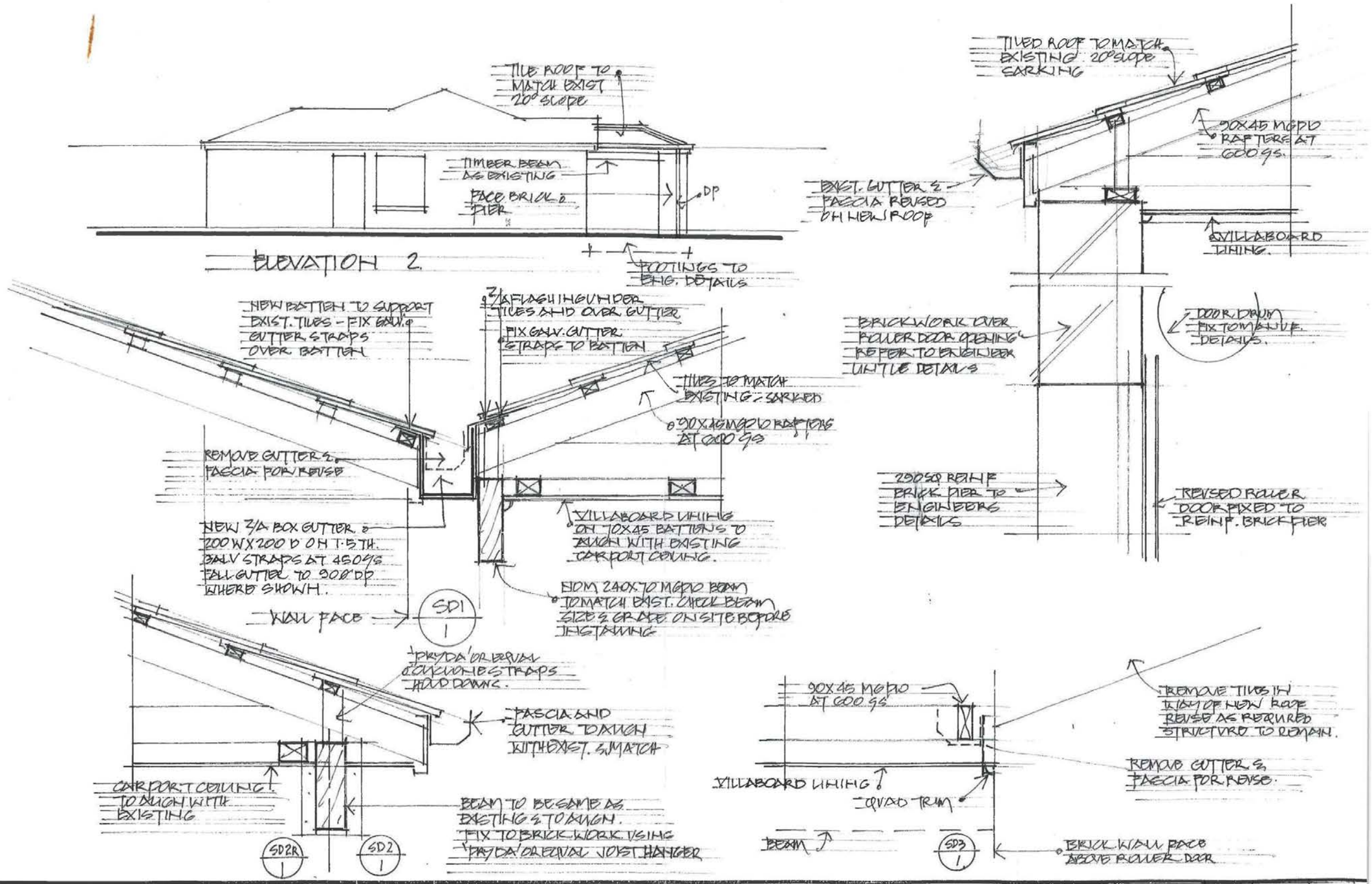
r g bennetts
18 greenwood crescent
glenalta
8278 4107
0417 844 581
drawn B
date Nov08
scale 1:100
drawing no: 2008115/W1
contractor shall verify all dimensions on site before commencing any work



PROPOSED CARPORT ADDITION FOR MR A. VENIZELOU.

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r g bennetts
18 greenwood crescent
glenalta
8278 4107
0417 844 581

drawn	date	scale
B	NOV 08	1:10 1:100

drawing no: 2008115/W2

contractor shall verify all dimensions on site before commencing any work

Josh Banks

From: Andreas Venizelou
Sent: Tuesday, 22 January 2019 10:11 AM
To: Josh Banks
Subject: RE: DA211/1177/2018 - 2A Norwich St, West Richmond

Good morning Josh

Thank you for taking my call earlier this morning. As discussed I would like to proceed to full application on my development proposal. This decision is based on the fact that a neighbour has a similar structure on the boundary of Norwich Street so the street scape is already altered as discussed previously and the reason given last time I submitted this application.

However, I am seeking the Assessment Panel to use a fair and equitable judgement used in the case on 9 Norwich Street where their discretion allowed a two storey wall to be built on the boundary less than the 2 metre requirement under the Act.

As you have informed me you could not locate anything in the Act that allows for such a structure and the decision was made by the panel.

I believe that Councils need to be building communities and encouraging neighbourly relationships by being fair in their decision making. I pay the same rates as those of my neighbours and believe that my proposed structure will not impact negatively on the streetscape as their already is a huge industrial size shed with a roller door on the boundary on Norwich Street.

As mentioned when we first met. My proposal has for brick piers which I am happy to replace with timber posts. I will not have a roller door, it will comprise of roof tiles for keeping with the rest of the house. Please advise the Panel that I am proposing a hip roof unlike the pictures attached where they have gable which makes he structures more prominent.

I would hope that fairness, equity and common sense will prevail because this Shed is imposing and it is on my street albeit legislation allows it.

What I am seeking from the Panel is to used their discretionary and respected powers to enable two neighbours who pay the same rates enjoy the rights to develop their homes and enhance their property equally. I would also like them to use the same discretion as number 9 Norwich Street. Otherwise I will be honest that the mind then wonders to people having connections within Councill who influence their development applications being passed. I would like to think this Council is about building friendly communities and treat all residents with equal respect.

Please find attached a similar structure to what I am proposing and also the shed three doors down.

Many thanks

Andreas











7 CONFIDENTIAL REPORTS OF THE ASSESSMENT MANAGER

Nil

8 SUMMARY OF COURT APPEALS

8.1 Summary of ERD Court matters, items determined by SCAP/Minister/Governor and deferred CAP items - April 2019

Brief

This report presents information in relation to:

1. any planning appeals before the Environment, Resources and Development (ERD) Court;
2. any matters being determined by the State Commission Assessment Panel (SCAP);
3. any matters determined by the Minister of Planning (Section 49);
4. any matters determined by the Governor of South Australia (Section 46); and
5. any deferred items previously considered by the Council Assessment Panel.

Development Application appeals before the ERD Court

DA Number	Address	Reason for Appeal	Status
211/981/2018	322 Marion Road, NETLEY	Applicant appealed CAP's refusal for removal of significant tree	Conference 2 April

Matters pending determination by SCAP

Reason for referral	DA number	Address	Description of development
Schedule 10	211/M030/18	192 ANZAC Highway GLANDORE	Eight-storey RF building, 40 dwellings & removal of regulated tree
Schedule 10	211/M029/18	81 Anzac Highway ASHFORD	5 storey RF building & car parking

Matters pending determination by the Minister of Planning

Reason for referral	DA number	Address	Description of development
Section 49	211/V007/12 V3	Lot 2 in FP 1000, West Beach Road WEST BEACH	Variation - removal of east-west internal road

Matters pending determination by the Governor of South Australia
Nil

Deferred CAP Items

DA number	DAP/CAP Meeting	Address	Description of development	Reason for deferral
211/796/2016	9 August 2016	22 Lindsay Street, CAMDEN PARK	Create 2 additional allotments and construct 3 two-storey dwellings within a residential flat building	Acoustic report, tree assessment report

Conclusion

This report is current as at 29 March 2019.

RECOMMENDATION

The Council Assessment Panel receive and note the information.

Attachments

Nil

9 OTHER BUSINESS

Nil

10 MEETING CLOSE

CITY OF WEST TORRENS

ATTACHMENTS

UNDER SEPARATE COVER

Council Assessment Panel

9 April 2019

Item 6.5 - 17 and 19 Carlton Parade, TORRENSVILLE

Item 6.6 - 30-46 Rutland Ave, LOCKLEYS

Item 6.8 - 49-51A Port Road, THEBARTON

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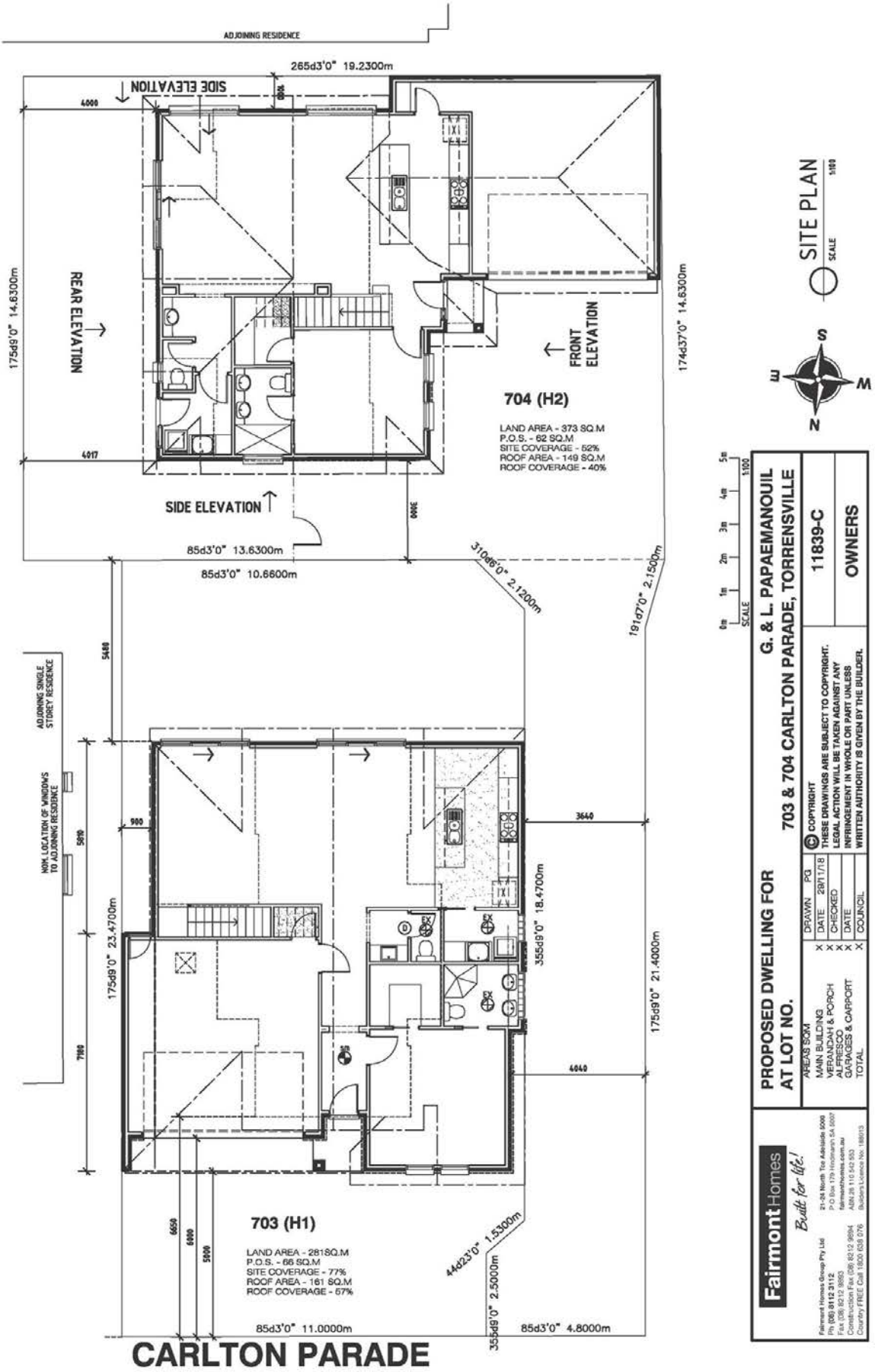
ADJOINING RESIDENCE
265d3'0" 19.2300m
SIDE ELEVATION
REAR ELEVATION
FRONT ELEVATION
175d9'0" 14.6300m
174d37'0" 14.6300m
704 (H2)
LAND AREA - 373 SQ.M
P.O.S. - 62 SQ.M
SITE COVERAGE - 52%
ROOF AREA - 149 SQ.M
ROOF COVERAGE - 40%
SIDE ELEVATION
85d3'0" 13.6300m
85d3'0" 10.6600m
310d6'0" 2.1200m
191d7'0" 2.1500m
ADJOINING SINGLE STOREY RESIDENCE
NOM. LOCATION OF WINDOWS TO ADJOINING RESIDENCE
175d9'0" 23.4700m
355d9'0" 18.4700m
175d9'0" 21.4000m
703 (H1)
LAND AREA - 281SQ.M
P.O.S. - 66 SQ.M
SITE COVERAGE - 77%
ROOF AREA - 161 SQ.M
ROOF COVERAGE - 57%
44d23'0" 1.5300m
355d9'0" 2.5000m
85d3'0" 11.0000m
85d3'0" 4.8000m
CARLTON PARADE
SITE PLAN
SCALE 1:100
PROPOSED DWELLING FOR
AT LOT NO.
G. & L. PAPAEMANOUIL
703 & 704 CARLTON PARADE, TORRENSVILLE
11839-C
OWNERS
© COPYRIGHT
THESE DRAWINGS ARE SUBJECT TO COPYRIGHT.
LEGAL ACTION WILL BE TAKEN AGAINST ANY
INFRINGEMENT IN WHOLE OR PART UNLESS
WRITTEN AUTHORITY IS GIVEN BY THE BUILDER.
AREAS SQM
MAIN BUILDING
VERANDAH & PORCH
ALFRESCO
GARAGES & CARPORT
TOTAL
DRAWN PG
DATE 29/11/18
CHECKED
DATE
COUNCIL
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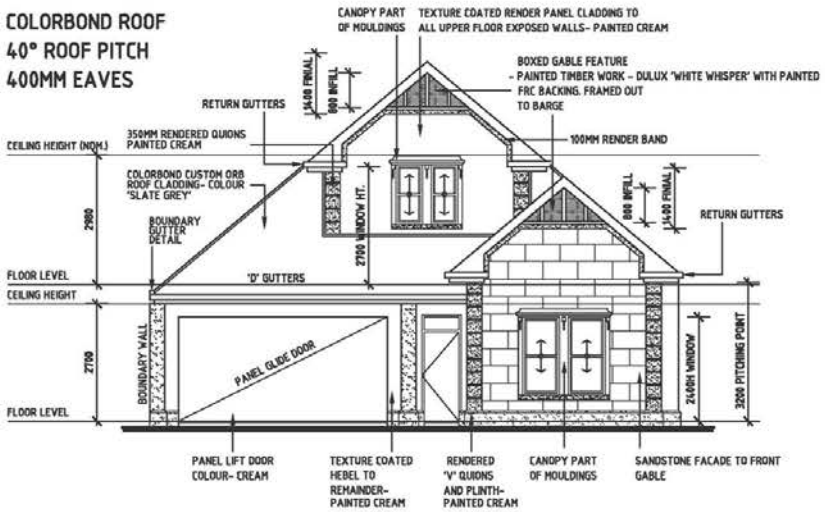
JOB NO: 11839-E	HOUSE TYPE: OWNER	ELECTRICAL	PLUMBING
WIND SPEED N1 – 28M/S BUSHFIRE N/A	BRICKS	LPTS PPTS INC DBLS	HWS
ROOF PITCH 40° EAVES 400MM		TV PTS	BATHROOM TANKING TO SHR
EXT. WALL INS. R2.5 THERMOCOUSTIC BATTS		EXHAUST FANS	BASIN
CEILING INS. R5.0 – R2.0 BETWEEN FLOORS		R/HOOD	BATH / SPA
INT. WALL INS. R2.0	MORTAR		TAPS
TILES / C-BOND	QUOINS	OVEN	PAN, CISTERN
WINDOWS (A & L)	BASE SILLS	HP	ENSUITE TANKING TO SHR
WINDOW GRIDS		D-WASHER PROV INC P/P	BATH / SPA
		HWS	BASIN
SKIRTS /DR AVES		COLOUR L/P & P/P	TAPS
WIN LININGS/ WIN AVES	CEILING HEIGHT 2700mm/2980mm(NOM.)	A.C. PROV.	PAN, CISTERN
FRONT DOOR	WALLS	GAS HEATER	VANITY / WC
SIDELIGHT	SILLS	GAS POINT	BASIN
INT. DOORS	PIERS	TELSTRA CONDUIT BY OWNER	TAPS
GAR/ CAR/ LDRY/ DR	SUNKEN	CONSUMER MAINS BY BUILDER	PAN, CISTERN
GARAGE POURED AS RAFT BY BUILDER	RAKED	3 PHASE POWER	LAUNDRY
DRV-WAY/PATHS/ALFRESCO BY OWNER	F.B.W.	W/PROOF P/P FOR RW TANK YES/NO	TROUGH
VER / POR	BAY		TAPS
DOOR FURNITURE	HEIGHT	ROLLERDOOR	KITCHEN
	OPENINGS		SINK
DEADLOCKS	BRICKS	PANEL GLIDE DOOR	TAPS
DOOR WEATHER SEALS	DELIVERED		DISHWASHER PROV
KEYLOCKS			RAINWATER
		ROBES	DEEP DRAINAGE
		LINEN	RAINWATER TANK BY OWNER / BUILDER
PAINTING (WASHABLE)	WALLS	CEILING	PLUMBING LOOP TO TOILET x
DOORS	SKIRTS / AVES	EAVES WORN WHITE	
	FRONT DOOR	GUTTER	
	GAR/ CAR/ LDRY/ DR	FASCIA	
		D/ PIPES	
		POSTS	
	GABLE TRIM	GABLE INFILL	

COLORBOND GUTTERS AND FASCIAS



FRONT ELEVATION
SCALE 1:100

17 Carlton Parade

0m 1m 2m 3m 4m 5m
SCALE 1:100

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Construction Fax (08) 8212 9894
Country FREE Call 1800 638 076
21-24 North Tce Adelaide 5000
P O Box 179 Hindmarsh SA 5007
fairmonthomes.com.au
ABN 26 110 542 553
Builders Licence No: 188013

I / WE HAVE READ ARCHITECTURAL PLANS, ELEVATIONS & SELECTIONS THOROUGHLY & ACCEPT THESE PLANS AS FINAL FOR CONSTRUCTION.

FINAL PLAN APPROVED
/ /

PROPOSED DWELLING FOR : G. & L. PAPAEMANOUIL
AT LOT : 703 (H1) CARLTON PARADE, TORRENSVILLE

AREAS sqm	
LOWER LEVEL	104.61
UPPER LEVEL	61.87
VERANDAH & PORCH	8.04
GARAGES & CARPORT	35.34
TOTAL	209.86

drawn :	PG
date :	18/01/19
checked :	X
date :	X
council :	WEST TORRENS

WRITTEN DIMENSIONS ARE TO BE TAKEN IN PREFERENCE TO SCALED DRAWINGS. CONTRACTORS TO VERIFY LEVELS AND DIMENSIONS ON SITE PRIOR TO COMMENCEMENT OF BUILDING SET OUT.
WINDOWS & A/S DOORS ARE DENOTED BY CODE ONLY. THESE ARE NOT ACTUAL SIZES. EXAMPLE : SW 1815 OR SD 18 OR SIMILAR ARE CODES ONLY.

JOB NO:
11839-E

TRIM CEILINGS PARALLEL TO ALL ANGLED WALLS. TRIM ALL VALLEY & HIP INTERSECTIONS FOR CEILING LININGS

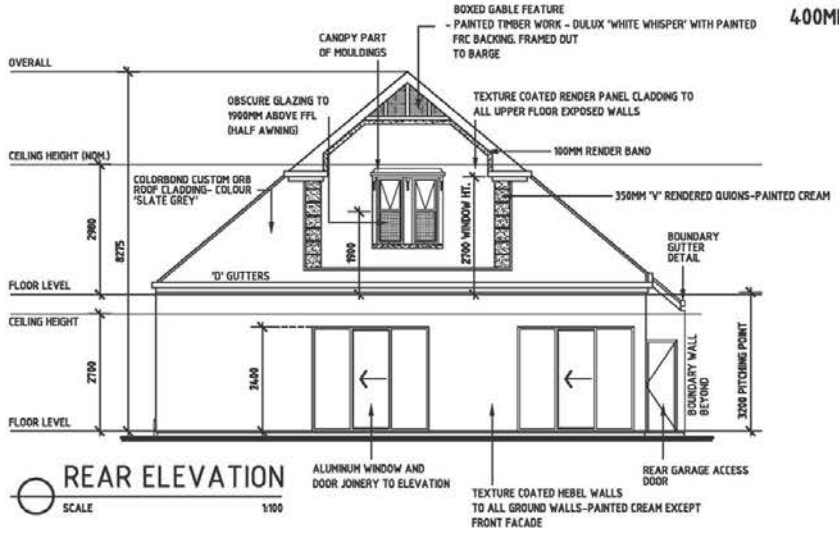
PLUMBING LOOP TO TOILET INC. SINGLE WATERPROOF POWER POINT

DOWNPIPE LOCATIONS ARE INDICATIVE ONLY

R2.5 BLANKET TO UNDERSIDE OF ROOF CLADDING

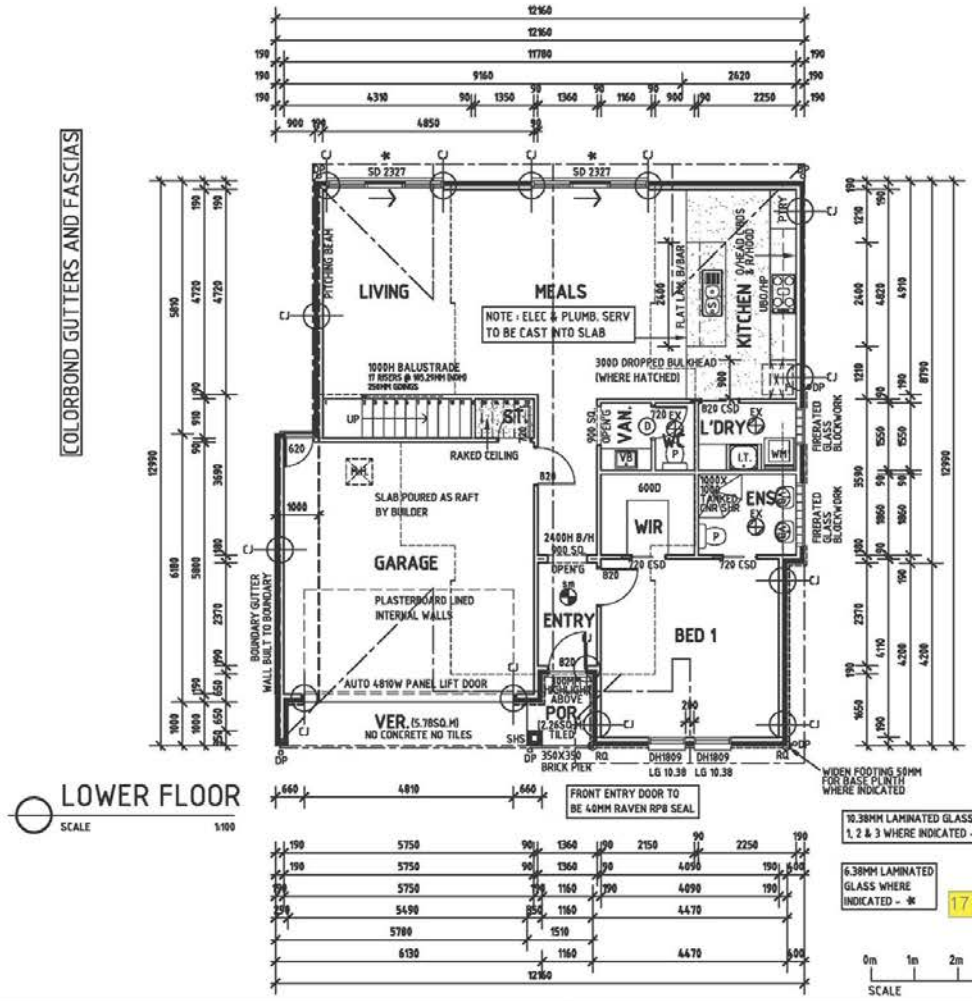
SIKA FLEX - 11FC CONTROL JOINTS

COLORBOND ROOF
40° ROOF PITCH
400MM EAVES



REAR ELEVATION
SCALE 1:100

COLORBOND GUTTERS AND FASCIAS



LOWER FLOOR
SCALE 1:100

FRONT ENTRY DOOR TO BE 40MM RAVEN RP8 SEAL

10.38MM LAMINATED GLASS TO BED 1, 2 & 3 WHERE INDICATED - (LG 10.38)

6.38MM LAMINATED GLASS WHERE INDICATED - *

17 Carlton Parade

0m 1m 2m 3m 4m 5m
SCALE 1:100

LEGEND:

- MH : DENOTES 600 X 600 ROOF ACCESS DOOR
- (D) ESCAPE HINGES WHERE SHOWN
- SD SW : DENOTES SELF CONTAINED SMOKE ALARM AS PER A.S. 3786 , HARD WIRED
- EX EXHAUST FAN
- SK 600x600 VENTED SKYLIGHT

CJ : DENOTES CONTROL JOINT IN B/WORK
BQ : DENOTES BRICK QUOIN
RQ : DENOTES RENDERED QUOIN
RB : DENOTES RENDERED BAND
BW : DENOTES BRICKWORK OVER OPENING
IP : DENOTES INFILL PANEL OVER OPENING
DP : DENOTES DOWNPIPE (INDICATIVE ONLY)
LL : DENOTES STICK ON LEADLIGHT

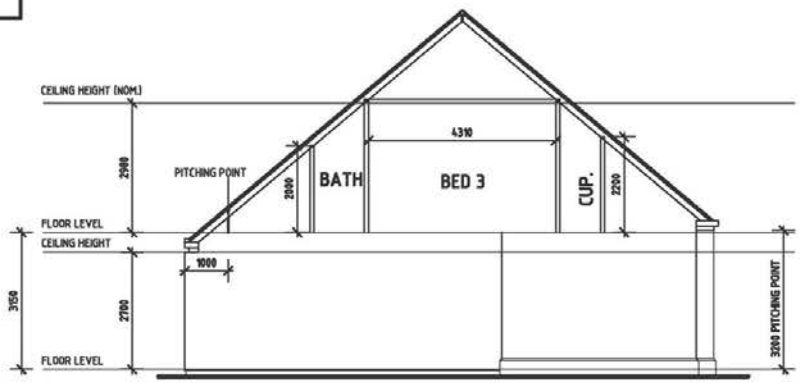
NOTES:

GARAGE & CARPORT CEILING LINED WITH NON COMBUSITBLE MATERIAL

EXTERNAL DOORS & WINDOW HEAD HEIGHTS MAY VARY WITH CEILING HEIGHTS ABOVE 2400mm. ALL DOORS WILL BE FITTED WITH AN EXTERNAL FLASHING AS REQUIRED.

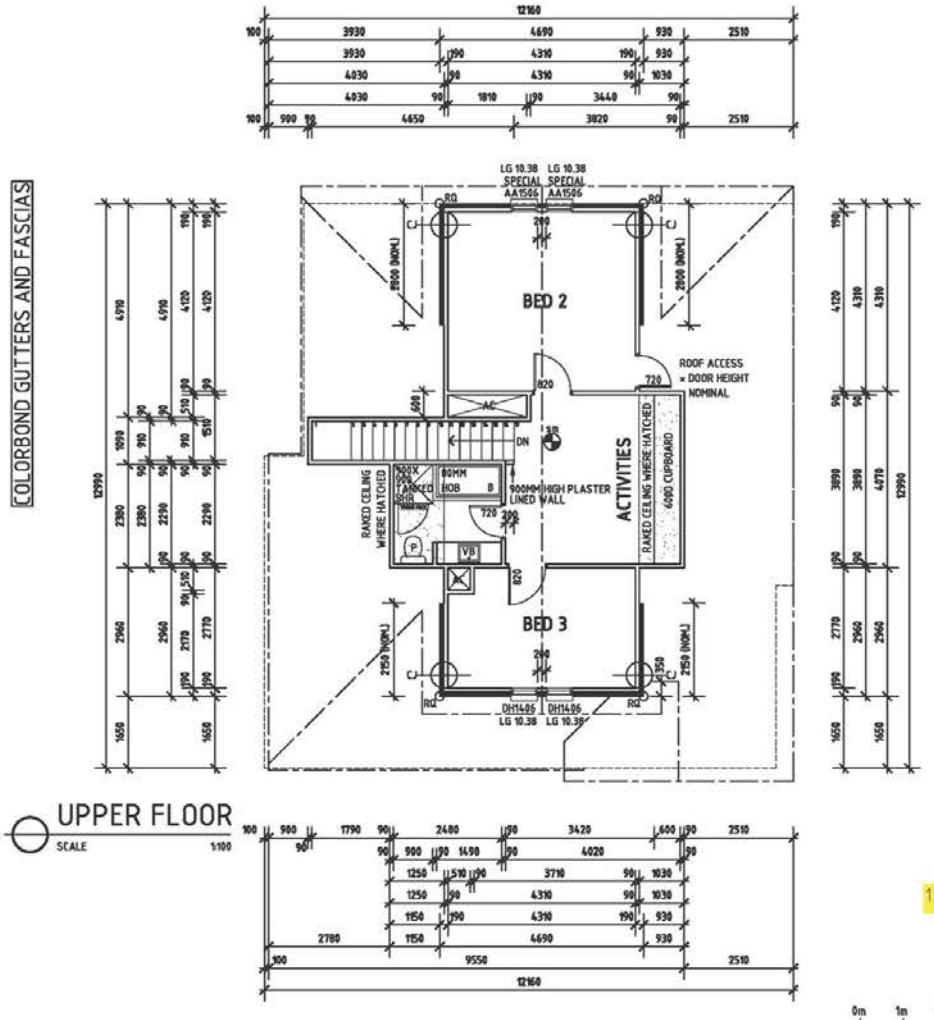
AMENDMENTS :		DATE
CONCRETE REMOVED FROM VERANDAH		29/11/18
ACOUSTIC REQUIREMENTS ADDED TO SUIT COUNCIL REGULATIONS		29/11/18
ENSUITE AND LAUNDRY WINDOW AMENDMENTS		10/01/19
COLOR SELECTION TO MATERIALS ADDED / BOUNDARY RETAINING AMENDMENTS		18/01/19
A/C DUCT NOTE REMOVED	ML	20/02/19
E. HOME 1 BOUNDARY WALL OFFSET FROM BOUNDARY	ML	18/03/19

JOB NO:
11839-E



SECTION SCALE 1:100 × SUBJECT TO ENGINEERING × BASED ON 140MM RAFTER

COLORBOND GUTTERS AND FASCIAS



UPPER FLOOR SCALE 1:100

17 Carlton Parade

0m 1m 2m 3m 4m 5m
SCALE 1:100

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ABN 26 110 542 553
Builders Licence No: 188013

I / WE HAVE READ ARCHITECTURAL PLANS, ELEVATIONS & SELECTIONS THOROUGHLY & ACCEPT THESE PLANS AS FINAL FOR CONSTRUCTION.

FINAL PLAN APPROVED / /

PROPOSED DWELLING FOR : G. & L. PAPAEMANOUIL
AT LOT : 703 (H1) CARLTON PARADE, TORRENSVILLE

AREAS sqm
main building
verandah and porches
eff/gecco
garages and carports
total

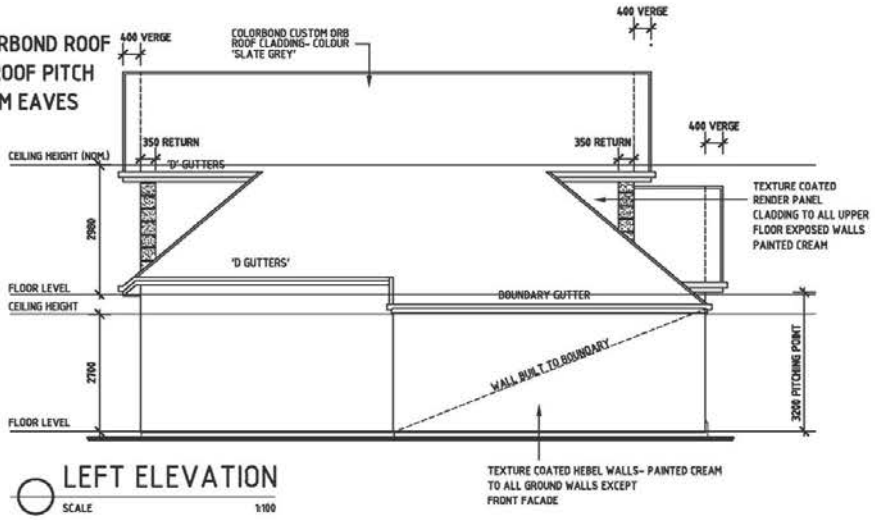
drawn :	PG
date :	30/10/18
checked :	X
date :	X
council :	WEST TORRENS

WRITTEN DIMENSIONS ARE TO BE TAKEN IN PREFERENCE TO SCALED DRAWINGS. CONTRACTORS TO VERIFY LEVELS AND DIMENSIONS ON SITE PRIOR TO COMMENCEMENT OF BUILDING SET OUT.
WINDOWS & AS DOORS ARE DENOTED BY CODE ONLY. THESE ARE NOT ACTUAL SIZES. EXAMPLE : SW 1815 OR SD 18 OR SIMILAR ARE CODES ONLY.

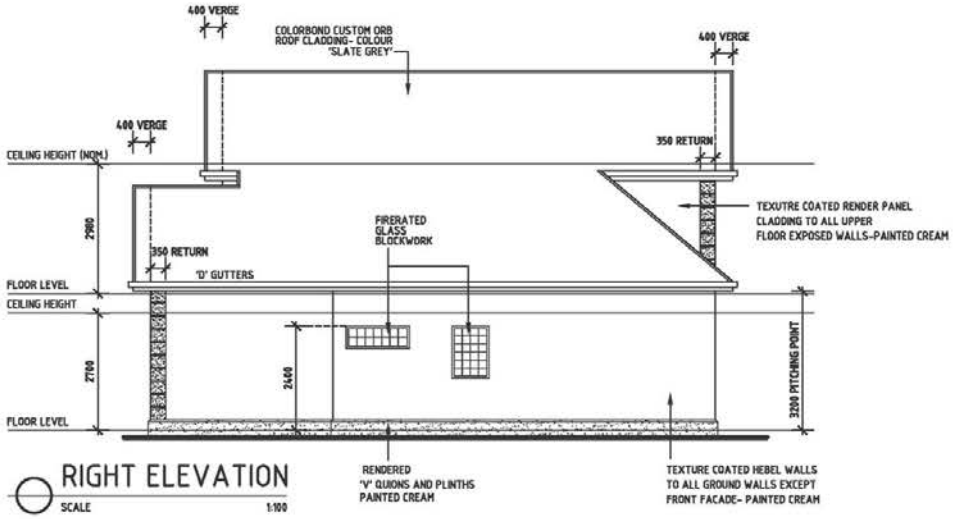
JOB NO:
11839-E

COLORBOND GUTTERS AND FASCIAS

COLORBOND ROOF
40° ROOF PITCH
400MM EAVES



LEFT ELEVATION
SCALE 1:100



RIGHT ELEVATION
SCALE 1:100

17 Carlton Parade

0m 1m 2m 3m 4m 5m
SCALE 1:100

LEGEND:

MH : DENOTES 600 X 600 ROOF ACCESS DOOR
ESCAPE HINGES WHERE SHOWN
SD SN : DENOTES SELF CONTAINED SMOKE ALARM AS PER A.S. 3786 , HARD WIRED
EX EXHAUST FAN
600x600 VENTED SKYLIGHT

CJ : DENOTES CONTROL JOINT IN B/WORK
BQ : DENOTES BRICK QUOIN
RQ : DENOTES RENDERED QUOIN
RB : DENOTES RENDERED BAND
BW : DENOTES BRICKWORK OVER OPENING
IP : DENOTES INFILL PANEL OVER OPENING
DP : DENOTES DOWNPIPE (INDICATIVE ONLY)
LL : DENOTES STICK ON LEADLIGHT

NOTES:

GARAGE & CARPORT CEILING LINED WITH NON COMBUSITBLE MATERIAL

EXTERNAL DOORS & WINDOW HEAD HEIGHTS MAY VARY WITH CEILING HEIGHTS ABOVE 2400mm. ALL DOORS WILL BE FITTED WITH AN EXTERNAL FLASHING AS REQUIRED.

AMENDMENTS :		DATE
RIGHT ELEVATION GF WINDOW AMENDMENTS		10/01/19
A/C DUCT NOTE REMOVED	ML	20/02/19
E. HOME 1 BOUNDARY WALL OFFSET FROM BOUNDARY	ML	18/03/19

JOB NO:
11840-D

TRIM CEILINGS PARALLEL TO ALL ANGLED WALLS. TRIM ALL VALLEY & HIP INTERSECTIONS FOR CEILING LININGS

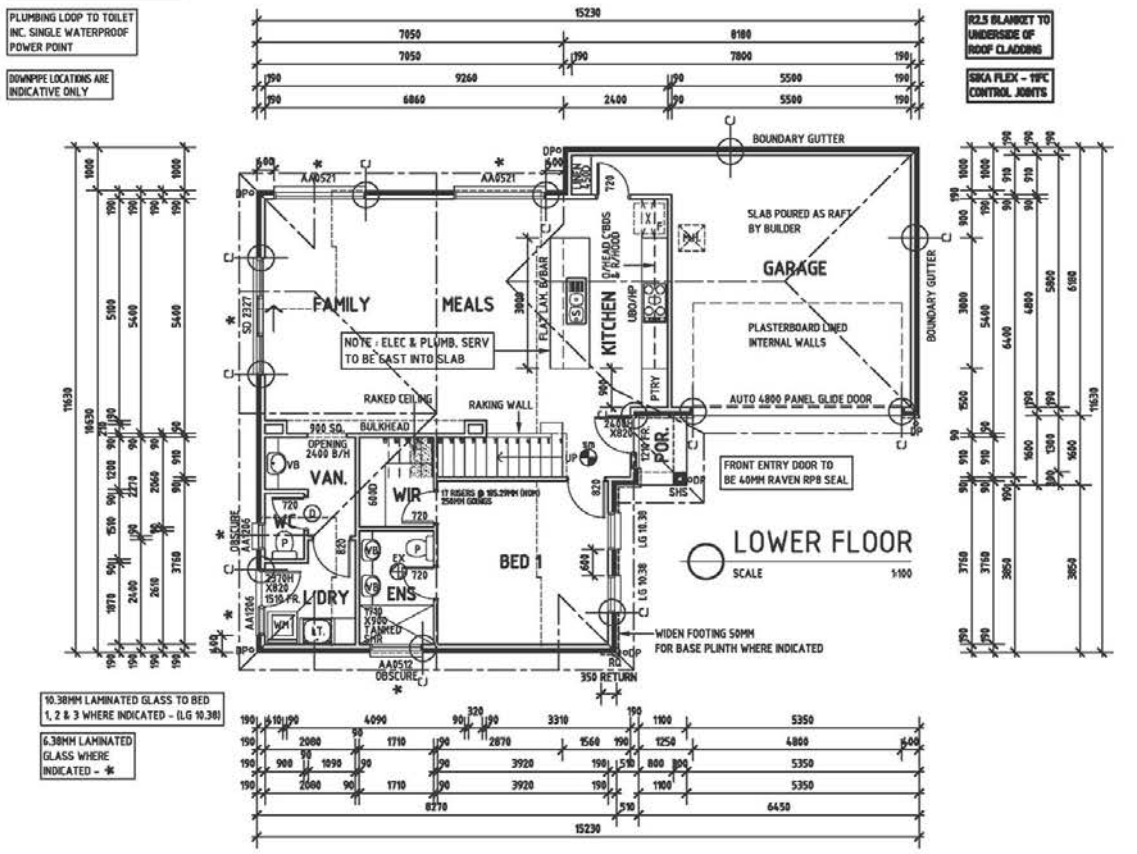
PLUMBING LOOP TO TOILET INC. SINGLE WATERPROOF POWER POINT

DOWNPIPE LOCATIONS ARE INDICATIVE ONLY

COLORBOND GUTTERS AND FASCIAS

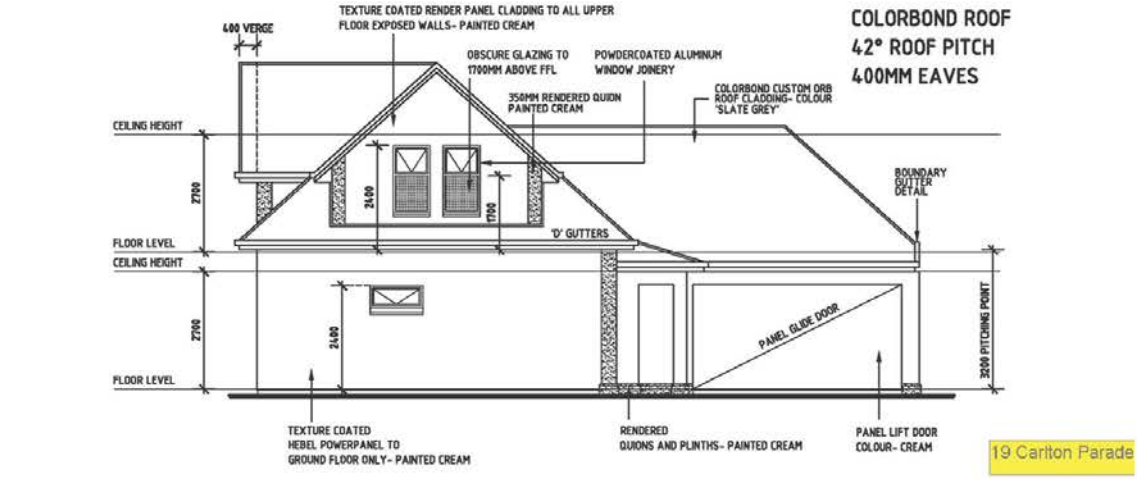
R2.5 BLANKET TO UNDERSIDE OF ROOF CLADDING

SIKA FLEX - 11FC CONTROL JOINTS



10.38MM LAMINATED GLASS TO BED 1, 2 & 3 WHERE INDICATED - (LG 10.38)

6.38MM LAMINATED GLASS WHERE INDICATED - *



19 Carlton Parade

FRONT ELEVATION
SCALE 1:100

SCALE 1:100

LEGEND:

- MH : DENOTES 600 X 600 ROOF ACCESS DOOR
- (D) ESCAPE HINGES WHERE SHOWN
- SD SN : DENOTES SELF CONTAINED SMOKE ALARM AS PER A.S. 3786 , HARD WIRED
- EX EXHAUST FAN
- SK 600x600 VENTED SKYLIGHT

CJ : DENOTES CONTROL JOINT IN B/WORK
BQ : DENOTES BRICK QUOIN
RQ : DENOTES RENDERED QUOIN
RB : DENOTES RENDERED BAND
BW : DENOTES BRICKWORK OVER OPENING
IP : DENOTES INFILL PANEL OVER OPENING
DP : DENOTES DOWNPIPE (INDICATIVE ONLY)
LL : DENOTES STICK ON LEADLIGHT

NOTES:

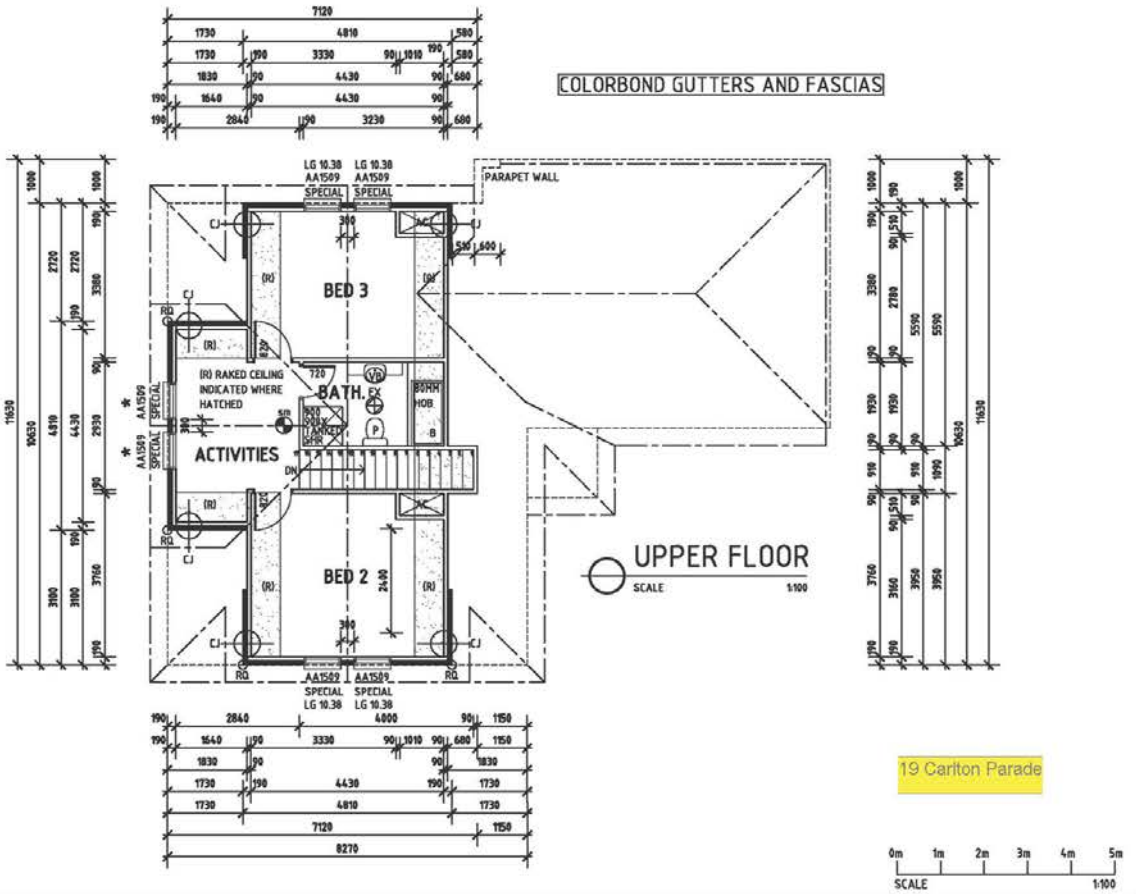
GARAGE & CARPORT CEILING LINED WITH NON COMBUSITBLE MATERIAL

EXTERNAL DOORS & WINDOW HEAD HEIGHTS MAY VARY WITH CEILING HEIGHTS ABOVE 2400mm. ALL DOORS WILL BE FITTED WITH AN EXTERNAL FLASHING AS REQUIRED.

AMENDMENTS :	DATE
TOILET PAN ADDED TO UPPER BATH. - BULKHEAD ADDED BELOW FOR PLUMBING STACK	29/11/18
ACOUSTIC REQUIREMENTS ADDED TO SUIT COUNCIL REGULATIONS	29/11/18
BEDROOM 1 WINDOW AMENDMENTS	10/01/19
BEDROOM 1 WINDOW AMENDMENTS	19/01/19
AC NOTE REMOVED ML	20/02/19

JOB NO:	HOUSE TYPE:		ELECTRICAL	PLUMBING
11840-D	**OWNER**		LPTS PPTS INC DBLS	HWS
			TV PTS	BATHROOM TANKING TO SHR
WIND SPEED N1 - 28M/S BUSHFIRE N/A	BRICKS			BASIN
ROOF PITCH 42° EAVES 400MM			EXHAUST FANS	BATH / SPA
EXT. WALL INS. R2.5 THERMOCOUSTIC BATTS				TAPS
CEILING INS. R5.0 - R2.0 BETWEEN FLOORS			R/HOOD	PAN, CISTERN
INT. WALL INS. R2.0	MORTAR			ENSUITE TANKING TO SHR
TILES / C-BOND	QUOINS		OVEN	BATH / SPA
WINDOWS (A & L)	BASE SILLS		HP	BASIN
WINDOW GRIDS			D-WASHER PROV INC P/P	TAPS
			HWS	PAN, CISTERN
SKIRTS /DR AVES			COLOUR L/P & P/P	VANITY / WC
WIN LININGS/ WIN AVES	CEILING HEIGHT 2700mm/2700mm		A.C. PROV.	BASIN
FRONT DOOR	WALLS		GAS HEATER	TAPS
SIDELIGHT	SILLS		GAS POINT	PAN, CISTERN
INT. DOORS	PIERS		TELSTRA CONDUIT BY OWNER	LAUNDRY
GAR/ CAR/ LDRY/ DR	SUNKEN		CONSUMER MAINS BY BUILDER	TROUGH
GARAGE POURED AS RAFT BY BUILDER	RAKED		3 PHASE POWER	TAPS
DRV-WAY/PATHS/ALFRESCO BY OWNER	F.B.W.		W/PROOF P/P FOR RW TANK YES/NO	KITCHEN
VER / POR	BAY			SINK
DOOR FURNITURE	HEIGHT		ROLLERDOOR	TAPS
	OPENINGS			DISHWASHER PROV
DEADLOCKS	BRICKS		PANEL GLIDE DOOR	RAINWATER
DOOR WEATHER SEALS	DELIVERED			DEEP DRAINAGE
KEYLOCKS				RAINWATER TANK BY OWNER / BUILDER
			ROBES	PLUMBING LOOP TO TOILET x
			LINEN	

PAINTING (WASHABLE)	WALLS	CEILING	
DOORS	SKIRTS / AVES	EAVES WORN WHITE	
	FRONT DOOR	GUTTER	
	GAR/ CAR/ LDRY/ DR	FASCIA	
		D/ PIPES	
		POSTS	
	GABLE TRIM	GABLE INFILL	



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Builders Licence No: 188013

I / WE HAVE READ ARCHITECTURAL PLANS, ELEVATIONS & SELECTIONS THOROUGHLY & ACCEPT THESE PLANS AS FINAL FOR CONSTRUCTION.

FINAL PLAN APPROVED
/ /

PROPOSED DWELLING FOR : G. & L. PAPAEMANOUIL
AT LOT : 704 (H2) CARLTON PARADE, TORRENSVILLE

AREAS sqm	
LOWER LEVEL	92.68
UPPER LEVEL	57.67
VERANDAH & PORCH	1.76
GARAGES & CARPORT	37.52
TOTAL	189.03

drawn :	PG
date :	30/10/18
checked :	X
date :	X
council :	WEST TORRENS

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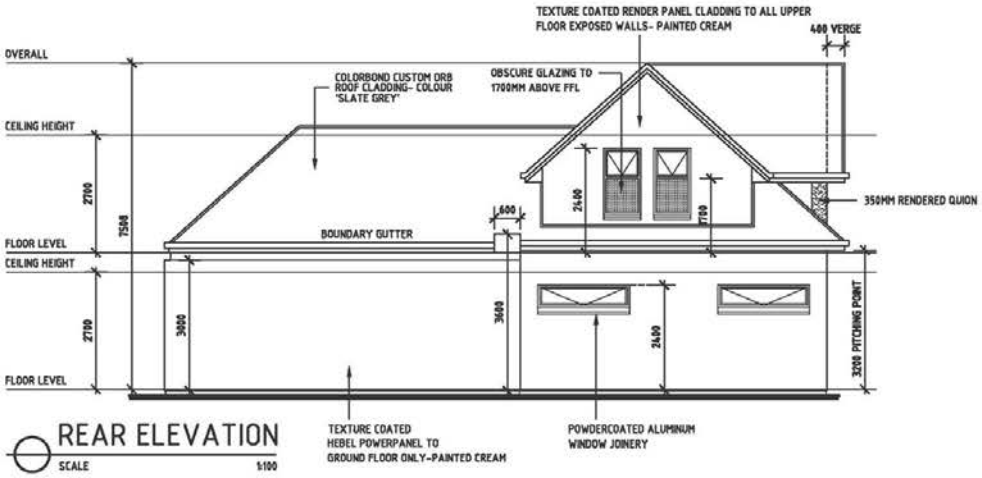
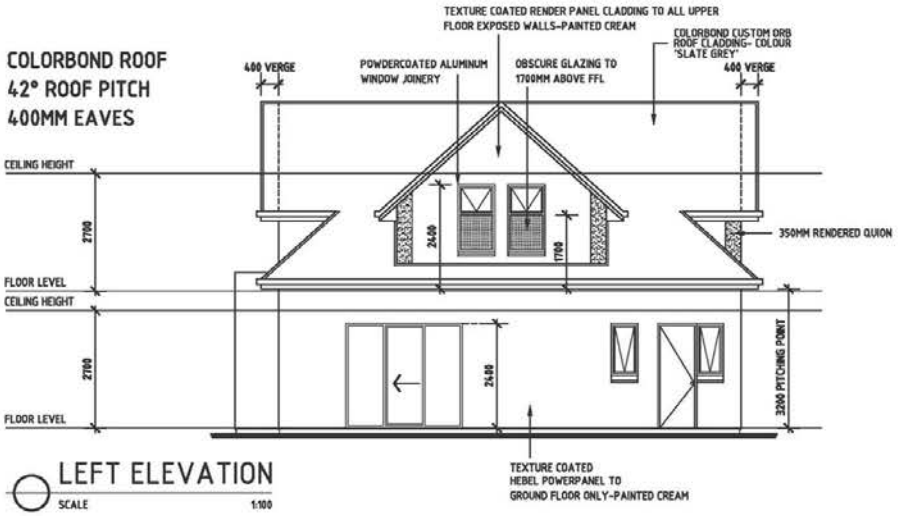
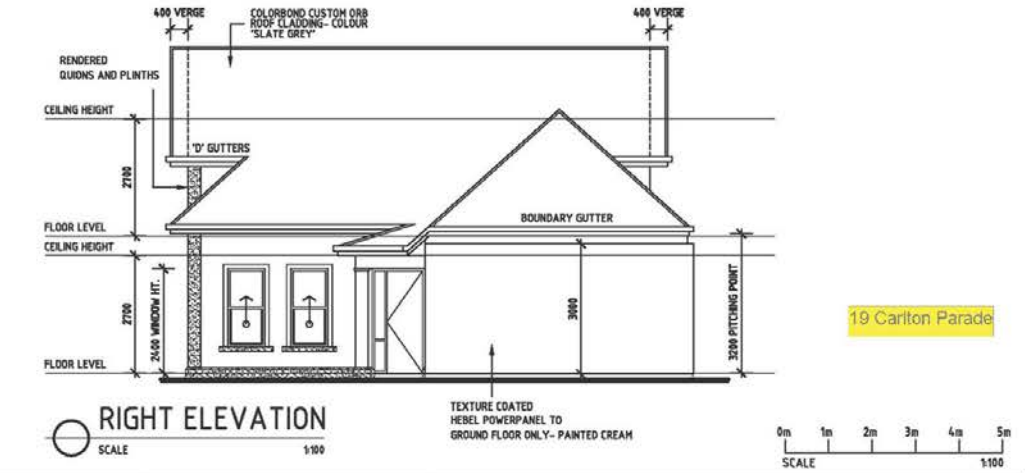
WINDOWS & AS DOORS ARE DENOTED BY CODE ONLY. THESE ARE NOT ACTUAL SIZES. EXAMPLE : SW 1815 OR SD 18 OR SIMILAR ARE CODES ONLY.

JOB NO:
11840-D

COLORBOND GUTTERS AND FASCIAS







19 Carlton Parade

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FINAL PLAN APPROVED
/ /

PROPOSED DWELLING FOR : G. & L. PAPAEMANOUIL
AT LOT : 704 (H2) CARLTON PARADE, TORRENSVILLE

AREAS sqm
main building
verandah and porches
eff/geco
garages and carports
total

drawn :	PG
date :	18/01/19
checked :	X
date :	X
council :	WEST TORRENS

WRITTEN DIMENSIONS ARE TO BE TAKEN IN PREFERENCE TO SCALED DRAWINGS. CONTRACTORS TO VERIFY LEVELS AND DIMENSIONS ON SITE PRIOR TO COMMENCEMENT OF BUILDING SET OUT.
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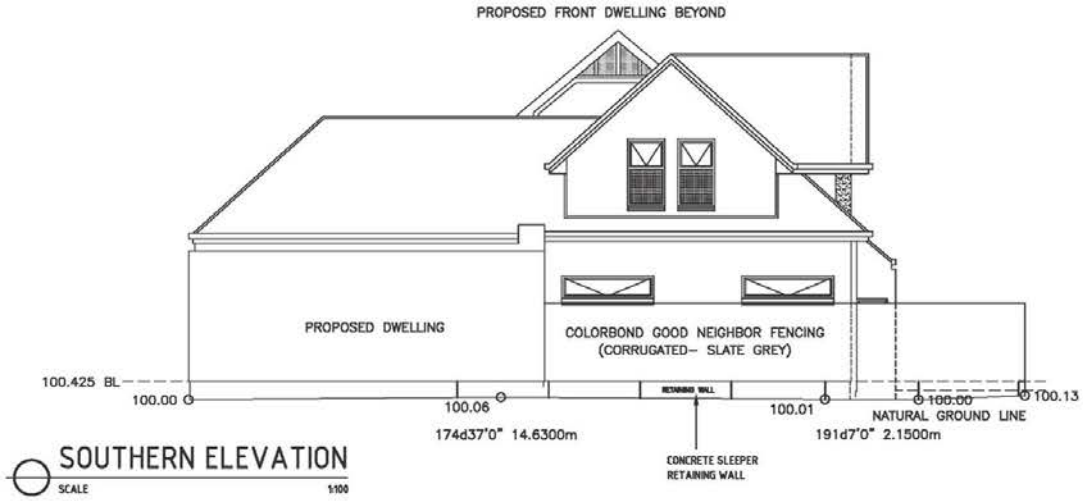

19 Carlton Parade

0m 1m 2m 3m 4m 5m
SCALE 1:100

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PROPOSED DWELLING FOR AT LOT NO. **G. & L. PAPAEMANOUIL**
703 & 704 CARLTON PARADE, TORRENSVILLE

AREAS SQM		DRAWN PG
MAIN BUILDING	X	DATE 29/11/18
VERANDAH & PORCH	X	CHECKED
ALFRESCO	X	
GARAGES & CARPORT	X	DATE
TOTAL	X	COUNCIL

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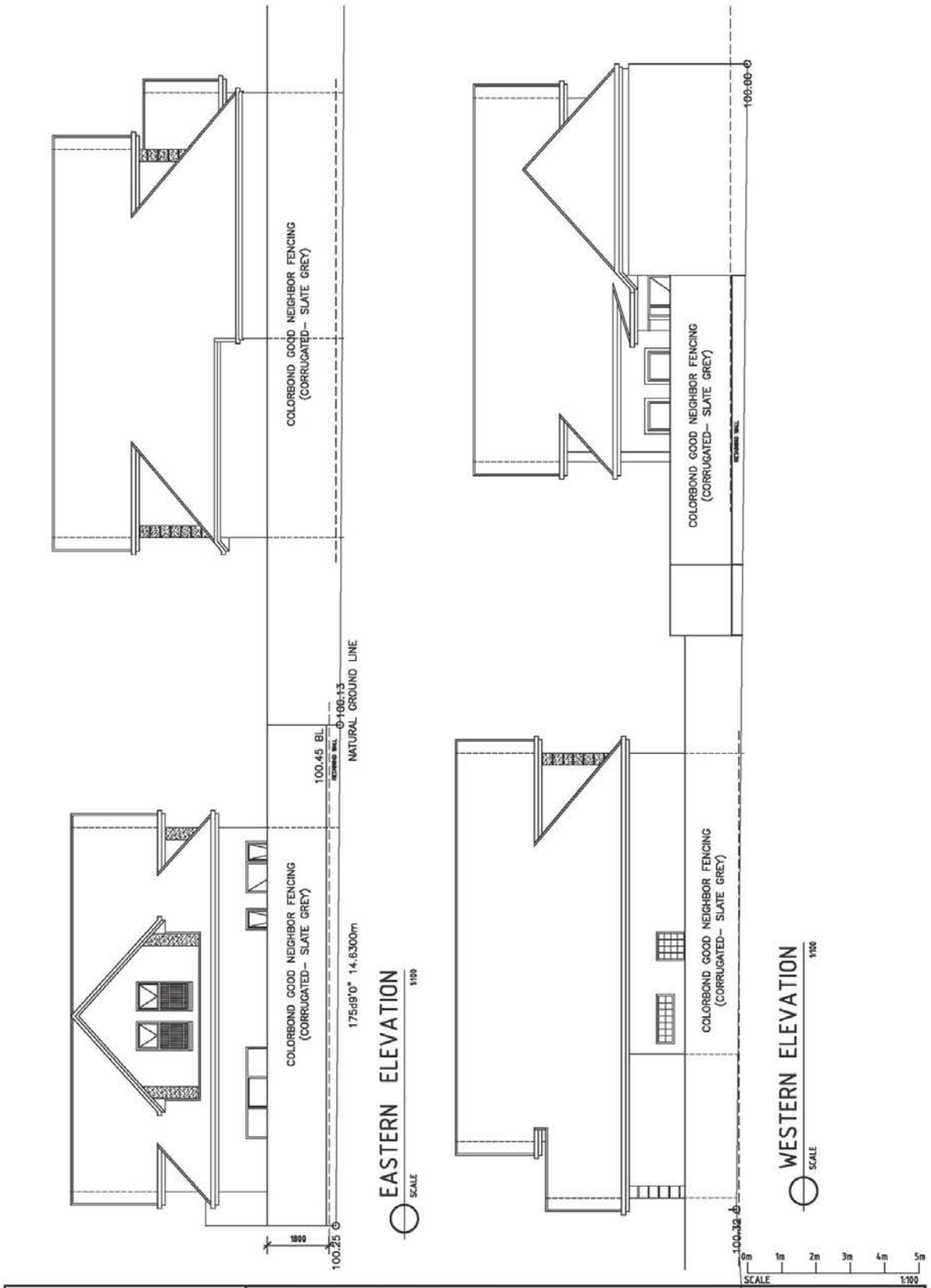
11839-E

OWNERS



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PROPOSED DWELLING FOR AT LOT NO. **G. & L. PAPAEMANOUIL**
703 & 704 CARLTON PARADE, TORRENSVILLE

AREAS SQM		DRAWN PG
MAIN BUILDING	X	DATE 29/11/18
VERANDAH & PORCH	X	CHECKED
ALFRESCO	X	DATE
GARAGES & CARPORT	X	COUNCIL
TOTAL	X	

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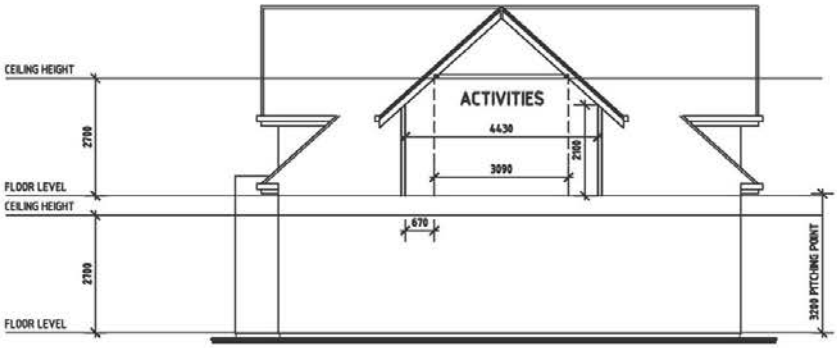
11839-E

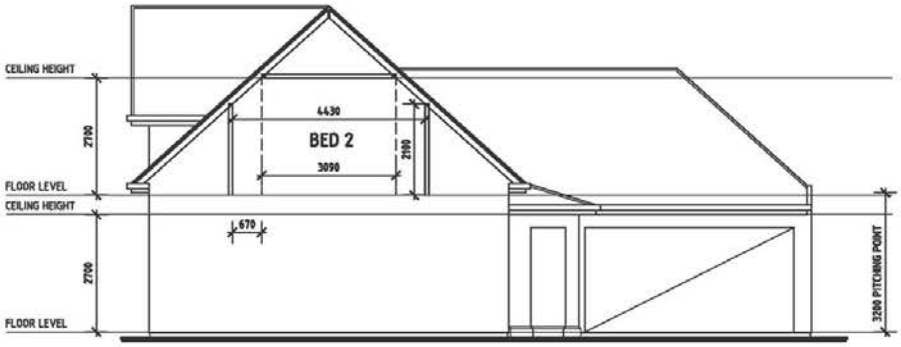
OWNERS

JOB NO:
11840-D



SECTION B
SCALE 1:100

× SUBJECT TO ENGINEERING ×
BASED ON 140MM RAFTER



SECTION A
SCALE 1:100

× SUBJECT TO ENGINEERING ×
BASED ON 140MM RAFTER

0m 1m 2m 3m 4m 5m
SCALE 1:100

LEGEND:

- MH : DENOTES 600 X 600 ROOF ACCESS DOOR
- ESCAPE HINGES WHERE SHOWN
- SD SN : DENOTES SELF CONTAINED SMOKE ALARM AS PER A.S. 3786 , HARD WIRED
- EX EXHAUST FAN
- 600x600 VENTED SKYLIGHT

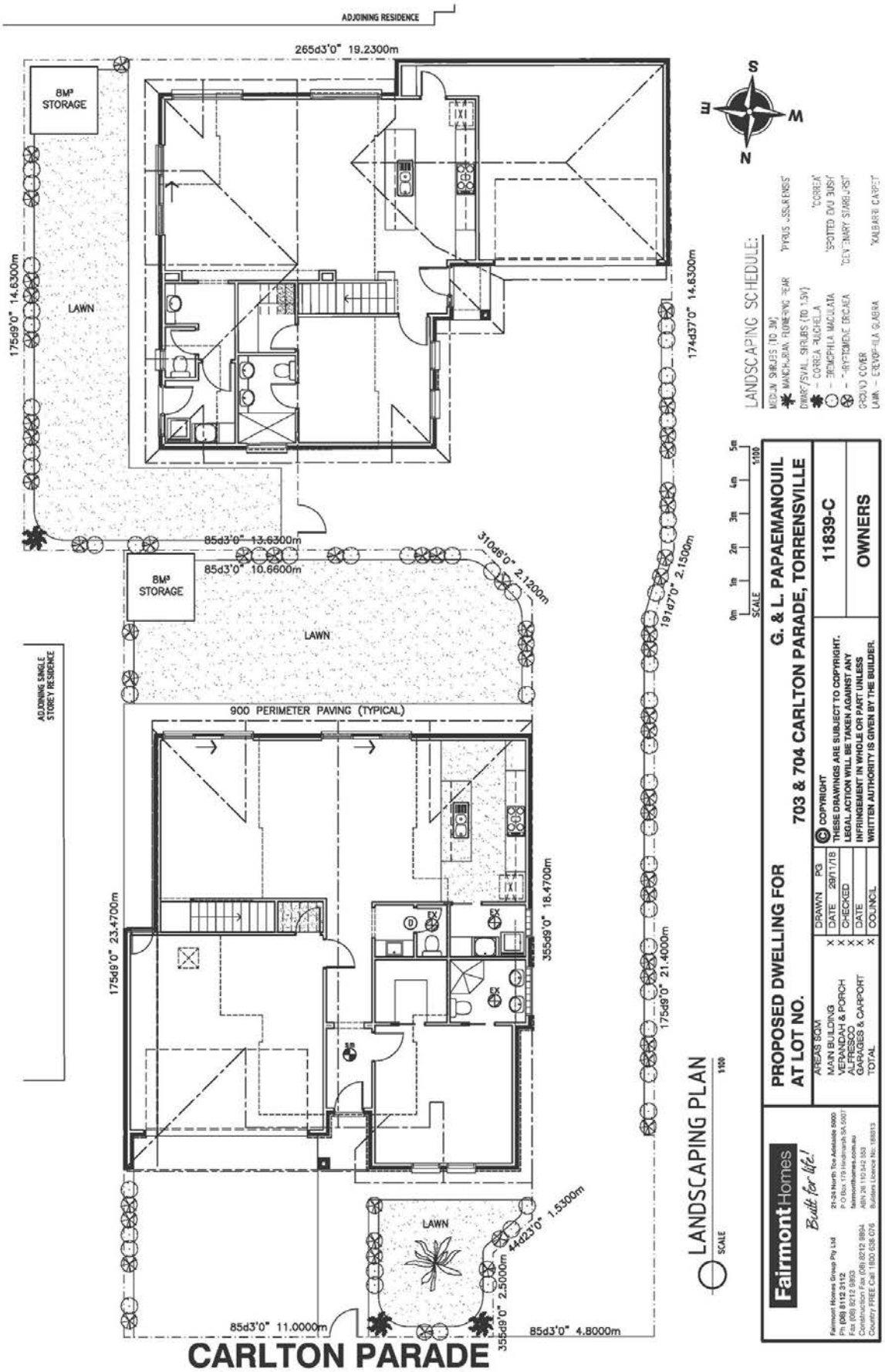
CJ : DENOTES CONTROL JOINT IN B/WORK
BQ : DENOTES BRICK QUOIN
RQ : DENOTES RENDERED QUOIN
RB : DENOTES RENDERED BAND
BW : DENOTES BRICKWORK OVER OPENING
IP : DENOTES INFILL PANEL OVER OPENING
DP : DENOTES DOWNPIPE (INDICATIVE ONLY)
LL : DENOTES STICK ON LEADLIGHT

NOTES:

GARAGE & CARPORT CEILING LINED WITH NON COMBUSITBLE MATERIAL

EXTERNAL DOORS & WINDOW HEAD HEIGHTS MAY VARY WITH CEILING HEIGHTS ABOVE 2400mm. ALL DOORS WILL BE FITTED WITH AN EXTERNAL FLASHING AS REQUIRED.

AMENDMENTS :	DATE
X	X


ADJOINING RESIDENCE
265d3'0" 19.2300m
8M³ STORAGE
LAWN
175d9'0" 14.6300m
174d37'0" 14.6300m
85d3'0" 13.6300m
85d3'0" 10.6600m
310d6'0" 2.1200m
191d7'0" 2.1500m
ADJOINING SINGLE STOREY RESIDENCE
900 PERIMETER PAVING (TYPICAL)
175d9'0" 23.4700m
355d9'0" 18.4700m
175d9'0" 21.4000m
44d23'0" 1.5300m
355d9'0" 2.5000m
85d3'0" 11.0000m
85d3'0" 4.8000m
CARLTON PARADE
LANDSCAPING PLAN
SCALE 1:100
LANDSCAPING SCHEDULE:
MEDIUM SHRUBS (TO 3M)
MANCHURIAN FLOWERING PEAR 'PYRUS USSURIENSIS'
DWARF/SMALL SHRUBS (TO 1.5M)
- CORREA PULCHELLA 'CORREA'
- BROMOPHILA MACULATA 'SPOTTED EMU BUSH'
- THRYPTOMENE ERICAEA 'CENTENARY STARBURST'
GROUND COVER
LAWN - EREVOPHILA GLABRA 'KALBARRI CARPET'
PROPOSED DWELLING FOR
AT LOT NO.
G. & L. PAPAEMANOUIL
703 & 704 CARLTON PARADE, TORRENSVILLE
11839-C
OWNERS
AREAS SQM
MAIN BUILDING
VERANDAH & PORCH
ALFRESCO
GARAGES & CARPORT
TOTAL
DRAWN PG
DATE 29/11/18
CHECKED
DATE
COUNCIL
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ABN 26 110 842 553
Builders Licence No: 188813

EXISTING ADJOINING SINGLE STOREY RESIDENCE
LOTS 703 & 704 CARLTON PARADE, TORRENSVILLE
LOT 704 (HOUSE 2)
PROPOSED DRIVEWAY
EXISTING ADJOINING SINGLE STOREY RESIDENCE
STREETSCAPE
SCALE 1:200
0m 2m 4m 6m 8m 10m
SCALE 1:200
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fairmonthomes.com.au
ABN 26 119 542 282
Builders Licence No: 169013
PROPOSED DWELLING FOR
AT LOT NO.
703 & 704 CARLTON PARADE, TORRENSVILLE
G. & L. PAPAEMANOUIL
AREAS SQM
MAIN BUILDING
VERANDAH & PORCH
ALFRESCO
GARAGES & CARPORT
TOTAL
DRAWN ML
DATE 18/01/19
CHECKED
DATE
COUNCIL
© COPYRIGHT
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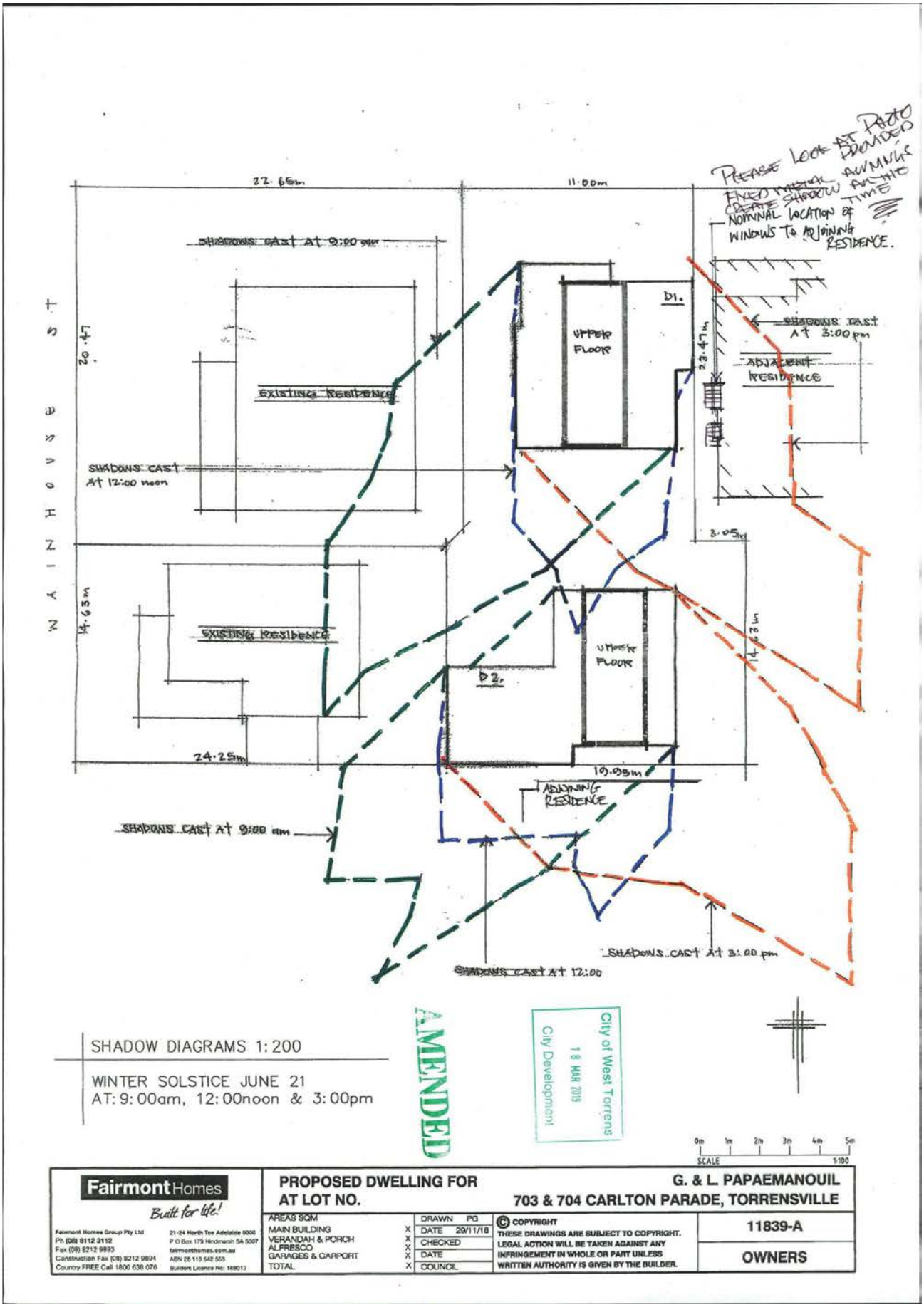
LEGAL ACTION WILL BE TAKEN AGAINST ANY
INFRINGEMENT IN WHOLE OR PART UNLESS
WRITTEN AUTHORITY IS GIVEN BY THE BUILDER.
11839-E
OWNERS


PLEASE LOOK AT PHOTO PROVIDED FIXED MARK TO CREATE SHADOW AT THIS NOMINAL LOCATION OF WINDOWS TO ADJOINING RESIDENCE.
22.65m
11.00m
SHADOWS CAST AT 9:00 am
WAINHOUSE ST
20.47
EXISTING RESIDENCE
SHADOWS CAST AT 12:00 noon
14.63m
EXISTING RESIDENCE
24.25m
D1.
UPPER FLOOR
23.47m
SHADOWS CAST AT 3:00 pm
ADJACENT RESIDENCE
3.05m
14.73m
UPPER FLOOR
D2.
10.05m
ADJOINING RESIDENCE
SHADOWS CAST AT 9:00 am
SHADOWS CAST AT 12:00
SHADOWS CAST AT 3:00 pm
SHADOW DIAGRAMS 1:200
WINTER SOLSTICE JUNE 21
AT: 9:00am, 12:00noon & 3:00pm
AMENDED
City of West Torrens
19 MAR 2019
City Development
0m 1m 2m 3m 4m 5m
SCALE 1:100
Fairmont Homes
Built for life!
Fairmont Homes Group Pty Ltd
Ph (08) 8112 3112
Fax (08) 8212 9893
Construction Fax (08) 8212 9894
Country FREE Call 1800 638 076
21-24 North Toe Adelaide 5000
P O Box 179 Hindmarsh SA 5007
fairmonthomes.com.au
ABN 26 110 542 553
Builders Licence No: 188012
PROPOSED DWELLING FOR
AT LOT NO.
G. & L. PAPAEMANOUIL
703 & 704 CARLTON PARADE, TORRENSVILLE
AREAS SQM
MAIN BUILDING X
VERANDAH & PORCH X
ALFRESCO X
GARAGES & CARPORT X
TOTAL X
DRAWN PG
DATE 29/11/18
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DATE
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11839-A
OWNERS

1) At last council meeting I had Ticked off as a representor to speak and told Planner that I wanted to speak but wasn't allowed to. This meeting I want to have time to address council thankyou.

) House faces East west beging. that the back yard is East and Front in West. The southern boundry off the garage is the side boundary which has a 1 meter off set. This meets the requirement. No need for 3 meters - not the back yard -? There is plenty of open space this depends where I want to put the gate to the back.

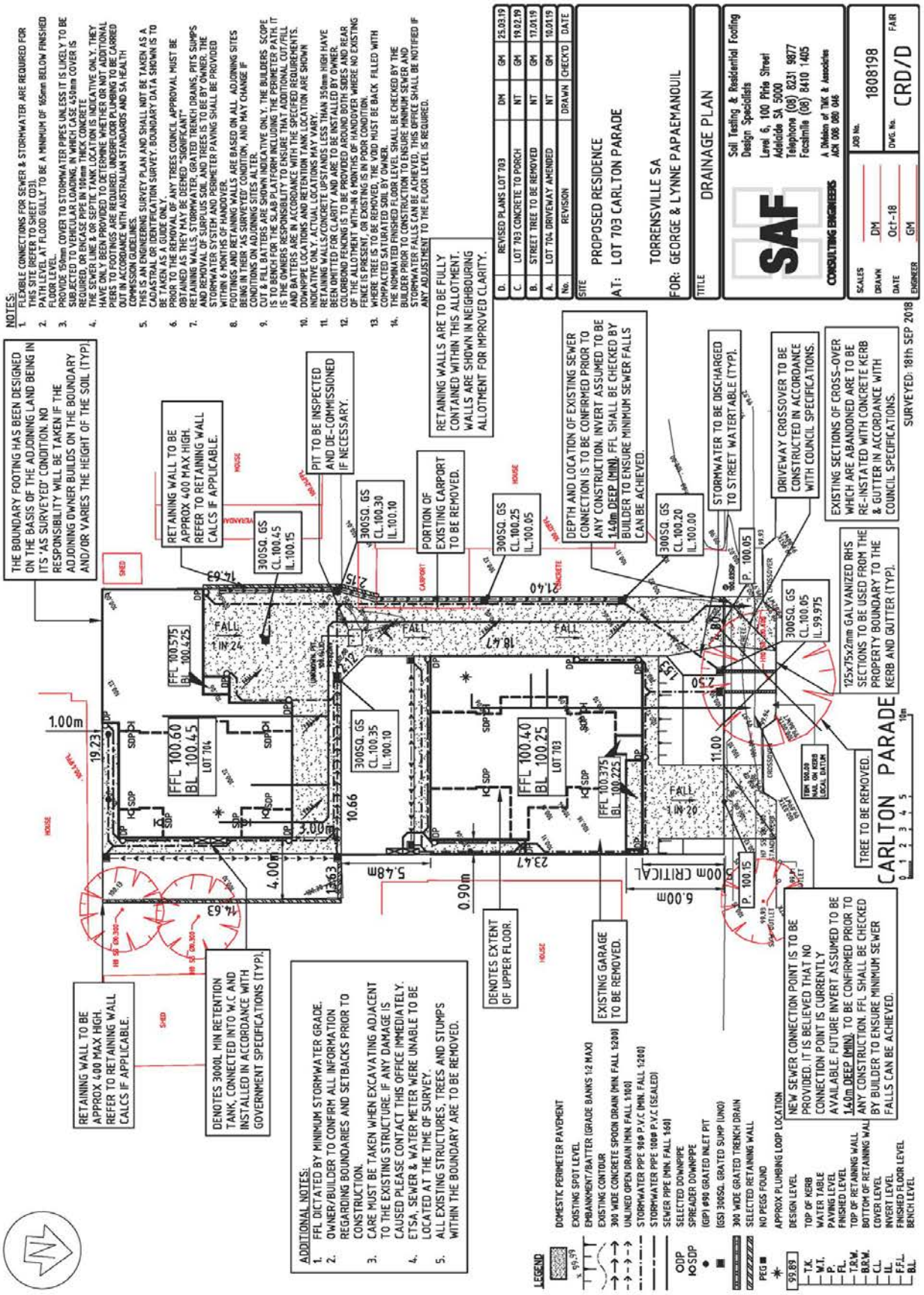
) These where 2 sperate torens tittle allotments so should have been delt with seperately.

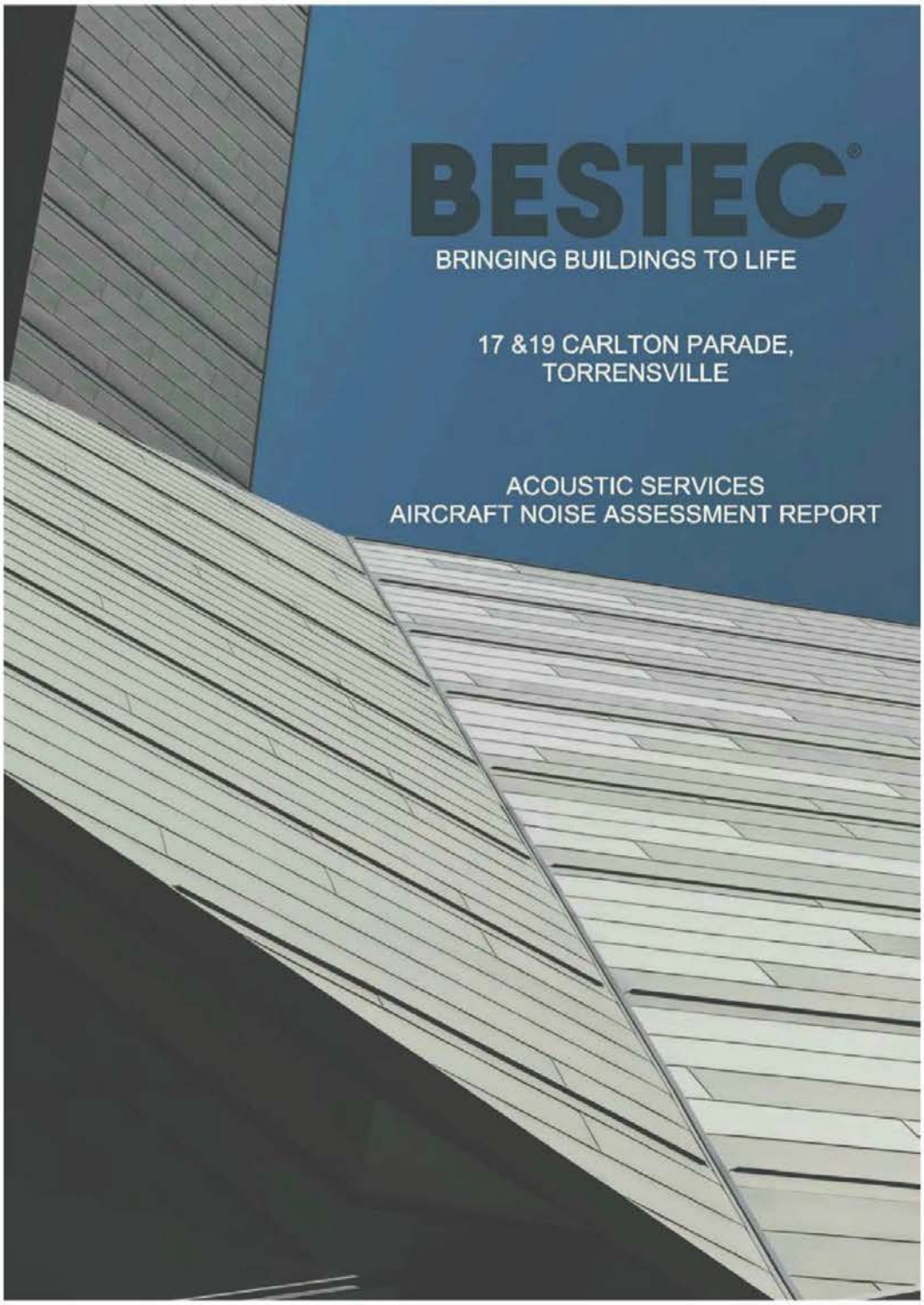
Thankyou
George Papremanail

RECEIVED CSU WTCC
AM 8 9 10 11 12
PM 1 2 3 4 5
12 FEB 2019

Responsible Officer: Sonia Gallarello
Ends: Tuesday 12 February 2019

If space insufficient, please attach sheets


NOTES:
1. FLEXIBLE CONNECTIONS FOR SEWER & STORMWATER ARE REQUIRED FOR THIS SITE (REFER TO SHEET C03).
2. PATH LEVEL AT FLOOD GULLY TO BE A MINIMUM OF 165mm BELOW FINISHED FLOOR LEVEL.
3. PROVIDE 150mm COVER TO STORMWATER PIPES UNLESS IT IS LIKELY TO BE SUBJECTED TO VEHICULAR LOADING, IN WHICH CASE 450mm COVER IS REQUIRED, UNLESS REPLACEMENT IN 100mm THICK CONCRETE.
4. TYPICAL SEPTIC TANK LAYOUTS SHOWN ARE INDICATIVE ONLY. THEY HAVE ONLY BEEN PROVIDED TO DETERMINE WHETHER OR NOT ADDITIONAL PIERS TO FOOTINGS ARE REQUIRED. UNDERFLOOR PLUMBING TO BE CARRIED OUT IN ACCORDANCE WITH AUSTRALIAN STANDARDS AND SA HEALTH COMMISSION GUIDELINES.
5. THIS IS AN ENGINEERING SURVEY PLAN AND SHALL NOT BE TAKEN AS A CADASTRAL OR IDENTIFICATION SURVEY. BOUNDARY DATA SHOWN IS TO BE TAKEN AS A GUIDE ONLY.
6. PRIOR TO THE REMOVAL OF ANY TREES COUNCIL APPROVAL MUST BE OBTAINED AS THEY MAY BE DEEMED "SIGNIFICANT"
7. RETAINING WALLS, STORMWATER, GRATED TRENCH DRAINS, PITS SUMPS AND REMOVAL OF SURPLUS SOIL AND TREES IS TO BE BY OWNER. THE STORMWATER SYSTEM AND PERIMETER PAVING SHALL BE PROVIDED WITHIN 6 MONTHS OF HANDOVER.
8. FOOTINGS AND RETAINING WALLS ARE BASED ON ALL ADJOINING SITES BEING IN THEIR 'AS SURVEYED' CONDITION, AND MAY CHANGE IF CONDITIONS ON ADJOINING SITES ALTER.
9. CUT & FILL BATTERS ARE SHOWN INDICATIVE ONLY. THE BUILDERS SCOPE IS TO BENCH FOR THE SLAB PLATFORM INCLUDING THE PERIMETER PATH. IT IS THE OWNERS RESPONSIBILITY TO ENSURE THAT ADDITIONAL CUT/FILL AND BATTERS ARE IN ACCORDANCE WITH THE SPECIFIED REQUIREMENTS.
10. DOWNPIPE LOCATIONS AND RETENTION TANK LOCATION ARE SHOWN INDICATIVE ONLY. ACTUAL LOCATIONS MAY VARY.
11. ALL EXISTING STRUCTURES, TREES AND STUMPS LESS THAN 350mm HIGH HAVE BEEN OMITTED FOR CLARITY AND ARE TO BE INSTALLED BY OWNER.
12. COLORBOND FENCING IS TO BE PROVIDED AROUND BOTH SIDES AND REAR OF THE ALLOTMENT WITHIN 6 MONTHS OF HANDOVER WHERE NO EXISTING FENCE IS PRESENT, OR EXISTING IS IN POOR CONDITION.
13. WHERE TREE IS TO BE REMOVED, THE VOID MUST BE BACK FILLED WITH COMPACTED SATURATED SOIL BY OWNER.
14. THE NOMINATED FINISHED FLOOR LEVEL SHALL BE CHECKED BY THE BUILDER PRIOR TO CONSTRUCTION TO ENSURE MINIMUM SEWER AND STORMWATER FALLS CAN BE ACHIEVED. THIS OFFICE SHALL BE NOTIFIED IF ANY ADJUSTMENT TO THE FLOOR LEVEL IS REQUIRED.
THE BOUNDARY FOOTING HAS BEEN DESIGNED ON THE BASIS OF THE ADJOINING LAND BEING IN ITS 'AS SURVEYED' CONDITION. NO RESPONSIBILITY WILL BE TAKEN IF THE ADJOINING OWNER BUILDS ON THE BOUNDARY AND/OR VARIES THE HEIGHT OF THE SOIL (TYP).
RETAINING WALL TO BE APPROX 400 MAX HIGH. REFER TO RETAINING WALL CALCS IF APPLICABLE.
RETAINING WALL TO BE APPROX 400 MAX HIGH. REFER TO RETAINING WALL CALCS IF APPLICABLE.
PIT TO BE INSPECTED AND DE-COMMISSIONED IF NECESSARY.
PORTION OF EXISTING CARPORT TO BE REMOVED.
RETAINING WALLS ARE TO BE FULLY CONTAINED WITHIN THIS ALLOTMENT. WALLS ARE SHOWN IN NEIGHBOURING ALLOTMENT FOR IMPROVED CLARITY.
DEPTH AND LOCATION OF EXISTING SEWER CONNECTION IS TO BE CONFIRMED PRIOR TO ANY CONSTRUCTION. INVERT ASSUMED TO BE 1.40m DEEP (MIN). FFL SHALL BE CHECKED BY BUILDER TO ENSURE MINIMUM SEWER FALLS CAN BE ACHIEVED.
STORMWATER TO BE DISCHARGED TO STREET WATERTABLE (TYP).
DRIVEWAY CROSSOVER TO BE CONSTRUCTED IN ACCORDANCE WITH COUNCIL SPECIFICATIONS.
EXISTING SECTIONS OF CROSS-OVER WHICH ARE ABANDONED ARE TO BE RE-INSTATED WITH CONCRETE KERB & GUTTER IN ACCORDANCE WITH COUNCIL SPECIFICATIONS.
SURVEYED: 18th SEP 2018
DENOTES 3000L MIN RETENTION TANK, CONNECTED INTO W.C AND INSTALLED IN ACCORDANCE WITH GOVERNMENT SPECIFICATIONS (TYP).
DENOTES EXTENT OF UPPER FLOOR.
EXISTING GARAGE TO BE REMOVED.
NEW SEWER CONNECTION POINT IS TO BE PROVIDED. IT IS BELIEVED THAT NO CONNECTION POINT IS CURRENTLY AVAILABLE. FUTURE INVERT ASSUMED TO BE 1.40m DEEP (MIN). TO BE CONFIRMED PRIOR TO ANY CONSTRUCTION. FFL SHALL BE CHECKED BY BUILDER TO ENSURE MINIMUM SEWER FALLS CAN BE ACHIEVED.
125x75x2mm GALVANIZED RHS SECTIONS TO BE USED FROM THE PROPERTY BOUNDARY TO THE KERB AND GUTTER (TYP).
TREE TO BE REMOVED.
ADDITIONAL NOTES:
1. FFL DICTATED BY MINIMUM STORMWATER GRADE.
2. OWNER/BUILDER TO CONFIRM ALL INFORMATION REGARDING BOUNDARIES AND SETBACKS PRIOR TO CONSTRUCTION.
3. CARE MUST BE TAKEN WHEN EXCAVATING ADJACENT TO THE EXISTING STRUCTURE. IF ANY DAMAGE IS CAUSED PLEASE CONTACT THIS OFFICE IMMEDIATELY.
4. ETSA, SEWER & WATER METER WERE UNABLE TO BE LOCATED AT THE TIME OF SURVEY.
5. ALL EXISTING STRUCTURES, TREES AND STUMPS WITHIN THE BOUNDARY ARE TO BE REMOVED.
LEGEND
DOMESTIC PERIMETER PAVEMENT
EXISTING SPOT LEVEL
EMBANKMENT/BATTER (GRADE BANKS 1:2 MAX)
EXISTING CONTOUR
300 WIDE CONCRETE SPOON DRAIN (MIN FALL 1:200)
UNLINED OPEN DRAIN (MIN FALL 1:100)
STORMWATER PIPE 90Ø P.V.C (MIN. FALL 1:200)
STORMWATER PIPE 100Ø P.V.C (SEALED)
SEWER PIPE (MIN. FALL 1:60)
SELECTED DOWNPIPE
SPREADER DOWNPIPE
(GIP) 490 GRATED INLET PIT
(GSI) 300SQ. GRATED SUMP (UNO)
300 WIDE GRATED TRENCH DRAIN
SELECTED RETAINING WALL
NO PEGS FOUND
APPROX PLUMBING LOOP LOCATION
DESIGN LEVEL
T.K. TOP OF KERB
W.T. WATER TABLE
P. PAVING LEVEL
FL. FINISHED LEVEL
T.R.W. TOP OF RETAINING WALL
B.R.W. BOTTOM OF RETAINING WALL
C.L. COVER LEVEL
I.L. INVERT LEVEL
F.F.L. FINISHED FLOOR LEVEL
B.L. BENCH LEVEL
CARLTON PARADE
SITE
PROPOSED RESIDENCE
AT: LOT 703 CARLTON PARADE
TORRENSVILLE SA
FOR: GEORGE & LYNNE PAPAEMANOUIL
TITLE
DRAINAGE PLAN
SAF
CONSULTING ENGINEERS
Soil Testing & Residential Footing Design Specialists
Level 6, 100 Pirie Street
Adelaide SA 5000
Telephone (08) 8231 9877
Facsimile (08) 8410 1405
A Division of TMK & Associates
ACN 008 080 046
SCALES
DRAWN DM
DATE Oct-18
ENGINEER GM
JOB No. 1808198
DWG. No. CRD/D
FAIR
D. REVISED PLANS LOT 703 DM GM 25.03.19
C. LOT 703 CONCRETE TO PORCH NT GM 19.02.19
B. STREET TREE TO BE REMOVED NT GM 17.01.19
A. LOT 704 DRIVEWAY AMENDED NT GM 10.01.19
No. REVISION DRAWN CHECK'D DATE


BESTEC
BRINGING BUILDINGS TO LIFE
17 &19 CARLTON PARADE,
TORRENSVILLE
ACOUSTIC SERVICES
AIRCRAFT NOISE ASSESSMENT REPORT

BESTEC
ABN 43 909 272 047
Building Engineering
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Consulting Engineers
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GPO Box 818
Adelaide SA 5000
T. (08) 8232 4442
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E. consulting@bestec.com.au
W. bestec.com.au

JSO:HAC
56153/6/1
13 December 2018

Fairmont Homes Group Pty Ltd
21 – 24 North Terrace
ADELAIDE SA 5000

Attention: Ms M Relota

Dear Madam,

17 & 19 CARLTON PARADE RESIDENTIAL DEVELOPMENTS – AIRCRAFT NOISE ASSESSMENT ACOUSTIC SERVICES

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

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

Yours faithfully
BESTEC PTY LTD

JASLEEN SOKHI
ACOUSTIC SERVICES ENGINEER

97965a

BESTEC

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58153/6/1
December 2018
97985a

17 & 19 CARLTON PARADE, TORRENSVILLE
AIRCRAFT NOISE ASSESSMENT
ACOUSTIC SERVICES

BESTEC

Introduction

BESTEC Pty Ltd was engaged to assess the noise impact on proposed developments at 17 & 19 Carlton Parade, Torrensville, associated with commercial aircraft Departures (taking off) and Arrivals (landing) within the Adelaide Airport. This document presents the proposed acoustic design criteria, the results of our assessments and the recommended acoustic treatment to achieve the selected design criteria.

Executive Summary

In summary:

- The City of West Torrens Council Development Plan requires that developments within areas affected by aircraft noise to be consistent with the methodology and design considerations as set out within AS 2021:2015 – "Acoustics – Aircraft Noise Intrusion – Building Siting and Construction".
- An aircraft noise survey was conducted at the site of the proposed development on 9 November 2018 in order to determine the aircraft noise levels incident at the building envelope.
- Appropriate criteria for aircraft noise levels were derived based on the recommended internal noise levels stipulated within AS 2021:2015;
- Based on the building structure as indicated on the architectural drawings and the measured aircraft noise levels, the maximum internal noise levels within each space were calculated in accordance with the requirements of AS 2021:2015 and compared against the stipulated aircraft noise criteria.
- Recommendations for building envelope construction for the proposed dwellings were provided, taking into account the magnitude and the frequency content of the aircraft noise within each space.

For an explanation of acoustic terms within this document, please refer to the glossary of acoustic terminology attached to this document (Appendix A).

References

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

[1] Australian Standard 2021:2015 "Acoustics - Aircraft noise intrusion - Building siting and construction".

[2] City of West Torrens council Development Plan, consolidated 06 February 2018.

[3] Adelaide Airport 2014 Master Plan.

[4] Latest Architectural plans and elevations provided by Fairmont Homes Group Pty Ltd.

Design Criteria

AS 2021:2015 [1] sets the criteria for aircraft noise intrusion in terms of A-weighted maximum sound pressure level (L_{Amax}) within different building interiors depending on their use. The proposed development includes two identical dwellings, therefore the following criteria for aircraft noise intrusion are applicable:

- Houses, home units, flats, caravan parks
  - Sleeping Areas and Dedicated Lounges: 50 dB(A)
  - Other Habitable Spaces: 55 dB(A)
  - Bathrooms, toilets, laundries: 60 dB(A)

Aircraft Noise Survey

An aircraft noise survey was conducted at 17 & 19 Carlton Parade, Torrensville between 8:00 a.m. and 9:00 a.m., on 9 November 2018. A-weighted maximum noise levels (L_{Amax}) resulting from commercial aircraft movements as detailed below were measured during the survey. We note that due to the weather conditions all recorded noise levels were from aircraft landing as detailed below.

- Boeing 737-8FE – Arrival (Landing) – 80dB(A)
- Saab 340B – Arrival (Landing) – 72dB(A)
- Diamond DA42 Twin Star – Arrival (Landing) – 74dB(A)
- Airbus 330-343 – Arrival (Landing) – 81dB(A)
- Boeing 737-838 – Arrival (Landing) – 79dB(A)
- Airbus A320-232 – Arrival (Landing) – 77dB(A)

The survey was conducted using a Brüel & Kjær 2270 Sound Analyser (SN 3006966, last calibrated on 17 September 2018, due for calibration on 17 September 2019), fitted with ½" microphone and wind shield. The calibration of the unit was spot checked before and after the survey and no drift was detected.

Assessment and AS2021:2015 Methodology

The ANEF (Australian Noise Exposure Forecast) for Adelaide Airport indicates that both dwellings at 17 & 19, Carlton Parade, Torrensville are located between the contours of ANEF 25 and ANEF 30. The theoretical maximum noise levels calculated taking into account the location of the development site relative to the Adelaide Airport runway and using the methodology outlined in the AS2021-2015 [1] are as follows:

- Boeing B737-8FE
  - Take off: 81 dB(A)
  - Landing: 76 dB(A)
- Saab 340B
  - Take off: 64 dB(A)
  - Landing: 70 dB(A)
- Diamond DA42 Twin Star
  - Take off: 69 dB(A)
  - Landing: 68 dB(A)
- Airbus 330-343
  - Take off: 75 dB(A)
  - Landing: 76 dB(A)
- Boeing 737-838
  - Take off: 81 dB(A)
  - Landing: 76 dB(A)
- Airbus 320-232
  - Take off: 73 dB(A)
  - Landing: 72 dB(A)

Based on the measured aircraft noise levels on site and the calculated noise levels, we conducted our assessment against design L_{Amax} noise level of 81 dB(A) as the worst-case scenario.

Table 2.1 in AS2021:2015 [1] indicates that Building Sites within greater than ANEF 25 (for house, home unit, flats or caravan parks) are unacceptable. Note 4, following Table 2.1 indicates that in the circumstance where a building is approved within these zones, appropriate "Aircraft Noise Reduction"(ANR) techniques must be implemented in reference to AS2021:2015 [1] Clause 3.2.

In accordance with AS 2021-2015, the appropriate ANR for the proposed residential developments shall be the Design A-weighted maximum noise level (L_{Amax}) Level minus Indoor Design Sound Level for determination of aircraft noise reduction (AS 2021-2015, Table 3.3). Therefore, appropriate ANR for each space are as follows:

- Sleeping Areas and Dedicated Lounges: ANR 31 dB(A)
- Other Habitable Spaces: ANR 26 dB(A)
- Bathrooms, toilets, laundries: ANR 21 dB(A)

Clause 3.2 Note 2 also indicates that an ANR in excess of 30 should have special attention focused on spectral levels as well as overall levels when determining design elements for aircraft noise intrusion.

The areas of each building element (façade, windows, doors and roof) were calculated based on the architectural drawings [4] with typical reverberation time as follows:

- 0.5 sec in each of the Bedroom and Dedicated Lounge areas,
- 0.8 sec in each of the Living and Meals areas,
- 0.9 sec for Bathroom and Laundry areas.

Assessment Results and Recommendations

Based on the above, appropriate "Aircraft Noise Attenuation" (ANR) values were determined for each noise transmission path, including the facade, roof/ceiling structure, doors and glazing. We assessed the aircraft noise transmission through the proposed building elements and note the following minimum required constructions of the building envelope elements in order to meet the selected criteria for aircraft noise. The recommendations for the proposed residential dwellings are given below.

House 1

- Façade
  - Ground floor - 75mm thick Hebel Power panel (600kg/m^3) to the external side of 92mm steel studs and 1 layer of 10 mm plasterboard to the internal side with cavity infill of minimum 50mm thick, 11kg/m^3 glasswool.
  - Upper floor – 6mm thick fibre cement cladding to the external side of 92mm steel studs and 1 layer of 10mm plasterboard to the internal side with cavity infill of minimum 50mm, 11kg/m^3 glasswool.
- Roof
  - Conventional colorbond roof cladding with R2.5 insulation blanket above and between the purlins.
- Ceiling
  - Bedrooms, Living/Meals & Activities Room – 1 layer of 10mm plasterboard overlaid with 75mm thick, 22kg/m^3 fibreglass (including ensuites and the robe).
  - Toilets/Bathrooms and laundry – 1 layer of 10mm plasterboard.
- Glazing
  - Bedrooms – Minimum single glazing of 10.38mm laminated glass.
  - Living/Meals – Minimum single glazing of 6.38mm laminated glass.
  - Toilets/Bathrooms and laundry – Minimum 6.38mm laminated glass.
  - Sliding door to the Living/Meals area – Minimum single glazing of 6.38mm laminated glass fitted with appropriate compressible acoustic seals (Raven or Schlegel ranges).
- Entry Door
  - 40mm solid core doors, with medium duty acoustic door seals (e.g. Raven RP8 and RP10).

House 2

- Façade
  - Ground floor - 75mm thick Hebel Power panel (600kg/m^3) to the external side of 92mm steel studs and 1 layer of 10 mm plasterboard to the internal side with cavity infill of minimum 50mm thick, 11kg/m^3 glasswool.
  - Upper floor – 6mm thick fibre cement cladding to the external side of 92mm steel studs and 1 layer of 10mm plasterboard to the internal side with cavity infill of minimum 50mm, 11kg/m^3 glasswool.
- Roof
  - Conventional colorbond roof cladding with R2.5 insulation blanket above and between the purlins.
- Ceiling
  - Bedrooms, Living/Meals & Activities Room – 1 layer of 10mm plasterboard overlaid with 75mm thick, 22kg/m^3 fibreglass (including ensuites and the robe).
  - Toilets/Bathrooms and laundry – 1 layer of 10mm plasterboard.

- Glazing
  - Bedrooms – Minimum single glazing of 10.38mm laminated glass.
  - Living/Meals & Activities Room – Minimum single glazing of 6.38mm laminated glass.
  - Toilets/Bathrooms and laundry – Minimum 6.38mm laminated glass.
  - Sliding door to the Living/Meals area – Minimum single glazing of 6.38mm laminated glass fitted with appropriate compressible acoustic seals (Raven or Schlegel ranges).
- Entry Door & Laundry Door
  - 40mm solid core doors, with medium duty acoustic door seals (e.g. Raven RP8 and RP10).

We assessed the aircraft noise intrusion in accordance with the requirements of AS 2021:2015 and it is concluded that the internal noise levels resulting from typical commercial aircraft flyover will comply with the criteria for aircraft noise set by AS 2021:2015 subject to adoption of the provided recommendations and therefore, compliance with the requirements stipulated by the city of West Torrens Council Development Plan will be achieved.

General

Please note that any gaps or openings around the façade or around the glazing would degrade the acoustic performance of the structure by creating noise flanking paths. Therefore, it is critical all interfaces and junctions to be inspected during construction and any gaps - blocked off and sealed with an appropriate acoustic grade sealant.

Appropriate acoustic caulking products include:

- Bostik Firemastic.
- Bostik Seal-n-flex 2637.
- Pyropanel Multiflex.
- Boral Fyreflex.
- Dow-Corning 790 Silicone.
- Dow-Corning 795 Silicone.
- Sika Sikaflex-11 FC.
- Fosroc Flamex 3.

Note: Any outside air intake and ventilation openings should be acoustically treated to ensure there are no flanking noise paths.

Subject to adoption of the provided recommendations, the following table outlines the resultant internal noise level with respect to the stipulated criteria with AS 2021:2015 [1]. Compliance results have considered each space and crucial noise paths as requested.

House	Space	Transmission Path	Maximum Internal Noise Level (dB(A))	Criteria AS2021:2015	Compliance
House 1	Bedroom 1	Facade	41	50	Yes
		Glazing	44		
		Roof and Ceiling	45		
	Bedroom 2	Facade	49	50	Yes
		Glazing	40		
		Roof and Ceiling	44		
	Bedroom 3	Facade	49	50	Yes
		Glazing	42		
		Roof and Ceiling	45		

House	Space	Transmission Path	Maximum Internal Noise Level (dB(A))	Criteria AS2021:2015	Compliance
House 2	Living/Meals	Facade	42	55	Yes
		Glazing	49		
		Roof and Ceiling	47		
	Activities	Facade	-	55	Yes
		Glazing	-		
		Roof and Ceiling	47		
	Laundry	Facade	44	60	Yes
		Glazing	50		
		Roof and Ceiling	-		
	Ground Level En suite	Facade	44	60	Yes
		Glazing	47		
		Roof and Ceiling	-		
	Level 1 Bathroom	Facade	-	60	Yes
		Glazing	-		
		Roof and Ceiling	50		
	Bedroom 1	Facade	44	50	Yes
		Glazing	45		
		Roof and Ceiling	45		
	Bedroom 2	Facade	49	50	Yes
		Glazing	44		
		Roof and Ceiling	45		
	Bedroom 3	Facade	49	50	Yes
		Glazing	44		
		Roof and Ceiling	45		
	Living/Meals	Facade	40	55	Yes
		Glazing	47		
		Roof and Ceiling	47		
	Activities	Facade	51	55	Yes
		Glazing	49		
		Roof and Ceiling	47		
	Laundry	Facade	46	60	Yes
		Glazing	46		
		Roof and Ceiling	51		
	Ground Level Toilet	Facade	48	60	Yes
		Glazing	52		
		Roof and Ceiling	51		
	Level 1 Bathroom	Facade	-	60	Yes
		Glazing	-		
		Roof and Ceiling	51		

Table 1: Resultant maximum internal noise level for each space within dwellings at 17 & 19 Carlton Parade, Torrensville.

Conclusion

An assessment of aircraft noise intrusion was conducted in accordance with the requirements and calculation methodology of AS 2021:2015 [1] and subject to adoption of the recommendations of this report it is considered that the noise levels resulting from typical aircraft flyover will comply with the criteria for

aircraft noise set by AS 2021:2015 [1] and therefore will achieve the requirements stipulated by the city of West Torrens Council Development Plan [2].

Appendix A – Glossary of Acoustic Terminology

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

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

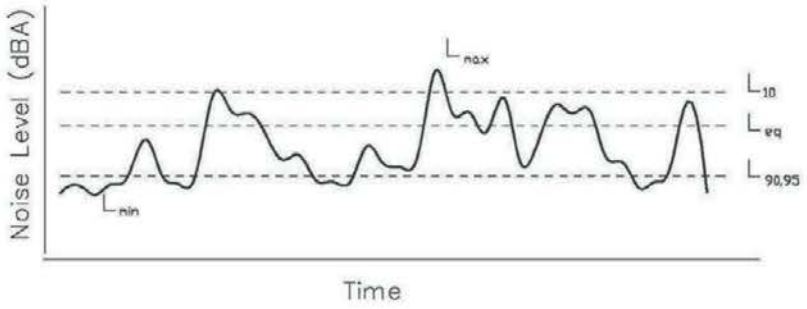
L_1 The noise level which is equalled or exceeded for 1% of the measurement period. L_1 is an indicator of the impulse noise level, and is used in Australia as the descriptor for intrusive noise (usually in dBA).

L_{10} The noise level which is equalled or exceeded for 10% of the measurement period. L_{10} is an indicator of the mean maximum noise level, and is used in Australia as the descriptor for intrusive noise (usually in dBA).

L_{90}, L_{95} The noise level which is equalled or exceeded for 90% of the measurement period. L_{90} or L95 is an indicator of the mean minimum noise level, and is used in Australia as the descriptor for background or ambient noise (usually in dBA).

L_{eq} The equivalent continuous noise level for the measurement period. L_{eq} is an indicator of the average noise level (usually in dBA).

L_{max} The maximum noise level for the measurement period (usually in dBA).



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

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

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

FSTC/R_W' The equivalent of STC/R_W, unit for sound insulation performance of a building element measured in the field.

C_I, C_{tr} The ratings (R_W, D_{nTw}, L_{nTw}) are weighted in accordance to a spectrum suited to speech. This term modifies the overall rating to account for noise with different spectra, such as traffic (C_{tr}) or footfalls (C_I). The ratings may be written as R_W+C_{tr}, or D_{nTw}/L_{nTw}+C_I.

NNIC/D_{nTw} Normalised Noise Isolation Class, or Weighted Standardised Sound Level Difference. Provides a single number rating of the sound level difference between two spaces, and incorporates the effects of flanking noise between two spaces. This rating is generally accepted to be about 5 points less than the STC/R_W rating.

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

IIC	Lnw	Subjective Rating
40	70	Clearly Audible
45	65	Clearly Audible
50	60	Audible
55	55	Audible
60	50	Just Audible
65	45	Inaudible

FIIC/L_{nTw}' The equivalent of IIC/L_{nw}, but the performance is for the building element measured in the field.

6.3 17 and 19 Carlton Parade, TORRENSVILLE

Application No 211/1130/2018 & 211/1089/2018

Appearing before the Panel will be:

Representors: **Nikolaos Kosmadopoulos** of 15A Carlton Parade, Torrensville wishes to appear in support of the representation.

George Papaemanouil has requested to be heard. Note: Mr Papaemanouil is not the applicant of either proposal, however is a part owner of the subject land.

Applicants: **Robert Ventura** of Fairmont Homes wishes to appear in response to the representations.

DEVELOPMENT APPLICATION DETAILS

DESCRIPTION OF DEVELOPMENT	Construction of a two storey detached dwelling	Construction of a two storey detached dwelling and retaining walls and fencing to a maximum height of 2.2 metres
APPLICANT	Fairmont Homes Pty Ltd	Fairmont Homes Pty Ltd
APPLICATION NUMBER	211/1130/2018	211/1089/2018
LODGEMENT DATE	30 October 2018	17 October 2018
ZONE	Residential Zone	
POLICY AREA	Torrensville East Conservation Policy Area 33	
APPLICATION TYPE	Merit	
PUBLIC NOTIFICATION	Category 2	Category 2
REFERRALS	Internal • City Assets • City Operations • Heritage Advisor External • Nil	Internal • City Assets • City Operations • Heritage Advisor External • Nil
DEVELOPMENT PLAN VERSION	Consolidated 12 July 2018	
DELEGATION	• The relevant application is for a merit, Category 2 or Category 3 form of development, representations have been received and one or more representors wish to be heard on their representation. • The relevant application proposes one or more new dwellings and/or land division creating one or more new allotments in Residential Zone Conservation Policy Areas 29-33.	
RECOMMENDATION	Support with conditions	Support with conditions
OFFICER	Sonia Gallarello	

BACKGROUND

Related Applications

DA Number	Description of Development	Decision	Decision Date
211/1228/2007/A	Amendment to 211/1228/2007 to delete Land Division Consent Condition 1 so that the demolition of the existing outbuildings is not a condition of S51 clearance	Approved	26 March 2009
211/538/2007A	Variation to DA 211/538/2007 Construction of two double storey dwellings, attached garages abutting side/ rear boundaries and vehicle parking area, landscaping and demolition of outbuildings	Planning Consent Granted	30 July 2010
211/1138/2018	Demolition of two domestic outbuildings	Approved	1 November 2018

Previously, 17 and 19 Carlton Parade each accommodated a besser block garage (see image below). The garage at 17 Carlton Parade was approximately 8.5m x 8.0m and the garage at 19 Carlton Parade was approximately 10.3m x 4.5m. The retention of these outbuildings was the subject of the variation application for DA 211/1228/2007/A in respect to clearance of the land division. These outbuildings were recently removed following the approval granted DA 211/1138/2018.



In addition, planning consent has previously been granted to a very similar development on the subject land but this application has subsequently lapsed. As new policies have been introduced into the Development Plan since this previous consent, the current proposal for two dwellings must now be assessed on its independent merits against the 12 July 2018 version of the West Torrens Council Development Plan.

SUBJECT LAND AND LOCALITY

The subject land is formally described as follows:

- Allotment 703 in Deposited Plan 80993 in the area named Torrensville, Hundred of Adelaide, Volume 6037 Folio 729, more commonly known as 17 Carlton Parade, Torrensville; and

- Allotment 704 in Deposited Plan 80993 in the area named Torrensville, Hundred of Adelaide, Volume 6037 Folio 730, more commonly known as 19 Carlton Parade, Torrensville.

The subject land is irregular in shape with a 15.8 metre (m) wide frontage to Carlton Parade and a site area of 654 square metres (m^2). There are no easements, encumbrances or Land Management Agreements that affect the land and there are no regulated trees on the subject site or on adjoining land that would be affected by the development.

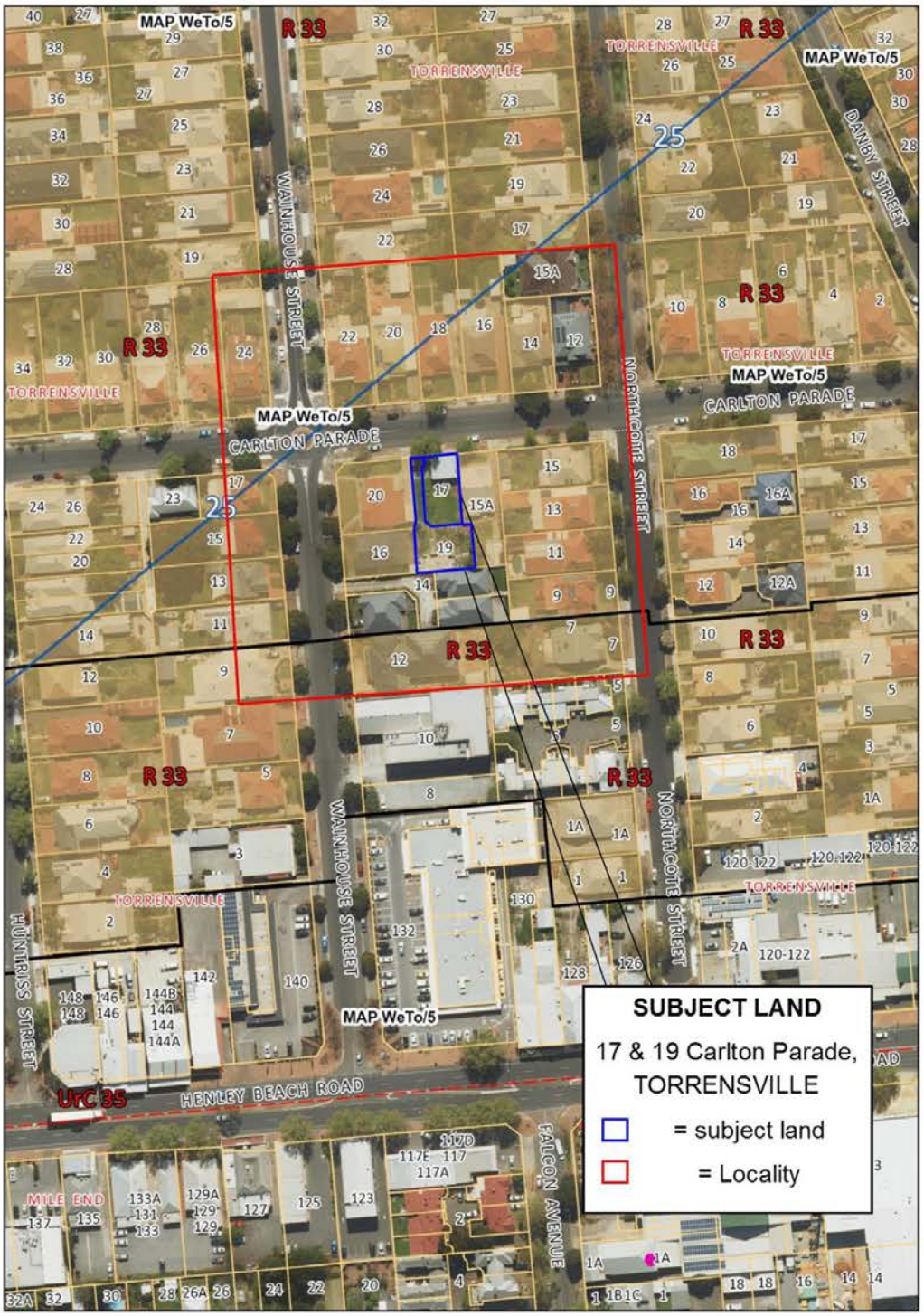
The site is relatively flat and is now vacant following the recent demolition of the two outbuildings noted above. It is located within ANEF Contour 25, 150m north of Henley Beach Road and 270m west of South Road, in close proximity to high frequency public transport.

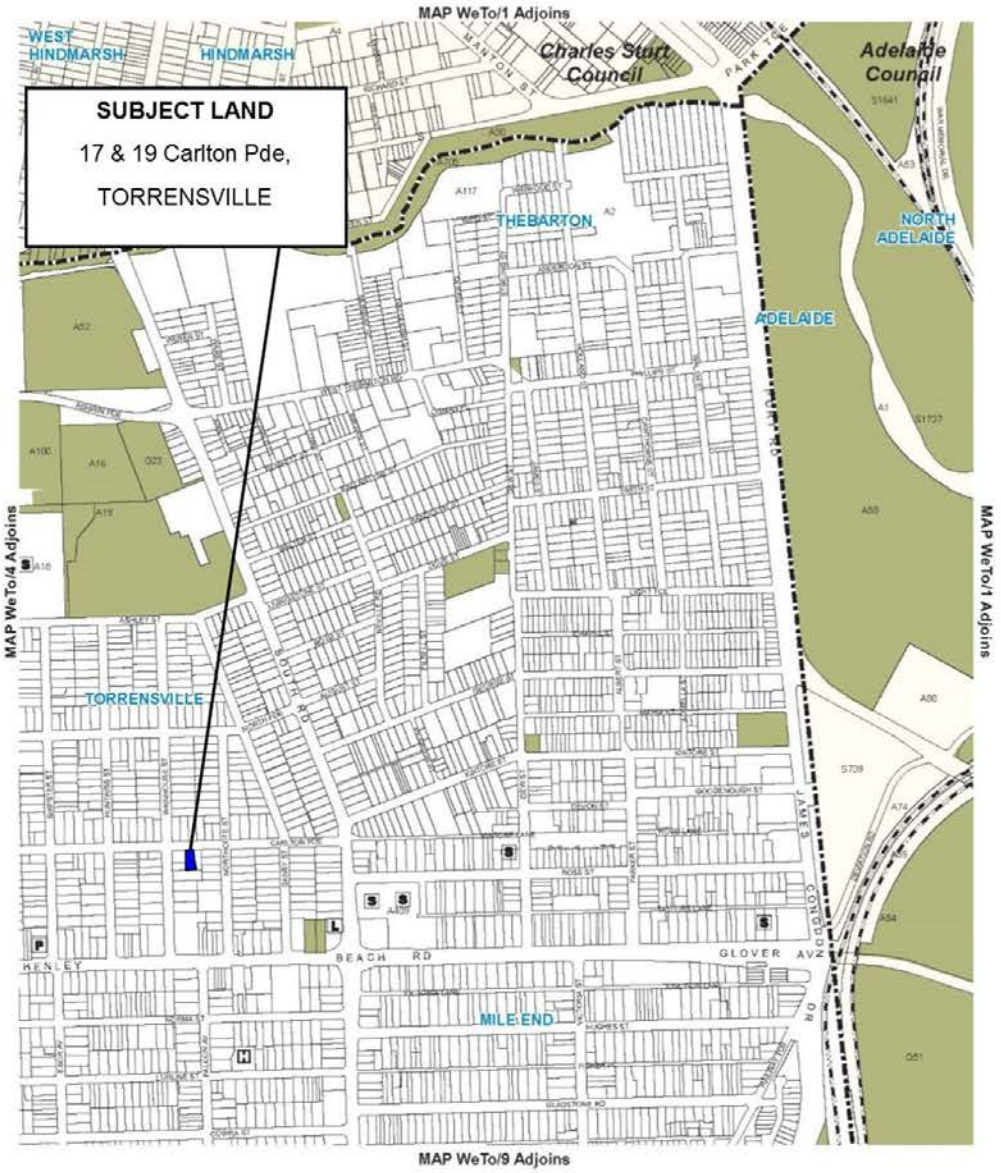
The amenity of the locality is considered to be moderate to high owing to the high number of contributory items in the form of bungalow and villa dwellings with wide frontages, large curtilages, low and open fencing and landscaping, together with well established, largely deciduous street trees. Many of the dwellings in the locality were built in the 1930s with newer dwellings occurring post 1990. Many of the older character dwellings have high roof pitches, front verandahs, gable elements, painted timber work including finials, barges and brick chimneys.



Photo 1: View of 17 and 19 Carlton Parade, Torrensville from street

The subject land and locality are shown on the aerial imagery and maps below.


SUBJECT LAND
17 & 19 Carlton Parade, TORRENSVILLE
= subject land
= Locality
MAP WeTo/5
R 33
CARLTON PARADE
WAINHOUSE STREET
NORTHCOTE STREET
DANBY STREET
HUNTRISS STREET
HENLEY BEACH ROAD
FALCON AVENUE
TORRENSVILLE
MILE END
UrC 35



Location Map WeTo/5

WEST TORRENS COUNCIL
Consolidated - 12 July 2018

PROPOSAL

211/1130/2018 - 17 Carlton Parade

The proposed two storey detached dwelling facing Carlton Parade consists of:

- A lower ground floor comprising a double garage, living, meals, kitchen area, bedroom, bathroom and laundry; and
- An upper floor (within the roof space) comprising 2 bedrooms, activities area and bathroom.

The front elevation has a double garage panel door, a gable front with rendered quoins and sandstone façade. Barge boards and timber detailing are proposed to the ground floor gable and upper floor gables that face Carlton Parade. A small canopy is proposed over two vertical windows for the ground floor and upper floor, sited within the gables. A narrow verandah is proposed from the garage and a front entrance door toward Carlton Parade. The roof pitch is 40 degrees and the roofing material is to be colorbond© slate grey custom orb.

The rear elevation has two sets of sliding doors leading to the private open space and the upper level has a gable similar to the front elevation. Obscure glazing is proposed to a height of 1.9m on this southern window.

The side elevations show the roof span narrowing over the ground level and 400mm wide eaves and rendered quoins. The west elevation shows glass block windows in order that this side complies with the Building Code of Australia.

The dwelling is boundary to boundary, although the western boundary is on the boundary of the driveway leading to 19 Carlton Parade to the rear.

Landscaping consists of plants lining the driveway on the eastern side and within the front yard, together with perimeter plantings in the rear yard with lawn. A small shed is provided in the south-eastern corner of the private open space.

211/1089/2018 - 19 Carlton Parade

The two storey detached dwelling to be located on the rear 'hammerhead' parcel consists of:

- Ground floor comprising a double garage, living, meals, kitchen area, bedroom, bathroom and laundry; and
- Upper floor (within the roof space) comprising two bedrooms, activities room and bathroom.

The front (northern) elevation comprises a double garage panel door with hip roof, with a gable fronting north for the upper level with rendered quoins and texture coated renda panel cladding. The ground floor wall below the gable is largely blank other than a small horizontal window (to the ensuite). There is a narrow porch entrance to the house facing west. The roof pitch is 42 degrees and the material is colorbond© slate grey custom orb.

The southern or rear elevation comprises a blank garage wall on the boundary along the western half of the dwelling with a gable window directed south.

The left or eastern elevation has a gable within the upper level with two vertical windows. The ground level has a sliding door leading out to the private open space and two small vertical windows. The private open space is directed to the east of the dwelling. There is a retaining wall and fence with a maximum height of 2.2m (1.8m high fence and 400mm high retaining wall). This is proposed along the eastern and northern edge of the private open space area.

Landscaping is proposed to line the driveway and within the rear private open space of the dwelling along the northern and eastern edge. A small shed is provided in the south-eastern corner of the private open space.

The relevant plans and documents are contained in **Attachment 2**.

PUBLIC NOTIFICATION

Both applications are Category 2 forms of development pursuant to the Procedural Matters section of the Residential Zone and the Public Notification table which describes the following as Category 2:

- Dwelling exceeding one storey within Residential Policy Areas 22-33.

211/1130/2018 - 17 Carlton Parade

Properties notified	Nine (9) properties were notified during the public notification process.
Representations	Two (2) representations were received.
Persons wishing to be heard	One (1) representor wishes to be heard. • Mr Nikolaos Kosmadopoulos
Summary of representations	Concerns were raised regarding the following matters: • Two western facing windows are absent on the plans; • 13m long, 3.2m high (eastern) boundary wall is unsightly; • Excessive overshadowing to eastern side affecting adjoining dwelling; • Council guidelines for building on boundary have been flouted. Such building is usually restricted to the length of the garage; • Suggested amendment to eastern boundary wall; • The development is in character with zoning; • Will add value to the area; and • The development has been previously approved.
Applicant's response to representations	• Overshadowing to the western façade of 15A Carlton Parade has no impact on the windows in question as there is existing overshadowing from fixed awnings; • Overshadowing diagrams have been supplied and demonstrate 3 hours of daylight being met to the neighbouring properties; and • The boundary wall is 2.7m in height not 3.2m.

211/1089/2018 - 19 Carlton Parade

Properties notified	Thirteen (13) properties were notified during the public notification process.
Representations	Three (3) representations were received.
Persons wishing to be heard	One (1) representor wishes to be heard. • George Papaemanouil
Summary of representations	Concerns were raised regarding the following matters: • The owners of 16 Wainhouse Street have reviewed the plans including overshadowing diagrams and are satisfied with these; • The development adds value to the other houses; • No problem with wall on boundary; • This was previously approved and cannot see why cannot be approved again; and • Concerned about the length of time taken to process the application.
Applicant's response to representations	• A specific response was not provided for this application given the positive representations.

A copy of the representations and response to representations for both applications is contained in **Attachment 3**.

INTERNAL REFERRALS

211/1130/2018 & 211/1089/2018

Department	Comments
City Assets	• Driveway verge interaction details required including impact on street tree; • Stormwater requirements including the provision of calculations or a detention tank of 3,000 litres is acceptable with appropriate system. • Traffic movements and manoeuvring areas within the site are acceptable (19 Carlton Parade).
City Operations	• Given the site constraints, the Oriental Plane tree was supported for removal with the cost to be borne by the applicant. Note: the planning officer tried to retain the tree, but ultimately it was a decision of the applicant to design the engineering requirements in a manner that require the removal. The street tree is sited in front of 17 Carlton Parade and is affected by the driveway of 19 Carlton Parade and infrastructure of 17 Carlton Parade.
Heritage Advisor (211/1130/2018)	No heritage concerns subject to: • the roof cladding being corrugated in profile; • any new fencing being corrugated and not zincalume; • new side fencing to be tapered in height from the front wall to the front boundary; • open fencing is preferred either side of the driveway; • details of front fencing (N/A). There is opportunity for additional landscaping adjacent the driveway.
Heritage Advisor (211/1089/2018)	No heritage concerns subject to: • the roof cladding being corrugated in profile; • any new fencing being corrugated and not zincalume.

A copy of the internal referrals are contained in **Attachment 4**.

As indicated above, no external referrals were required to be undertaken.

RELEVANT DEVELOPMENT PLAN PROVISIONS

The subject land is located within the Residential Zone and, more specifically, Torrensville East Conservation Policy Area 33 as described in the West Torrens Council Development Plan.

The relevant Desired Character statements and associated Objectives and Principles of Development Control (PDC) are as follows:

Residential Zone - Desired Character	
This zone will contain predominantly residential development. There may also be some small-scale non-residential activities such as offices, shops, consulting rooms and educational establishments in certain locations. Non-residential activities will be complementary to surrounding dwellings. *Allotments will be at very low, low and medium densities to provide a diversity of housing options in different parts of the zone. The range of allotment sizes will support the desired dwelling types anticipated in each policy area, and the minimum allotment sizes shall be treated as such in order to achieve the Desired Character for each policy area and, in turn, reinforce distinction between policy areas. Row dwellings and residential flat buildings will be common near centres and in policy areas where the desired density is higher, in contrast to the predominance of detached dwellings in policy areas where the distinct established character is identified for protection and enhancement. There will also be potential for semi-detached dwellings and group dwellings in other policy areas.* *Residential development in the form of a multiple dwelling, residential flat building or group dwelling will not be undertaken in a **Historic Conservation Area**.* *Landscaping will be provided throughout the zone to enhance the appearance of buildings from the street as viewed by pedestrians, provide an appropriate transition between the public and private realm and reduce heat loads in summer.*	
Objectives	*1, 2, 3, 4*
Principles of Development Control	*1, 5, 6, 7, 8, 9, 10, 11, 12, 13*

Torrensville East Conservation Policy Area 33 - Desired Character	
The provisions of the Historic Conservation Area apply to this policy area. *The policy area will contain predominantly detached dwellings and limited semi-detached dwellings.* *Allotments are at low to very low density and are generally deep, with wide frontages to main streets. Subdivision will reinforce the existing allotment pattern which is a significant positive feature of the policy area.* *Streetscape character elements including low front fencing, landscaping space in front yards, regular street trees and on-street visitor car parking will be supported by limiting vehicle cross-overs.* *There will be a unity of built-form, where all new development is complementary to historic buildings rather than dominating or detracting from them. There will be predominantly one storey buildings, with some two storey buildings where the upper level is contained within the roof space in a manner that is complementary to the single storey character of nearby buildings. New dwellings will incorporate building elements common to older structures such as pitched roofs, verandas and simple detailing, as well as building materials such as stone, bricks, limited rendered masonry and corrugated iron/steel.* *Alterations and additions will be primarily located at the rear of existing dwellings so that they have minimal impact on the streetscape. Setbacks will be complementary to the boundary setbacks of existing buildings in the policy area.* *There will be no garaging/carports forward of the main facade of buildings.* *Historic front fencing, such as post and rail with woven wire and timber picket fences, will be preserved and new front fencing facilitating views into front yards and of building facades.*	
Objectives	*1*
Principles of Development Control	*1, 2, 3, 4*

Additional provisions of the Development Plan which relate to the proposed development are contained in **Attachment 1**.

QUANTITATIVE STANDARDS

The proposal is assessed for consistency with the quantitative requirements of the Development Plan as outlined in the table below:

DEVELOPMENT PLAN PROVISIONS	STANDARD	ASSESSMENT	
		17 Carlton Pde	19 Carlton Pde
PRIMARY STREET SETBACK *Torrensville East Conservation Policy Area 33 PDC 4*	5m (align with 15A Carlton Parade)	5m **Satisfies**	N/A
SIDE SETBACKS *Residential Zone PDC 11*	Ground floor - 1m (min.) Upper floor - 2m	Ground 0m (east) 0m (west) Upper 2.7m (east) 2.5m (west) **Does not Satisfy**	Ground 4m (east) 0m (west) Upper 4m (east) 3m (west) **Does not Satisfy**
REAR SETBACKS *Residential Zone PDC 11*	Ground floor - 3m (min.) Upper floor - 8m (min.)	5m (ground) 5m (upper) **Does not Satisfy**	0m (ground) 1m (upper) **Does not Satisfy**
SIDE BOUNDARY WALL LENGTH *Residential Zone PDC 13*	8m (maximum)	13m **Does not Satisfy**	6m (west) 8m (south) **Satisfies**
INTERNAL FLOOR AREA *Residential Development PDC 9*	100m^2 (minimum)	163m^2 **Satisfies**	147m^2 **Satisfies**
PRIVATE OPEN SPACE *Residential Development PDC* 19	60m (min. area) 4m (min. dimension) 16m^2 (min. accessible from habitable room)	61.8m^2 (area) 5.5m (dimension) 61.8m (accessed) **Satisfies**	54m^2 (area) 4m (dimension) 54m2 (accessed) **Does not Satisfy**

CAR PARKING SPACES *Transportation and Access PDC 34*	2 spaces (1 covered)	2 undercover + 2 visitor spaces **Satisfies**	2 undercover + 1 visitor space **Satisfies**
LANDSCAPING *Landscaping, Fences and Walls PDC 4*	10% (minimum)	25.2% **Satisfies**	14.4% **Satisfies**

ASSESSMENT

In assessing the merits or otherwise of the application, the proposed development is discussed under the following sub headings:

Land Use

The land use proposed for both development applications at 17 and 19 Carlton Parade is for residential development within a Residential Zone, and detached dwellings are considered a desired land use as per Principle of Development Control (PDC) 1 of the Torrensville East Conservation Policy Area 33.

Desired Character

This aspect of the assessment is critical in respect to these applications particularly in reference to Objective 1 and PDC 2 of the policy area where development is expected to contribute to and be consistent with the desired character.

Both of the proposed dwellings are detached and on existing allotments which is envisaged by the Desired Character statement. Each dwelling contains a second storey element within the roof space so as to make the appearance of each similar to that of a single storey dwelling, which is also consistent with the Desired Character statement. In addition, the side boundary walls of each dwelling pitch away from the boundaries to avoid a second storey mass on the boundary. This ensures that the height of the proposed dwellings is similar to and compatible, in terms of generous roof pitches and massing, with other dwellings in the locality.

Following some negotiation with the applicant, the original design was modified through the removal of finials, improved window proportions and presentation to the street for the rear dwelling. While the applicant declined to put in place all of the staff recommendations (discussed further below) the proposed dwellings now provide roof pitches that are more reflective of the older style villas and bungalows in the locality. Detailing within the gable designs (including timber and stonework) and verandah elements is also considered to be acceptable within the existing streetscape context.

Heritage Considerations

The subject land is within Torrensville East Conservation Policy Area 33, which has a high number of contributory items within the locality. After weighing up the merit of the proposals, Council's heritage adviser offered conditional support for both applications provided the roof profile of the dwellings and the fencing around each site is in colorbond© and corrugated. The applicant has since confirmed this and a condition has been added to the recommendation to this effect. The height and scale of the proposed dwellings, overall design, colours and materials are considered acceptable.

Setbacks

The rear dwelling at 19 Carlton Parade is generally acceptable in terms of boundary setbacks. The main concern in relation to this dwelling is that it has an 8.2m long wall on the southern boundary that has a floor to gutter height of 3.2m which increases to a maximum height of 3.6m for a small section (600mm) of the wall. The remainder of this wall has been set off the rear boundary. Although this wall generates some overshadowing to the adjoining dwelling at 2/14 Wainhouse Street, it is not considered fatal to the application as there will be sufficient solar access to the adjoining dwelling to meet the requirement of PDCs 10 and 11 of the Residential Development module.

In relation to the front dwelling at 17 Carlton Parade, there are two significant setback shortfalls that were raised with the applicant as part of the further information process dated 10 December 2018:

> *"As part of the heritage assessment, the construction of the boundary wall on the eastern side was flagged as concerning when considering its length (13 metres) and reviewing the zero side setback against PDC 7 and 11 of the Residential Zone. Currently the proposed dwelling displays boundary to boundary side setbacks and this is contrary to the desired character of Policy Area 33 that specifies setbacks being complementary to the boundary setbacks of existing buildings in the policy area (most of which have generous side setbacks). It is preferred that additional distance is provided for at least one of the side setbacks and reduce the eastern wall length on the boundary. Please ensure that the development, particularly the western boundary complies with the Building Code of Australia also."*

While the Building Code issue has been addressed, the length of the eastern boundary wall and the boundary to boundary development remains unaltered. The Desired Character statement for Policy Area 33 seeks setbacks that are complementary to the setbacks of existing buildings in the policy area. While the siting of the front dwelling results in boundary to boundary development with limited space around the dwelling, the driveway leading to 19 Carlton Parade provides a sense of space to the west. As the driveway is unlikely to be built upon in the future, the space adjacent the proposed dwelling effectively performs the same function as the desired setback. This aspect of the development is therefore considered reasonable.

The height and length of the eastern boundary wall associated with this dwelling is 2.7m and 13m respectively. The main dwelling affected by this wall is 15A Carlton Parade which has a side boundary setback of approximately 1.6m with two windows that are currently shaded by awnings and bars. While a preferable outcome would be to reduce the length of the boundary wall, the degree of overshadowing caused to the dwelling at 15A Carlton Parade is limited to the hours between 12pm and 3pm during the winter solstice. This degree of overshadowing is not ideal, but it is not considered fatal to the application.

In summary, while the proposed development has some deficiencies in setbacks, and is at variance to PDCs 11, 12 and 13 of the Residential Zone, these shortfalls are not considered significant enough to warrant a refusal of the application.

Private open space

As shown in the above quantitative table, 19 Carlton Parade falls slightly short of the numerical standard for private open space. It is nonetheless considered to provide a sufficient and useable area that meets the dimensions and accessibility requirements of PDC 19 of the Residential Development module. In addition, the qualitative requirements for private open spaces are considered to be met by the proposal as there is sufficient space for a 3,000 litre retention tank, small shed, clothes drying and recreation activities.

Landscaping and retaining wall

The development provides landscaping around both dwellings that exceeds the 10% numerical standard within the Development Plan. There are plantings proposed along the driveway for 19 Carlton Parade, in the front yard of 17 Carlton Parade and within the rear private open space areas of both dwellings. The landscaping will assist in softening the built form and driveway area while mitigating the heat island impact arising from the development.

It is considered unfortunate that the street tree was not preserved in this instance as it created difficulties in terms of accommodating the necessary civil works for the proposed dwellings.

A retaining wall is proposed for the 19 Carlton Parade which is considered to be fairly minor given its maximum height of 400mm along the eastern and western edge of the development. This was included in the description of public notification and no concerns were raised.

Overall it is considered that the proposal provides sufficient landscaping and minimal retaining.

Acoustic amenity

The two proposed dwellings are located within the ANEF 25 contour. PDC 6 of the Building Near Airfields module requires compliance with Australian Standard AS2021-Acoustics-Aircraft Noise Intrusion-Building Siting and Construction. An acoustic report by BESTEC was provided by the applicant (refer **Attachment 2**) which concluded that aircraft noise intrusion to both dwellings will be in accordance with the Australian Standard, subject to the recommendations in that report. A condition to that effect has been included in the recommendation.

SUMMARY

The proposed dwellings, particularly the front dwelling at 17 Carlton Parade, have been designed and sited in a manner that leads to a finely balanced assessment of the development. In considering and weighing up all of the relevant Development Plan provisions, the proposed development is deemed to be acceptable as sufficient regard has been paid to the key requirements of the Desired Character statement of the Torrensville East Conservation Policy Area 33.

While the front dwelling at 17 Carlton Parade meets most of the quantitative provisions of the Development Plan, it falls short of some key provisions in terms of boundary to boundary development and the length of the wall positioned on the eastern boundary. The impacts of these two factors have been weighed up and deemed insufficient for refusal given the space around the dwelling and the reasonable amount of overshadowing caused.

The dwelling at 19 Carlton Parade will not be readily visible from the street given the long length of the driveway and the orientation of the dwelling. It also achieves the majority of the quantitative provisions. The proposed landscaping will soften the driveway and the built form and while a degree of overshadowing to the south will occur, it is not considered fatal to the application.

Having considered all the relevant provisions of the Development Plan, both proposals are not considered to be seriously at variance with the Development Plan.

On balance, the proposed developments sufficiently accord with the relevant provisions contained within the West Torrens Council Development Plan Consolidated 12 July 2018 and warrant Development Plan Consent.

RECOMMENDATION 1

The Council Assessment Panel, having considered all aspects of the report, the application for consent to carry out development of land and pursuant to the provisions of the *Development Act 1993* resolves to GRANT Development Plan Consent, for Application No. 211/1130/2018 by Fairmont Homes Pty Ltd to undertake the construction of a two storey detached dwelling at 17 Carlton Parade (CT 6037/729) subject to the following conditions of consent:

Development Plan Consent Conditions:

1. The development must be undertaken, completed and maintained in accordance with the following plans and information:
   - Site plan by Fairmont Homes.
   - Front elevation, Rear Elevation, Lower Floor, Upper Floor, Left Elevation, Right Elevation, Eastern, Western Elevation for Lots 703 and 704, Landscaping Schedule by Fairmont Homes at Lot 301 (house 1) (11839-C).
   - SAF Consulting Engineers Drainage Plan, Job No 1808198, CRD/A, Date Oct -18, revision B.

   Reason: To ensure the proposal is developed in accordance with the plans and documents lodged with Council.

2. The noise attenuation measures specified in the BESTEC report for 17 & 19 Carlton Parade, Torrensville 'Acoustic Services Aircraft Noise Assessment' report dated 13 December 2018 and the recommendations for Dwelling 1 noted on p.4 of that report shall be adopted and installed prior to the occupancy of the development.

   Reason: To protect the amenity of residents of the dwelling from aircraft noise.

3. The roof of the dwelling approved herein shall be finished in Colorbond© sheeting with a corrugated profile.

   Reason: To maintain the historic character and amenity of the area.

4. 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 and, for this purpose, stormwater drainage will not at any time:
   a) Result in the entry of water into a building; or
   b) Affect the stability of a building; or
   c) Create unhealthy or dangerous conditions on the site or within the building; or
   d) Flow or discharge onto the land of an adjoining owner; or
   e) Flow across footpaths or public ways.

   Reason: To ensure that adequate provision is made for the collection and dispersal of stormwater.

5. The stormwater connection through the road verge area shall be constructed of shape and material to satisfy Council's standard requirements as follows:
   a) 100 x 50 x 2mm RHS Galvanised Steel or
   b) 125 x 75 x 2mm RHS Galvanised Steel or
   c) Multiples of the above
   d) No connection through bus stop hard stand (if applicable).

   Reason: To maintain existing Council infrastructure.

6. All landscaping shall be planted in accordance with the approved plans within three (3) months of the occupancy of the development. Any person(s) who have the benefit of this approval will cultivate, tend and nurture the landscaping and shall replace any plants which may become diseased or die.

   Reason: To enhance the amenity of the site and locality and to mitigate against heat loading.

7. The upper storey windows on the rear elevation of the dwelling shall be fitted with fixed obscure glass or raised sills to a minimum height of 1.7 metres above the upper floor level to minimise the potential for overlooking of adjoining properties, prior to occupation of the building. The glazing in these windows shall be maintained in good condition to the satisfaction of Council at all times.

   Reason: To maintain the privacy of neighbouring residents.

8. Perimeter fencing to the front of the dwelling shall be no higher than 1.5 metres and tapered down toward the street. All necessary approvals shall be sought where required.

   Reason: To maintain the heritage character of the street and locality.

9. Prior to occupancy of the dwelling, a 3000 litre stormwater collection and reuse tank and associated plumbing to service all toilets and the laundry within the dwelling is to be installed and operational.

   Reason: To ensure that adequate provision is made for the collection and reuse of stormwater.

RECOMMENDATION 2

The Council Assessment Panel, having considered all aspects of the report, the application for consent to carry out development of land and pursuant to the provisions of the *Development Act 1993* resolves to GRANT Development Plan Consent, for Application No. 211/1089/2018 by Fairmont Homes Pty Ltd to undertake the construction of a two storey detached dwelling and retaining walls and fencing to a maximum height of 2.2 metres at 19 Carlton Parade, Torrensville (CT 6037/730) subject to the following conditions of consent:

Development Plan Consent Conditions:

1. The development must be undertaken, completed and maintained in accordance with the following plans and information:
   - Site plan by Fairmont Homes.
   - Front elevation, Rear Elevation, Lower Floor, Upper Floor, Left Elevation, Right Elevation, Southern Elevation for Lots 703 and 704, Landscaping Schedule by Fairmont Homes at Lot 301 (house 1) (118340- C).
   - SAF Consulting Engineers Drainage Plan, Job No 1808198, CRD/A, Date Oct -18, revision B.

   Reason: To ensure the proposal is developed in accordance with the plans and documents lodged with Council.

2. The noise attenuation measures specified in the BESTEC report for 17 & 19 Carlton Parade, Torrensville 'Acoustic Services Aircraft Noise Assessment' report dated 13 December 2018 and the recommendations for Dwelling 2 noted on pp.4-5 of that report shall be adopted and installed prior to the occupancy of the development.

   Reason: To protect the amenity of residents of the dwelling from aircraft noise.

3. The roof of the dwelling approved herein shall be finished in Colorbond© sheeting with a corrugated profile.

   Reason: To maintain the historic character and amenity of the area.

4. 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 and, for this purpose, stormwater drainage will not at any time:
   a) Result in the entry of water into a building; or
   b) Affect the stability of a building; or
   c) Create unhealthy or dangerous conditions on the site or within the building; or
   d) Flow or discharge onto the land of an adjoining owner; or
   e) Flow across footpaths or public ways.

   Reason: To ensure that adequate provision is made for the collection and dispersal of stormwater.

5. The stormwater connection through the road verge area shall be constructed of shape and material to satisfy Council's standard requirements as follows:
   a) 100 x 50 x 2mm RHS Galvanised Steel or
   b) 125 x 75 x 2mm RHS Galvanised Steel or
   c) Multiples of the above
   d) No connection through bus stop hard stand (if applicable).

   Reason: To maintain existing Council infrastructure.

6. All landscaping shall be planted in accordance with the approved plans within three (3) months of the occupancy of the development. Any person(s) who have the benefit of this approval will cultivate, tend and nurture the landscaping and shall replace any plants which may become diseased or die.

   Reason: To enhance the amenity of the site and locality and to mitigate against heat loading.

7. The upper storey windows on the front, rear and east elevations of the dwelling shall be fitted with fixed obscure glass or raised sills to a minimum height of 1.7 metres above the upper floor level to minimise the potential for overlooking of adjoining properties, prior to occupation of the building. The glazing in these windows shall be maintained in good condition to the satisfaction of Council at all times.

   Reason: To maintain the privacy of neighbouring residents.

8. Perimeter fencing shall be no higher than 1.8 metres and tapered down toward the street at the driveway entrance to the satisfaction of Council. All necessary approvals shall be sought where required.

   Reason: To maintain the heritage character of the street and locality.

9. Prior to occupancy of the dwelling, a 3000 litre stormwater collection and reuse tank and associated plumbing to service all toilets and the laundry within the dwelling is to be installed and operational.

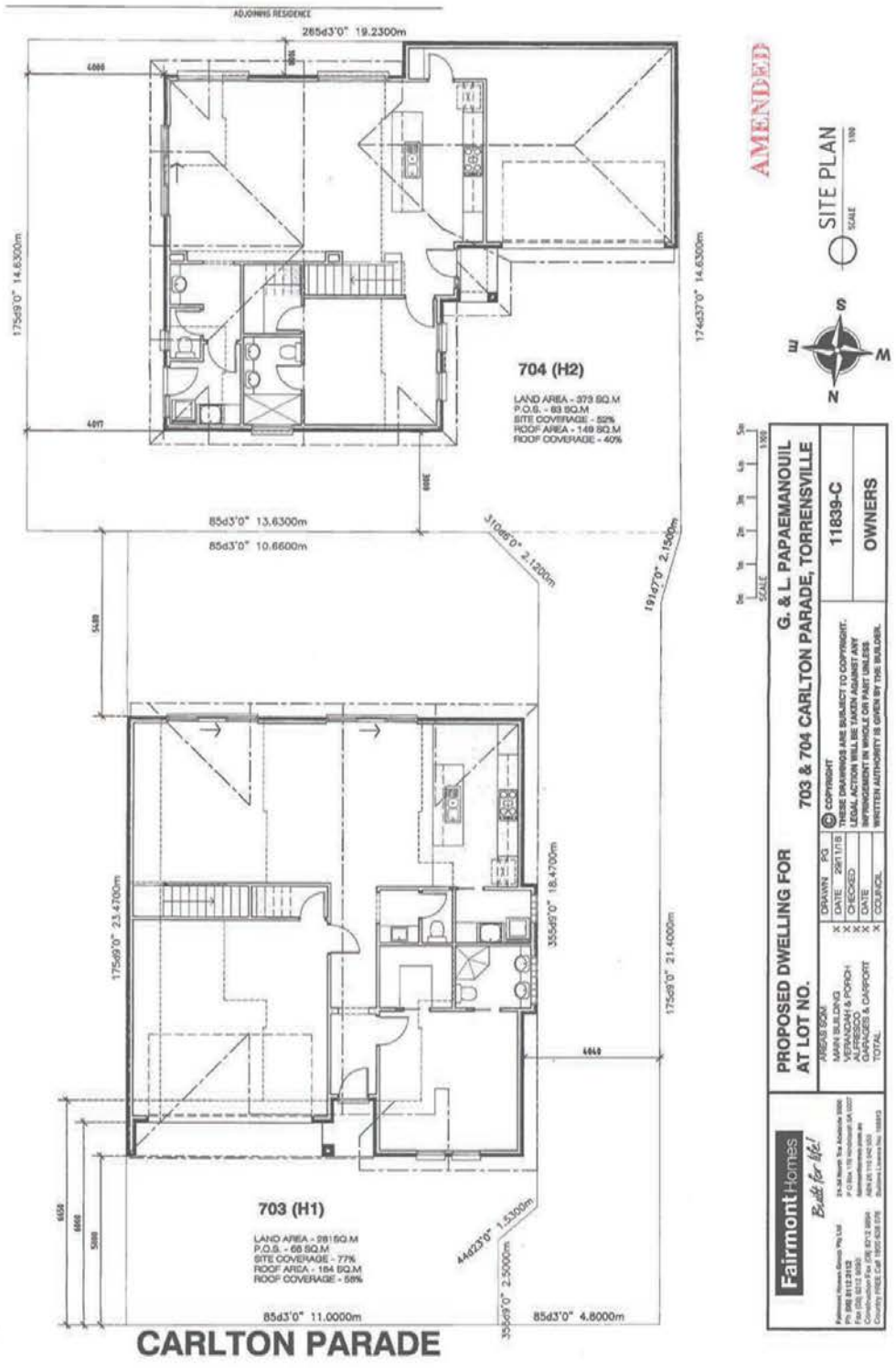
   Reason: To ensure that adequate provision is made for the collection and reuse of stormwater.

Attachments

1. **Assessment table**
2. **Proposal plans for DA 211/1130/2018 & 211/1089/2018**
3. **Representations and response to representations for DA 211/1130/2018 & representations for DA 211/1089/2018**
4. **Internal referrals for DAs 211/1130/2018 & 211/1089/2018**

ADDITIONAL DEVELOPMENT PLAN PROVISIONS

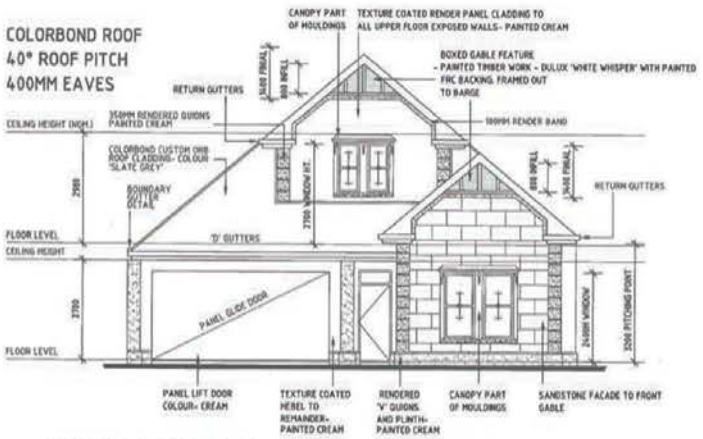
General Section		
Building near Airfields	*Objectives*	*1*
	Principles of Development Control	*1, 2, 3, 6, 7*
Crime Prevention	*Objectives*	*1*
	Principles of Development Control	*1, 2, 3, 4, 6, 7, 8*
Design and Appearance	*Objectives*	*1*
	Principles of Development Control	*1, 2, 3, 9, 10, 14, 15, 20, 21*
Energy Efficiency	*Objectives*	*1*
	Principles of Development Control	*1, 2*
Historic Conservation Area	*Objectives*	*1, 2, 3, 4*
	Principles of Development Control	*1, 2, 4, 6, 7, 9, 10, 12*
Infrastructure	*Objectives*	*1, 2, 3*
	Principles of Development Control	*1, 3, 4, 5*
Landscaping, Fences and Walls	*Objectives*	*1, 2*
	Principles of Development Control	*1, 2, 3, 4, 6*
Orderly and Sustainable Development	*Objectives*	*1, 2, 3, 4, 5*
	Principles of Development Control	*1*
Residential Development	*Objectives*	*1, 2, 4*
	Principles of Development Control	*2, 4, 5, 7, 8, 9, 10, 11, 12, 13, 14, 15, 16, 17, 18, 19, 20, 21, 27, 28, 30, 31, 35*
Siting and Visibility	*Objectives*	*1*
	Principles of Development Control	*5*
Transportation and Access	*Objectives*	*2*
	Principles of Development Control	*23, 34, 35*


ADJOINING RESIDENCE
285d3'0" 19.2300m
175d9'0" 14.6300m
174d37'0" 14.6300m
704 (H2)
LAND AREA - 373 SQ.M
P.O.S. - 93 SQ.M
SITE COVERAGE - 52%
ROOF AREA - 149 SQ.M
ROOF COVERAGE - 40%
85d3'0" 13.6300m
85d3'0" 10.6600m
310d8'0" 2.1200m
191d7'0" 2.1300m
175d9'0" 23.4700m
355d7'0" 18.4700m
175d9'0" 21.4000m
703 (H1)
LAND AREA - 2815Q.M
P.O.S. - 66 SQ.M
SITE COVERAGE - 77%
ROOF AREA - 184 SQ.M
ROOF COVERAGE - 58%
44d23'0" 1.5300m
355d9'0" 2.5000m
85d3'0" 11.0000m
85d3'0" 4.8000m
CARLTON PARADE
AMENDED
SITE PLAN
SCALE
N
PROPOSED DWELLING FOR
AT LOT NO.
703 & 704 CARLTON PARADE, TORRENSVILLE
G. & L. PAPAEMANOUIL
11839-C
OWNERS
Fairmont Homes
Build for life!
AREAS SQM
MAIN BUILDING
VERANDAH & PORCH
ALFRESCO
GARAGES & CARPORT
TOTAL
DRAWN PG
DATE 28/11/18
CHECKED
DATE
COUNCIL
© COPYRIGHT
THESE DRAWINGS ARE SUBJECT TO COPYRIGHT.
LEGAL ACTION WILL BE TAKEN AGAINST ANY
INFRINGEMENT IN WHOLE OR PART UNLESS
WRITTEN AUTHORITY IS GIVEN BY THE BUILDER.

JOB NO: 11839-C	HOUSE TYPE: OWNER		ELECTRICAL			PLUMBING	
WIND SPEED N1 - 28M/S BUSHFIRE N/A	BRICKS		LPTS	PPTS	INC DBLS	HWS	
ROOF PITCH 40° EAVES 400MM			TV PTS			BATHROOM	TANKING TO SHR
EXT. WALL INS. R2.5 THERMOCOUSTIC BATTS						BASIN	
CEILING INS. R5.0 - R2.0 BETWEEN FLOORS			EXHAUST FANS			BATH / SPA	
INT. WALL INS. R2.0	MORTAR					TAPS	
TILES / C-BOND	QUOINS		R/HOOD			PAN, CISTERN	
WINDOWS (A & L)	BASE SILLS					ENSUITE	TANKING TO SHR
WINDOW GRIDS			OVEN			BATH / SPA	
			HP			BASIN	
SKIRTS /DR AVES			D-WASHER PROV INC P/P			TAPS	
WIN LININGS/ WIN AVES	CEILING HEIGHT 2700mm/2980mm(NOM.)		HWS			PAN, CISTERN	
FRONT DOOR	WALLS		COLOUR L/P & P/P			VANITY / WC	
SIDELIGHT	SILLS		A.C. PROV.			BASIN	
INT. DOORS	PIERS		GAS HEATER			TAPS	
GAR/ CAR/ LDRY/ DR	SUNKEN		GAS POINT			PAN, CISTERN	
GARAGE POURED AS RAFT BY BUILDER	RAKED		TELSTRA CONDUIT		BY OWNER	LAUNDRY	
DRV-WAY/PATHS/ALFRESCO BY OWNER	F.B.W.		CONSUMER MAINS		BY BUILDER	TROUGH	
VER / POR	BAY		3 PHASE POWER			TAPS	
DOOR FURNITURE	HEIGHT		W/PROOF P/P FOR RW TANK		YES/NO	KITCHEN	
	OPENINGS		ROLLERDOOR			SINK	
DEADLOCKS	BRICKS					TAPS	
DOOR WEATHER SEALS	DELIVERED		PANEL GLIDE DOOR			DISHWASHER PROV	
KEYLOCKS						RAINWATER	
						DEEP DRAINAGE	
			ROBES			RAINWATER TANK BY OWNER / BUILDER	
			LINEN			PLUMBING LOOP TO TOILET x	
PAINTING (WASHABLE)	WALLS		CEILING				
DOORS	SKIRTS / AVES		EAVES WORN WHITE				
	FRONT DOOR		GUTTER				
	GAR/ CAR/ LDRY/ DR		FASCIA				
			D/ PIPES				
			POSTS				
	GABLE TRIM		GABLE INFILL				

DUCTED REVERSE CYCLE AIRCONDITIONING

COLORBOND GUTTERS AND FASCIAS



FRONT ELEVATION

SCALE 1:100

AMENDED

17 Carlton Parade

SCALE 1:100

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Construction Fax (08) 8212 8894
Country FREE Call 1800 638 076

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PO Box 179 Rundle SA 5001
fairmont@homes.com.au
ABN 24 110 543 955
Builders Licence No: 188013

I / WE HAVE READ ARCHITECTURAL PLANS, ELEVATIONS & SELECTIONS THOROUGHLY & ACCEPT THOSE PLANS AS FINAL FOR CONSTRUCTION.

FINAL PLAN APPROVED

/ /

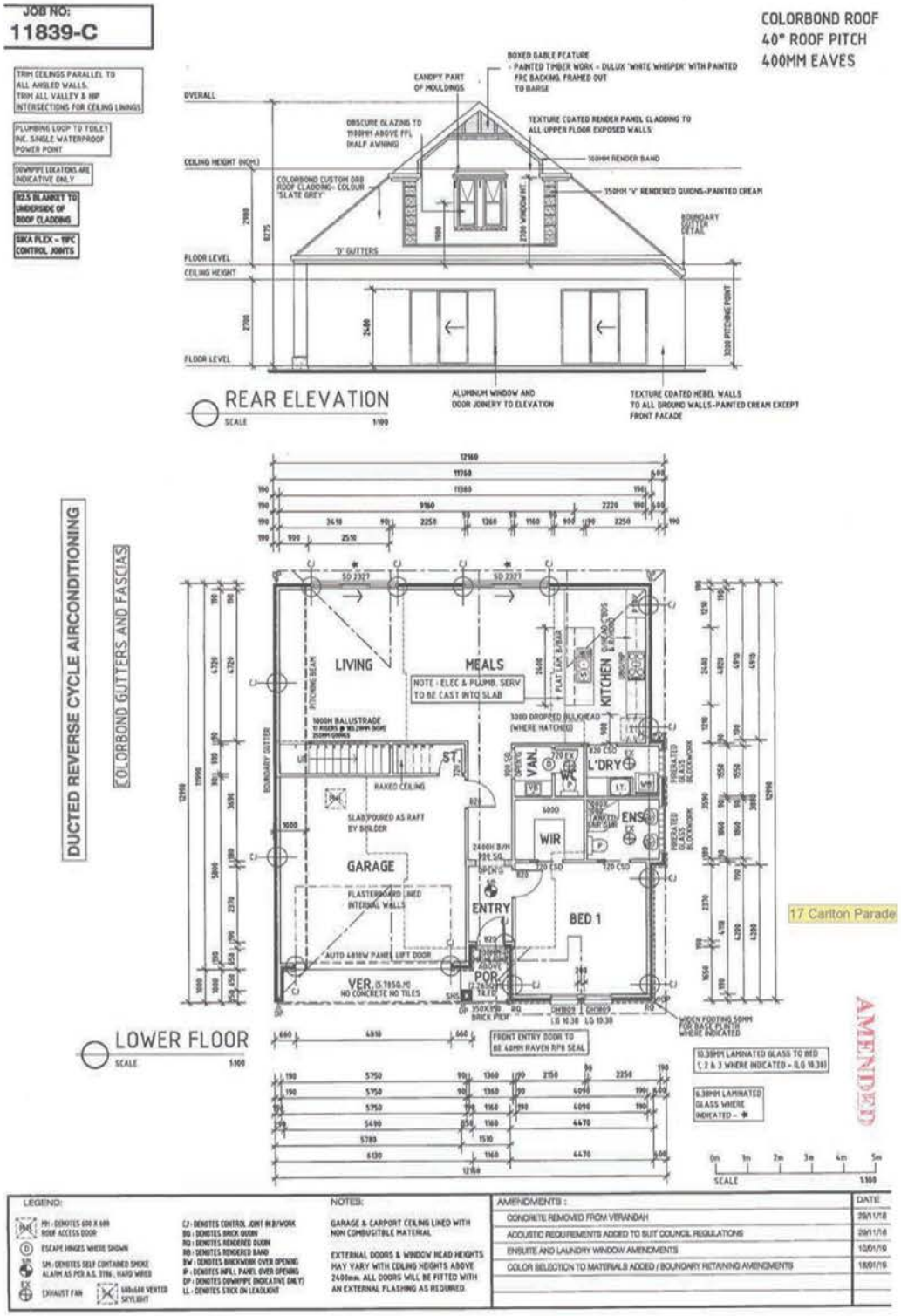
PROPOSED DWELLING FOR: G. & L. PAPAEMANOUIL

AT LOT: 703 (H1) CARLTON PARADE, TORRENSVILLE

AREAS sqm	
LOWER LEVEL	107.81
UPPER LEVEL	61.67
VERANDAH & PORCH	8.04
GARAGES & CARPORT	35.34
TOTAL	213.06

drawn: PG
date: 18/01/19
checked: X
date: X
council: WEST TORRENS

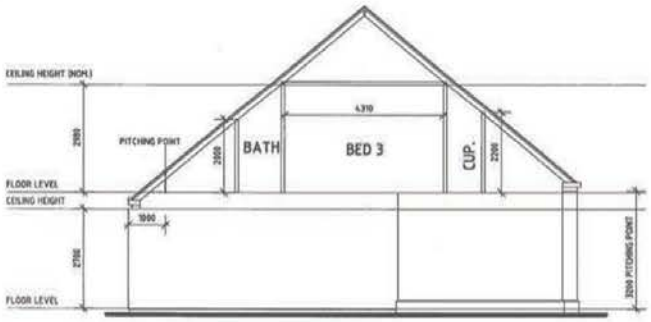
WRITTEN DIMENSIONS ARE TO BE TAKEN IN PREFERENCE TO SCALED DRAWINGS. CONTRACTORS TO VERIFY LEVELS AND DIMENSIONS ON SITE PRIOR TO COMMENCEMENT OF BUILDING SET OUT.
WINDOWS & DOORS ARE DENOTED BY CODE ONLY. THESE ARE NOT ACTUAL SIZES. EXAMPLE - SW 1818 OR SD 18 OR SIMILAR ARE CODES ONLY.



Council Assessment Panel

12 March 2019

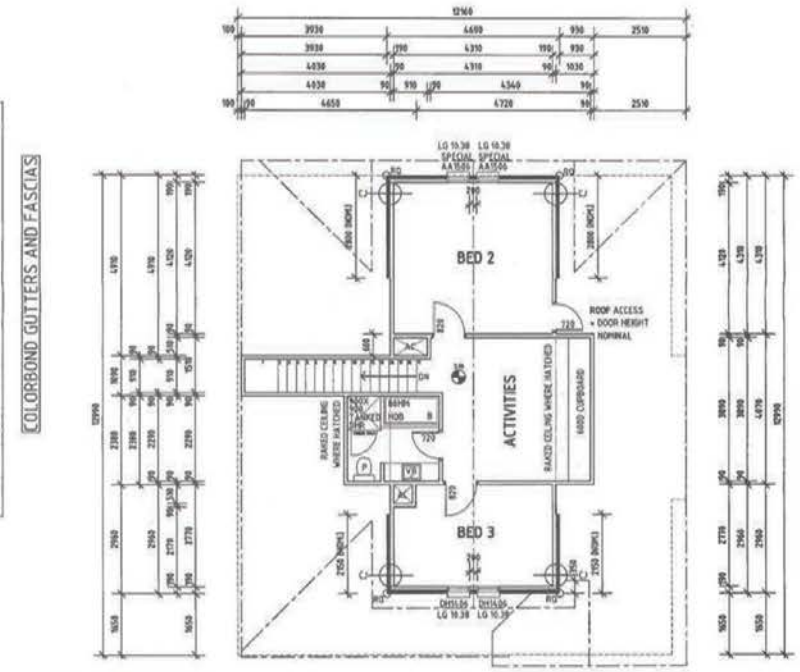
JOB NO:
11839-C



SECTION SCALE 1:100 × SUBJECT TO ENGINEERING × BASED ON 140MM RAFTER

DUCTED REVERSE CYCLE AIRCONDITIONING

COLORBOND GUTTERS AND FASCIAS



UPPER FLOOR SCALE 1:100

17 Carlton Parade

SCALE 1:100

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I / WE HAVE READ ARCHITECTURAL PLANS, ELEVATIONS & SELECTIONS THOROUGHLY & ACCEPT THESE PLANS AS FINAL FOR CONSTRUCTION.

FINAL PLAN APPROVED

PROPOSED DWELLING FOR : G. & L. PAPAEMANOUIL
AT LOT : 703 (H1) CARLTON PARADE, TORRENSVILLE

AREAS sqm
main building
verandah and porches
alfresco
garages and carports
total

drawn : PG
date : 30/10/18
checked : K
date : K
council : WEST TORRENS

WRITTEN DIMENSIONS ARE TO BE TAKEN IN PREFERENCE TO SCALED DRAWINGS. CONTRACTORS TO VERIFY LEVELS AND DIMENSIONS ON SITE PRIOR TO COMMENCEMENT OF BUILDING SET OUT.
WINDOWS & AS DOORS ARE DENOTED BY DOOR ONLY. THESE ARE NOT ACTUAL SIZES. EXAMPLE : SW 1815 OR SD 18 OR SIMILAR ARE DOORS ONLY.

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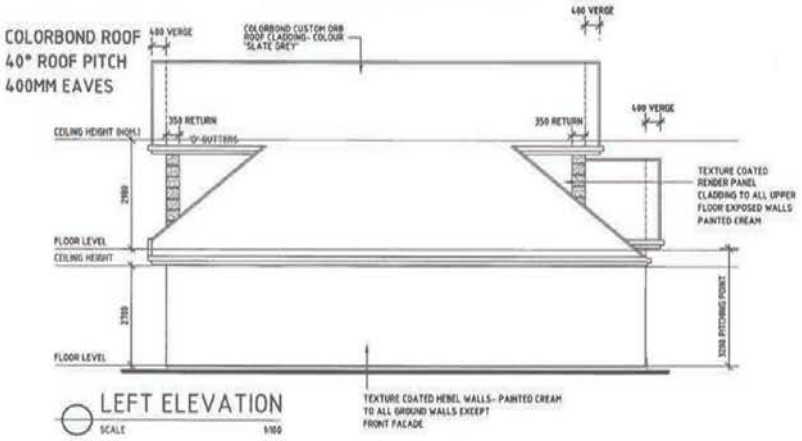
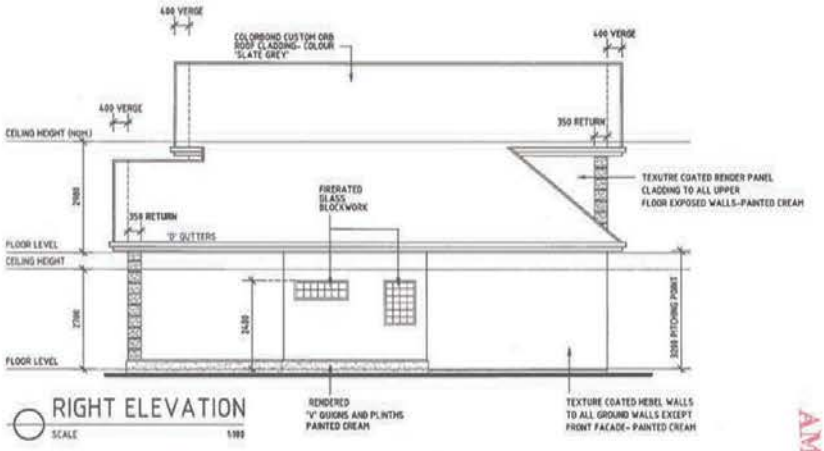
JOB NO:
11839-C

DUCTED REVERSE CYCLE AIRCONDITIONING

COLORBOND GUTTERS AND FASCIAS





AMENDED

17 Carlton Parade

SCALE 1:100

LEGEND:

MH - DENOTES 600 X 600 ROOF ACCESS DOOR
ESCAPE HINGES WHERE SHOWN
SH - DENOTES SELF CONTAINED SMOKE ALARM AS PER A.S. 3786 , HARD WIRED
EXHAUST FAN
600x600 VENTED SKYLIGHT

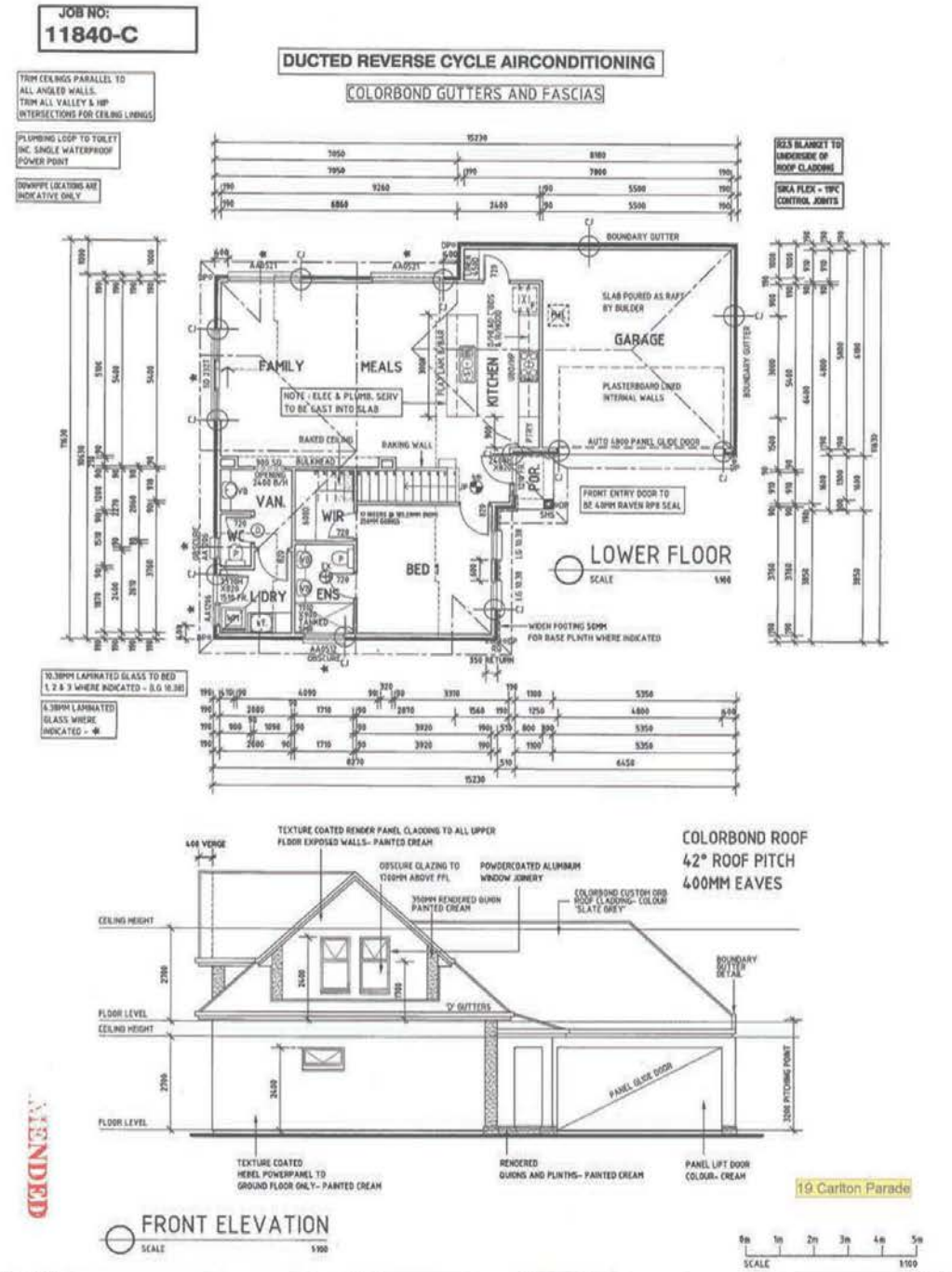
CJ : DENOTES CONTROL JOINT IN B/WORK
BG : DENOTES BRICK GUION
RG : DENOTES RENDERED GUION
RB : DENOTES RENDERED BAND
BW : DENOTES BRICKWORK OVER OPENING
IP : DENOTES INFILL PANEL OVER OPENING
DP : DENOTES DOWNPIPE (INDICATIVE ONLY)
LL : DENOTES STICK ON LEADLIGHT

NOTES:

GARAGE & CARPORT CEILING LINED WITH NON COMBUSITBLE MATERIAL

EXTERNAL DOORS & WINDOW HEAD HEIGHTS MAY VARY WITH CEILING HEIGHTS ABOVE 2400mm. ALL DOORS WILL BE FITTED WITH AN EXTERNAL FLASHING AS REQUIRED.

AMENDMENTS :	DATE
RIGHT ELEVATION OF WINDOW AMENDMENTS	10/01/19

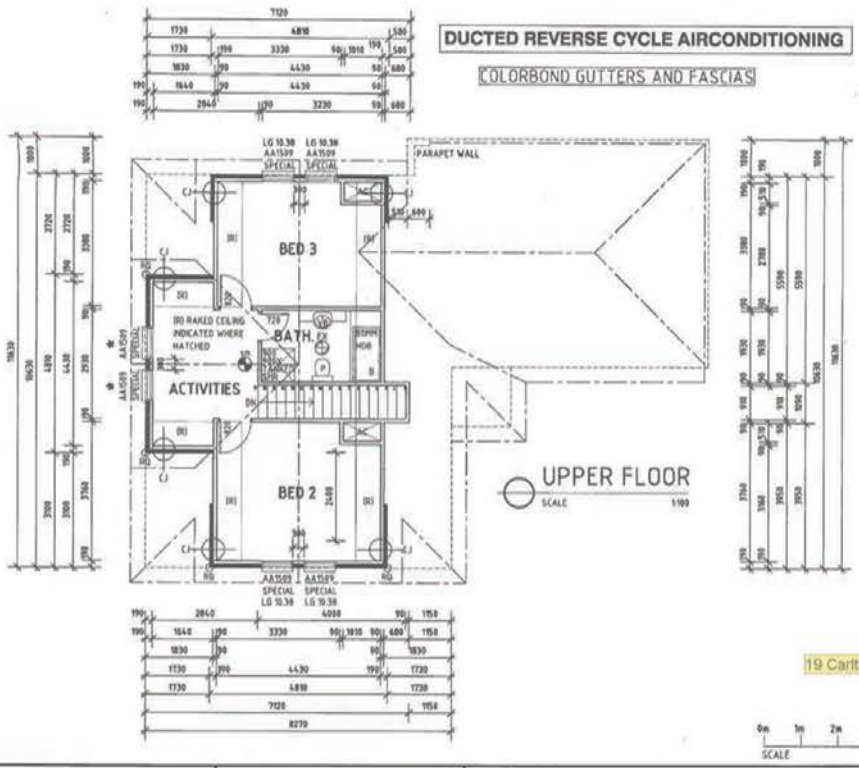


AMENDED

Council Assessment Panel

12 March 2019

JOB NO: 11840-C	HOUSE TYPE: OWNER	ELECTRICAL	PLUMBING
		LPTS PPTS INC DBLS	HWS
WIND SPEED N1 - 28M/S BUSHFIRE N/A	BRICKS	TV PTS	BATHROOM TANKING TO SHR
ROOF PITCH 42° EAVES 400MM			BASIN
EXT. WALL INS. R2.5 THERMOCOUSTIC BATTS		EXHAUST FANS	BATH / SPA
CEILING INS. R5.0 - R2.0 BETWEEN FLOORS			TAPS
INT. WALL INS. R2.0	MORTAR	R/HOOD	PAN, CISTERN
TILES / C-BOND	QUOINS		ENSUITE TANKING TO SHR
WINDOWS (A & L)	BASE SILLS	OVEN	BATH / SPA
WINDOW GRIDS		HP	BASIN
		D-WASHER PROV INC P/P	TAPS
SKIRTS /DR AVES		HWS	PAN, CISTERN
WIN LININGS/ WIN AVES	CEILING HEIGHT 2700mm/2700mm	COLOUR L/P & P/P	VANITY / WC
FRONT DOOR	WALLS	A.C. PROV.	BASIN
SIDELIGHT	SILLS	GAS HEATER	TAPS
INT. DOORS	PIERS	GAS POINT	PAN, CISTERN
GAR/ CAR/ LDRY/ DR	SUNKEN	TELSTRA CONDUIT BY OWNER	LAUNDRY
GARAGE POURED AS RAFT BY BUILDER	RAKED	CONSUMER MAINS BY BUILDER	TROUGH
DRV-WAY/PATHS/ALFRESCO BY OWNER	F.B.W.	3 PHASE POWER	TAPS
VER / POR	BAY	W/PROOF P/P FOR RW TANK YES/NO	KITCHEN
DOOR FURNITURE	HEIGHT		SINK
	OPENINGS	ROLLERDOOR	TAPS
DEADLOCKS	BRICKS		DISHWASHER PROV
DOOR WEATHER SEALS	DELIVERED	PANEL GLIDE DOOR	RAINWATER
KEYLOCKS			DEEP DRAINAGE
			RAINWATER TANK BY OWNER / BUILDER
		ROBES	PLUMBING LOOP TO TOILET x
		LINEN	
PAINTING (WASHABLE)	WALLS	CEILING	
DOORS	SKIRTS / AVES	EAVES WORN WHITE	
	FRONT DOOR	GUTTER	
	GAR/ CAR/ LDRY/ DR	FASCIA	
		D/ PIPES	
		POSTS	
	GABLE TRIM	GABLE INFILL	



AMENDED

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Country FREE Call 1800 638 078

21-24 North Tce Adelaide 5000
P O Box 170 Hindmarsh SA 5007
fairmonthomes.com.au
ABN 28 110 542 553
Builders Licence No. 168015

I / WE HAVE READ ARCHITECTURAL PLANS, ELEVATIONS & SELECTIONS THOROUGHLY & ACCEPT THESE PLANS AS FINAL FOR CONSTRUCTION.

FINAL PLAN APPROVED
/ /

PROPOSED DWELLING FOR: G. & L. PAPAEMANOUIL
AT LOT: 704 (H2) CARLTON PARADE, TORRENSVILLE

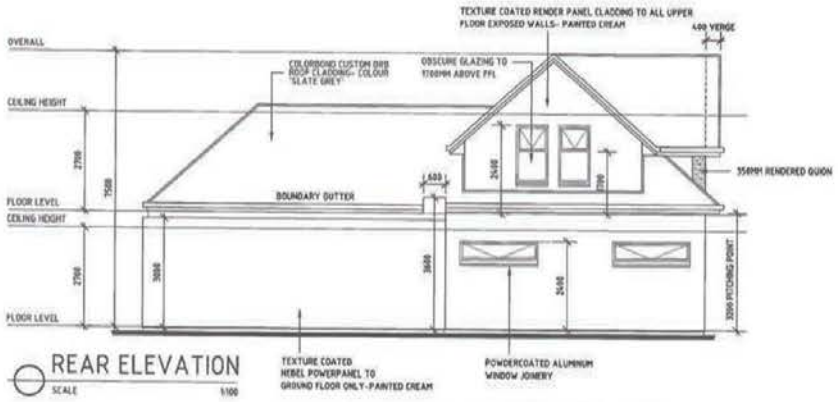
AREAS sqm			
LOWER LEVEL	92.58	drawn:	PG
UPPER LEVEL	97.67	date:	30/10/18
VERANDAH & PORCH	1.76	checked:	X
GARAGES & CARPORT	37.52	date:	X
TOTAL	189.63	council:	WEST TORRENS

WRITTEN DIMENSIONS ARE TO BE TAKEN IN PREFERENCE TO SCALED DRAWINGS. CONTRACTORS TO VERIFY LEVELS AND DIMENSIONS ON SITE PRIOR TO COMMENCEMENT OF BUILDING SET OUT.
WINDOWS & AS DOORS ARE DENOTED BY ODOR ONLY. THESE ARE NOT ACTUAL SIZES. EXAMPLE: SW 1815 OR SD 18 OR SIMILAR ARE ODDES ONLY.

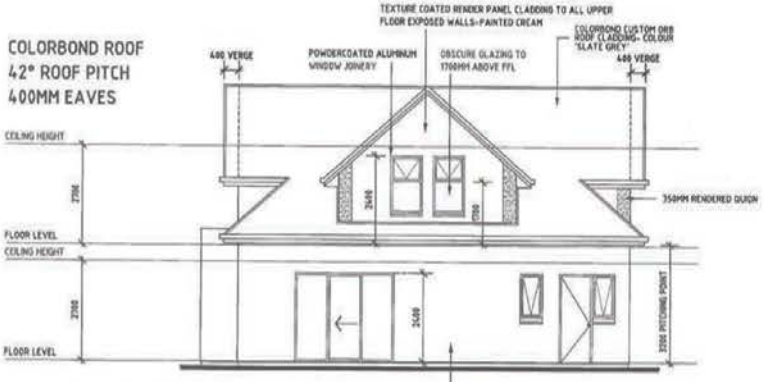
JOB NO:
11840-C

DUCTED REVERSE CYCLE AIRCONDITIONING

COLORBOND GUTTERS AND FASCIAS



REAR ELEVATION
SCALE 1:100



LEFT ELEVATION
SCALE 1:100



RIGHT ELEVATION
SCALE 1:100

AMENDED

19 Carlton Parade

0m 1m 2m 3m 4m 5m
SCALE 1:100

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I / WE HAVE READ ARCHITECTURAL PLANS, ELEVATIONS & SELECTIONS THOROUGHLY & ACCEPT THESE PLANS AS FINAL FOR CONSTRUCTION.

FINAL PLAN APPROVED
/ /

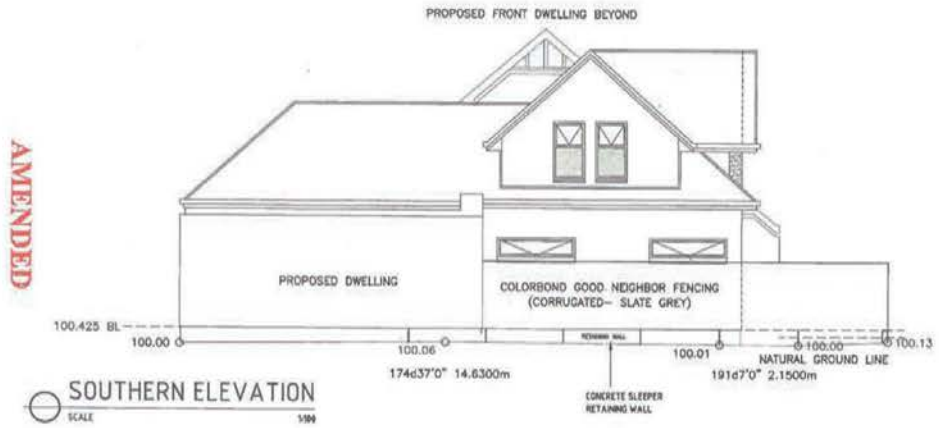
PROPOSED DWELLING FOR: G. & L. PAPAEMANOUIL
AT LOT: 704 (H2) CARLTON PARADE, TORRENSVILLE

AREAS sqm
main building
verandah and porches
alfresco
garages and carports
total

drawn:	PCJ
date:	18/01/19
checked:	X
date:	X
council:	WEST TORRENS

WRITTEN DIMENSIONS ARE TO BE TAKEN IN PREFERENCE TO SCALED DRAWINGS. CONTRACTORS TO VERIFY LEVELS AND DIMENSIONS ON SITE PRIOR TO COMMENCEMENT OF BUILDING SET OUT.
WINDOWS & AS DOORS ARE DENOTED BY CODE ONLY. THESE ARE NOT ACTUAL SIZES. EXAMPLE / SW 1815 OR SD 18 OR SIMILAR ARE CODES ONLY.

AMENDED



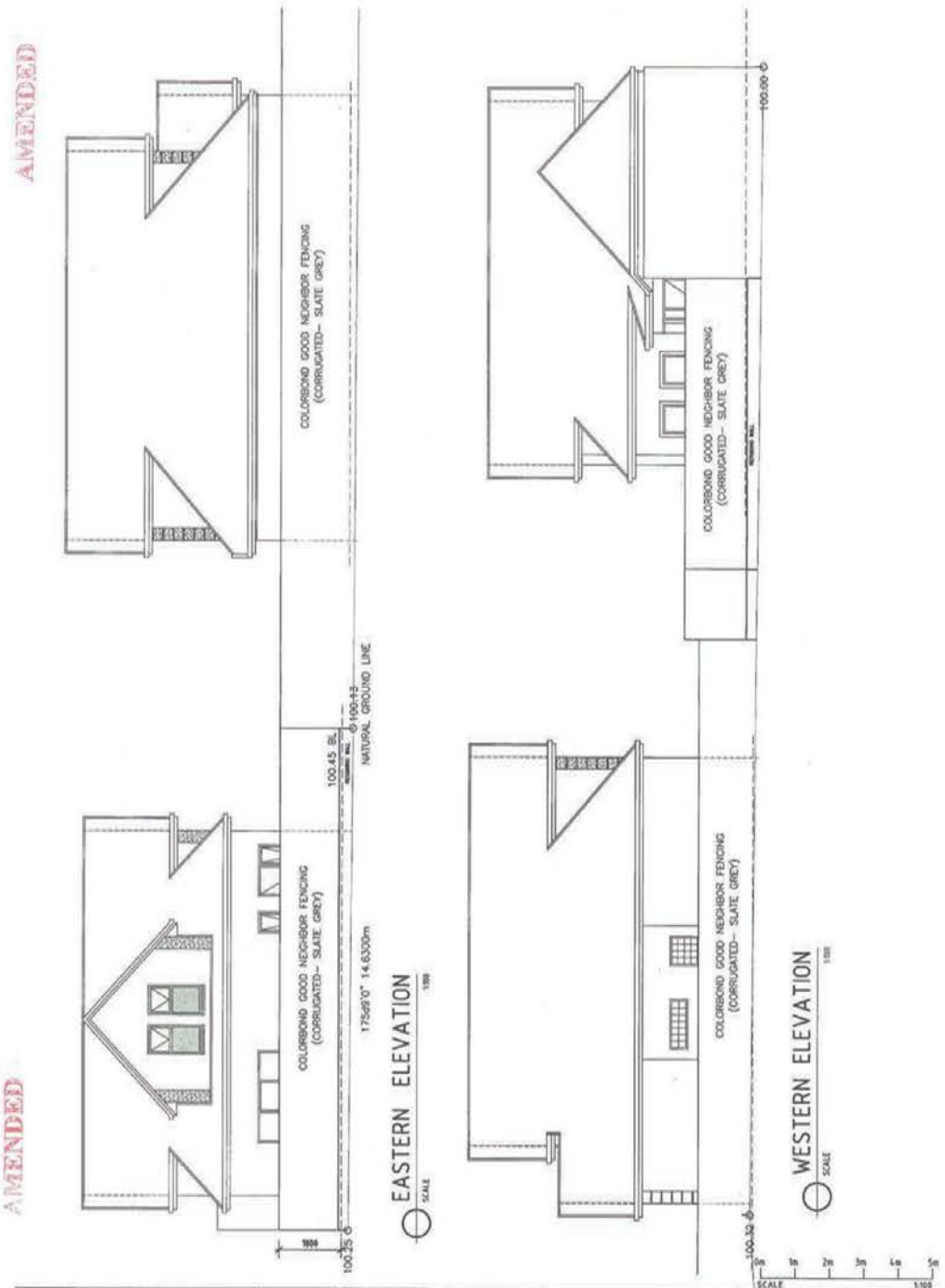
AMENDED

SOUTHERN ELEVATION
SCALE 1:100

19 Carlton Parade

SCALE 1:100

Fairmont Homes *Built for life!*	PROPOSED DWELLING FOR AT LOT NO.	G. & L. PAPAEMANOUIL 703 & 704 CARLTON PARADE, TORRENSVILLE
Fairmont Homes Group Pty Ltd Ph (08) 8112 3112 Fax (08) 8212 9993 Construction Fax (08) 8212 9964 Country FREE Call 1800 638 376 51-54 North Tce Adelaide 5000 P.O Box 179 Hindmarsh SA 5007 ABN 86 119 542 503 Builders License No: 184013	AREAS SQM MAIN BUILDING X VERANDAH & PORCH X ALFRESCO X GARAGES & CARPORT X TOTAL X	DRAWN PG DATE 28/11/18 CHECKED DATE COUNCIL © COPYRIGHT THESE DRAWINGS ARE SUBJECT TO COPYRIGHT. LEGAL ACTION WILL BE TAKEN AGAINST ANY INFRINGEMENT IN WHOLE OR PART UNLESS WRITTEN AUTHORITY IS GIVEN BY THE BUILDER.	11839-C OWNERS


AMENDED
AMENDED
COLORBOND GOOD NEIGHBOR FENCING (CORRUGATED– SLATE GREY)
COLORBOND GOOD NEIGHBOR FENCING (CORRUGATED– SLATE GREY)
COLORBOND GOOD NEIGHBOR FENCING (CORRUGATED– SLATE GREY)
100.45 BL
100.12
NATURAL GROUND LINE
175d9'0" 14.630m
100.25
1800
EASTERN ELEVATION
SCALE 1:100
100.00
100.32
WESTERN ELEVATION
SCALE 1:100
0m 1m 2m 3m 4m 5m
SCALE 1:100
Fairmont Homes
Built for life!
PROPOSED DWELLING FOR AT LOT NO.
G. & L. PAPAEMANOUIL
703 & 704 CARLTON PARADE, TORRENSVILLE
AREAS SQM
MAIN BUILDING X
VERANDAH & PORCH X
ALFRESCO X
GARAGES & CARPORT X
TOTAL X
DRAWN PG
DATE 29/11/18
CHECKED
DATE
COUNCIL
© COPYRIGHT
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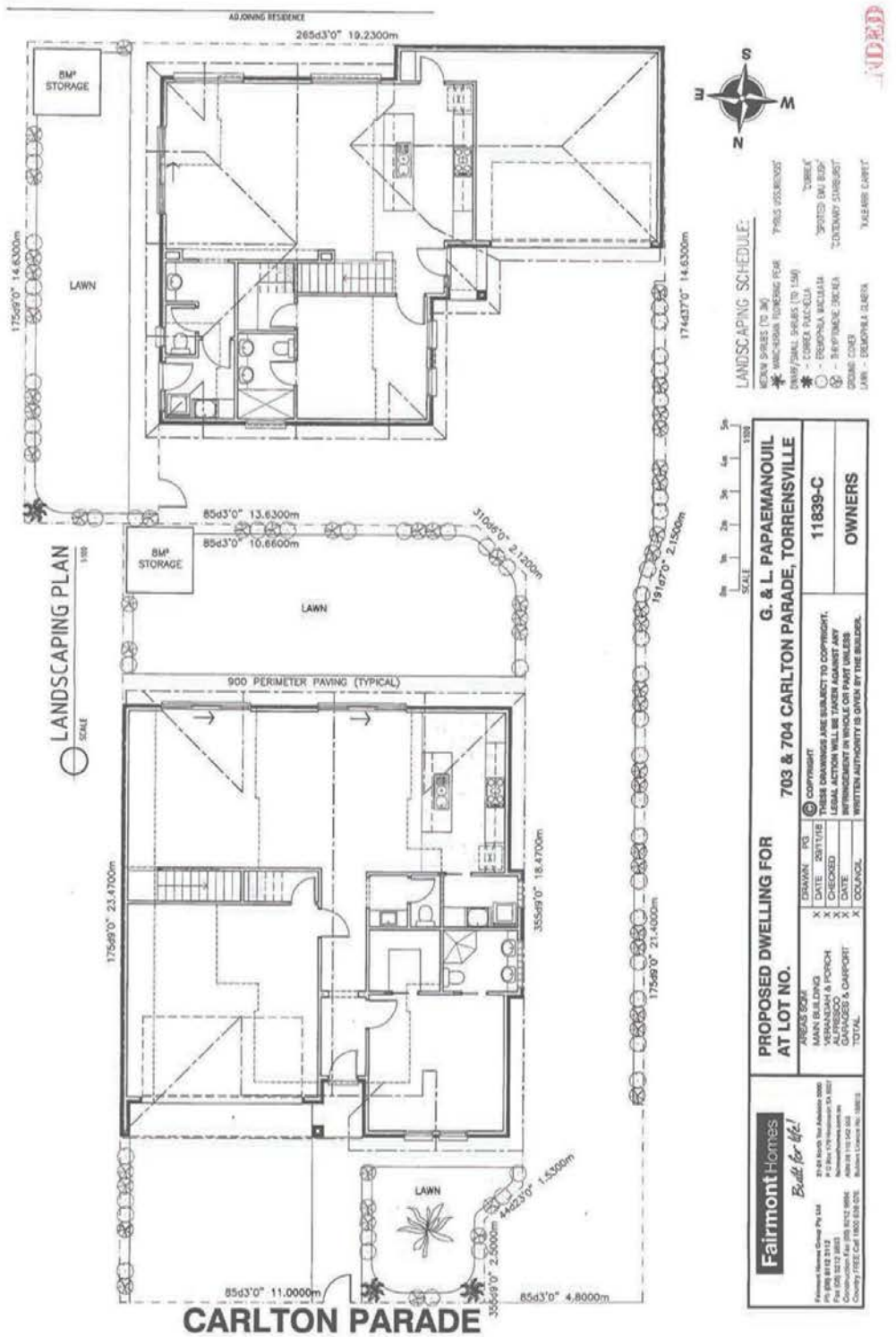
11839-C
OWNERS


ADJOINING RESIDENCE
265d3'0" 19.2300m
8M² STORAGE
LAWN
175d9'0" 14.6300m
174d37'0" 14.6300m
85d3'0" 13.6300m
85d3'0" 10.6600m
310d6'0" 2.1200m
191d7'0" 2.1500m
8M² STORAGE
LAWN
900 PERIMETER PAVING (TYPICAL)
175d9'0" 23.4700m
355d9'0" 18.4700m
175d9'0" 21.4000m
LAWN
44d23'0" 1.5300m
355d9'0" 2.5000m
85d3'0" 11.0000m
85d3'0" 4.8000m
CARLTON PARADE
LANDSCAPING PLAN
SCALE
LANDSCAPING SCHEDULE:
SCALE
PROPOSED DWELLING FOR
AT LOT NO.
703 & 704 CARLTON PARADE, TORRENSVILLE
G. & L. PAPAEMANOUIL
11839-C
OWNERS
Fairmont Homes
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AREAS SQM
MAIN BUILDING
VERANDAH & PORCH
ALFRESCO
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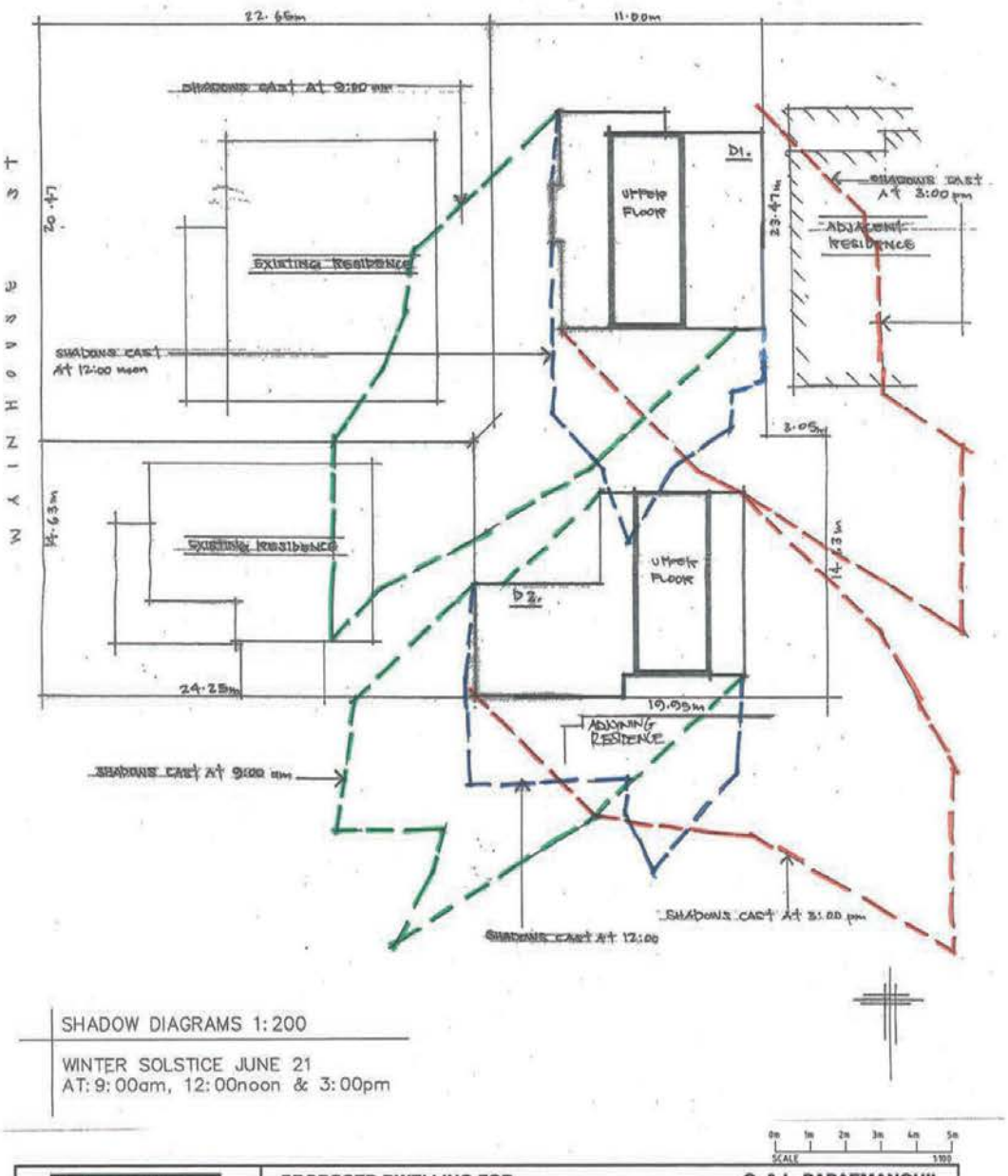
STREETSCAPE
SCALE 1:200

0m 2m 4m 6m 8m 10m
SCALE 1:200

AMENDED

Fairmont Homes *Built for life!* Fairmont Homes Group Pty Ltd Ph (08) 8112 3112 Fax (08) 8212 5803 Construction Fax (08) 8212 5694 Country FREE Call 1800 838 079 23-24 North Tce Adelaide 5000 P O Box 178 Hindmarsh SA 5000 fairmonthomes.com.au ABN 36 110 842 354 Builders Licence No. 188013	**PROPOSED DWELLING FOR AT LOT NO.**	**G. & L. PAPAEMANOUIL** **703 & 704 CARLTON PARADE, TORRENSVILLE**	
	AREAS SQM MAIN BUILDING X VERANDAH & PORCH X ALFRESCO X GARAGES & CARPORT X TOTAL X	DRAWN ML DATE 18/01/19 CHECKED DATE COUNCIL	© COPYRIGHT THESE DRAWINGS ARE SUBJECT TO COPYRIGHT. LEGAL ACTION WILL BE TAKEN AGAINST ANY INFRINGEMENT IN WHOLE OR PART UNLESS WRITTEN AUTHORITY IS GIVEN BY THE BUILDER.
			11839-C **OWNERS**



Fairmont Homes Built for life! Fairmont Homes Group Pty Ltd Ph (08) 8112 5112 Fax (08) 8212 0890 Construction Fax (08) 8212 0894 Country FREE Call 1800 636 076 21-24 North Tce Adelaide 5000 P O Box 179 Hindmarsh SA 5007 fairmonthomes.com.au ABN 25 110 542 550 Builders Licence No: 188015	PROPOSED DWELLING FOR AT LOT NO.	G. & L. PAPAEMANOUIL 703 & 704 CARLTON PARADE, TORRENSVILLE	
	AREAS SQM MAIN BUILDING X VERANDAH & PORCH X ALFRESCO X GARAGES & CARPORT X TOTAL X	DRAWN PG DATE 29/11/18 CHECKED DATE COUNCIL	11839-A OWNERS

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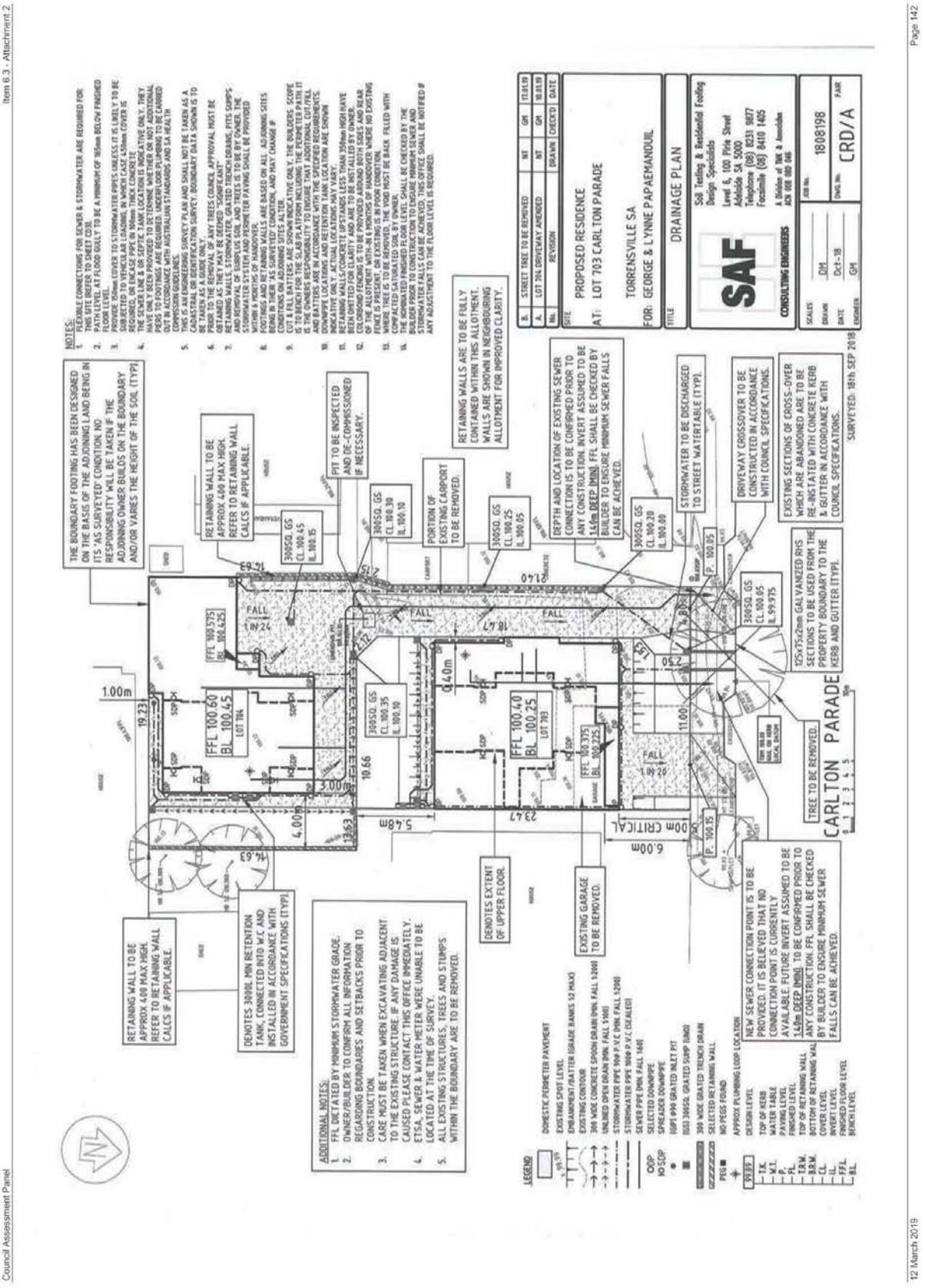
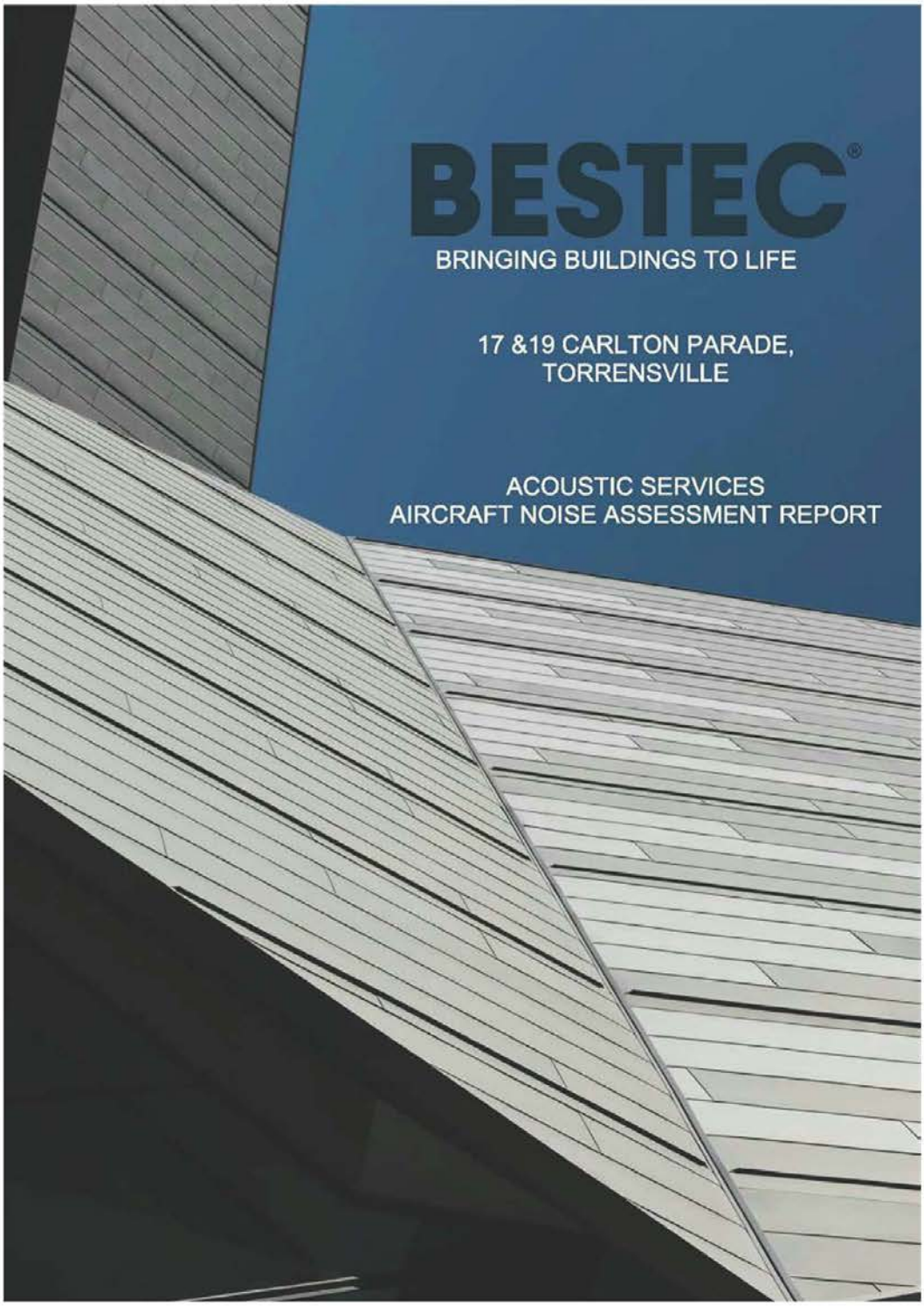

Item 6.3 - Attachment 2
Council Assessment Panel
Page 142
12 March 2019
NOTES:
ADDITIONAL NOTES:
LEGEND
PROPOSED RESIDENCE
AT: LOT 703 CARLTON PARADE
TORRENSVILLE SA
FOR: GEORGE & LYNNE PAPAEMANOUIL
DRAINAGE PLAN
SAF
CONSULTING ENGINEERS
1808198
CRD/A
SURVEYED: 18th SEP 2018
CARLTON PARADE


BESTEC®
BRINGING BUILDINGS TO LIFE
17 &19 CARLTON PARADE,
TORRENSVILLE
ACOUSTIC SERVICES
AIRCRAFT NOISE ASSESSMENT REPORT

BESTEC
ABN 43 909 272 047
Building Engineering
Services Technologies
Consulting Engineers
A 144 Gawler Place
Adelaide SA 5000
GPO Box 818
Adelaide SA 5000
T. (08) 8232 4442
F. (08) 8232 4244
E. consulting@bestec.com.au
W. bestec.com.au

JSO:HAC
56153/6/1
13 December 2018

Fairmont Homes Group Pty Ltd
21 – 24 North Terrace
ADELAIDE SA 5000

Attention: Ms M Relota

Dear Madam,

17 & 19 CARLTON PARADE RESIDENTIAL DEVELOPMENTS – AIRCRAFT NOISE ASSESSMENT ACOUSTIC SERVICES

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

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

Yours faithfully
BESTEC PTY LTD

JASLEEN SOKHI
ACOUSTIC SERVICES ENGINEER

97965a

BESTEC

CONTENTS

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Executive Summary....1
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17 & 19 CARLTON PARADE, TORRENSVILLE
AIRCRAFT NOISE ASSESSMENT
ACOUSTIC SERVICES

BESTEC

Introduction

BESTEC Pty Ltd was engaged to assess the noise impact on proposed developments at 17 & 19 Carlton Parade, Torrensville, associated with commercial aircraft Departures (taking off) and Arrivals (landing) within the Adelaide Airport. This document presents the proposed acoustic design criteria, the results of our assessments and the recommended acoustic treatment to achieve the selected design criteria.

Executive Summary

In summary:

- The City of West Torrens Council Development Plan requires that developments within areas affected by aircraft noise to be consistent with the methodology and design considerations as set out within AS 2021:2015 – "Acoustics – Aircraft Noise Intrusion – Building Siting and Construction".
- An aircraft noise survey was conducted at the site of the proposed development on 9 November 2018 in order to determine the aircraft noise levels incident at the building envelope.
- Appropriate criteria for aircraft noise levels were derived based on the recommended internal noise levels stipulated within AS 2021:2015;
- Based on the building structure as indicated on the architectural drawings and the measured aircraft noise levels, the maximum internal noise levels within each space were calculated in accordance with the requirements of AS 2021:2015 and compared against the stipulated aircraft noise criteria.
- Recommendations for building envelope construction for the proposed dwellings were provided, taking into account the magnitude and the frequency content of the aircraft noise within each space.

For an explanation of acoustic terms within this document, please refer to the glossary of acoustic terminology attached to this document (Appendix A).

References

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

[1] Australian Standard 2021:2015 "Acoustics - Aircraft noise intrusion - Building siting and construction".

[2] City of West Torrens council Development Plan, consolidated 06 February 2018.

[3] Adelaide Airport 2014 Master Plan.

[4] Latest Architectural plans and elevations provided by Fairmont Homes Group Pty Ltd.

Design Criteria

AS 2021:2015 [1] sets the criteria for aircraft noise intrusion in terms of A-weighted maximum sound pressure level (L_{Amax}) within different building interiors depending on their use. The proposed development includes two identical dwellings, therefore the following criteria for aircraft noise intrusion are applicable:

- Houses, home units, flats, caravan parks
  - Sleeping Areas and Dedicated Lounges: 50 dB(A)
  - Other Habitable Spaces: 55 dB(A)
  - Bathrooms, toilets, laundries: 60 dB(A)

Aircraft Noise Survey

An aircraft noise survey was conducted at 17 & 19 Carlton Parade, Torrensville between 8:00 a.m. and 9:00 a.m., on 9 November 2018. A-weighted maximum noise levels (L_{Amax}) resulting from commercial aircraft movements as detailed below were measured during the survey. We note that due to the weather conditions all recorded noise levels were from aircraft landing as detailed below.

- Boeing 737-8FE – Arrival (Landing) – 80dB(A)
- Saab 340B – Arrival (Landing) – 72dB(A)
- Diamond DA42 Twin Star – Arrival (Landing) – 74dB(A)
- Airbus 330-343 – Arrival (Landing) – 81dB(A)
- Boeing 737-838 – Arrival (Landing) – 79dB(A)
- Airbus A320-232 – Arrival (Landing) – 77dB(A)

The survey was conducted using a Brüel & Kjær 2270 Sound Analyser (SN 3006966, last calibrated on 17 September 2018, due for calibration on 17 September 2019), fitted with ½" microphone and wind shield. The calibration of the unit was spot checked before and after the survey and no drift was detected.

Assessment and AS2021:2015 Methodology

The ANEF (Australian Noise Exposure Forecast) for Adelaide Airport indicates that both dwellings at 17 & 19, Carlton Parade, Torrensville are located between the contours of ANEF 25 and ANEF 30. The theoretical maximum noise levels calculated taking into account the location of the development site relative to the Adelaide Airport runway and using the methodology outlined in the AS2021-2015 [1] are as follows:

- Boeing B737-8FE
  - Take off: 81 dB(A)
  - Landing: 76 dB(A)
- Saab 340B
  - Take off: 64 dB(A)
  - Landing: 70 dB(A)
- Diamond DA42 Twin Star
  - Take off: 69 dB(A)
  - Landing: 68 dB(A)
- Airbus 330-343
  - Take off: 75 dB(A)
  - Landing: 76 dB(A)
- Boeing 737-838
  - Take off: 81 dB(A)
  - Landing: 76 dB(A)
- Airbus 320-232
  - Take off: 73 dB(A)
  - Landing: 72 dB(A)

Based on the measured aircraft noise levels on site and the calculated noise levels, we conducted our assessment against design L_{Amax} noise level of 81 dB(A) as the worst-case scenario.

Table 2.1 in AS2021:2015 [1] indicates that Building Sites within greater than ANEF 25 (for house, home unit, flats or caravan parks) are unacceptable. Note 4, following Table 2.1 indicates that in the circumstance where a building is approved within these zones, appropriate "Aircraft Noise Reduction"(ANR) techniques must be implemented in reference to AS2021:2015 [1] Clause 3.2.

In accordance with AS 2021-2015, the appropriate ANR for the proposed residential developments shall be the Design A-weighted maximum noise level (L_{Amax}) Level minus Indoor Design Sound Level for determination of aircraft noise reduction (AS 2021-2015, Table 3.3). Therefore, appropriate ANR for each space are as follows:

- Sleeping Areas and Dedicated Lounges: ANR 31 dB(A)
- Other Habitable Spaces: ANR 26 dB(A)
- Bathrooms, toilets, laundries: ANR 21 dB(A)

Clause 3.2 Note 2 also indicates that an ANR in excess of 30 should have special attention focused on spectral levels as well as overall levels when determining design elements for aircraft noise intrusion.

The areas of each building element (façade, windows, doors and roof) were calculated based on the architectural drawings [4] with typical reverberation time as follows:

- 0.5 sec in each of the Bedroom and Dedicated Lounge areas,
- 0.8 sec in each of the Living and Meals areas,
- 0.9 sec for Bathroom and Laundry areas.

Assessment Results and Recommendations

Based on the above, appropriate "Aircraft Noise Attenuation" (ANR) values were determined for each noise transmission path, including the facade, roof/ceiling structure, doors and glazing. We assessed the aircraft noise transmission through the proposed building elements and note the following minimum required constructions of the building envelope elements in order to meet the selected criteria for aircraft noise. The recommendations for the proposed residential dwellings are given below.

House 1

- Façade
  - Ground floor - 75mm thick Hebel Power panel (600kg/m^3) to the external side of 92mm steel studs and 1 layer of 10 mm plasterboard to the internal side with cavity infill of minimum 50mm thick, 11kg/m^3 glasswool.
  - Upper floor – 6mm thick fibre cement cladding to the external side of 92mm steel studs and 1 layer of 10mm plasterboard to the internal side with cavity infill of minimum 50mm, 11kg/m^3 glasswool.
- Roof
  - Conventional colorbond roof cladding with R2.5 insulation blanket above and between the purlins.
- Ceiling
  - Bedrooms, Living/Meals & Activities Room – 1 layer of 10mm plasterboard overlaid with 75mm thick, 22kg/m^3 fibreglass (including ensuites and the robe).
  - Toilets/Bathrooms and laundry – 1 layer of 10mm plasterboard.
- Glazing
  - Bedrooms – Minimum single glazing of 10.38mm laminated glass.
  - Living/Meals – Minimum single glazing of 6.38mm laminated glass.
  - Toilets/Bathrooms and laundry – Minimum 6.38mm laminated glass.
  - Sliding door to the Living/Meals area – Minimum single glazing of 6.38mm laminated glass fitted with appropriate compressible acoustic seals (Raven or Schlegel ranges).
- Entry Door
  - 40mm solid core doors, with medium duty acoustic door seals (e.g. Raven RP8 and RP10).

House 2

- Façade
  - Ground floor - 75mm thick Hebel Power panel (600kg/m^3) to the external side of 92mm steel studs and 1 layer of 10 mm plasterboard to the internal side with cavity infill of minimum 50mm thick, 11kg/m^3 glasswool.
  - Upper floor – 6mm thick fibre cement cladding to the external side of 92mm steel studs and 1 layer of 10mm plasterboard to the internal side with cavity infill of minimum 50mm, 11kg/m^3 glasswool.
- Roof
  - Conventional colorbond roof cladding with R2.5 insulation blanket above and between the purlins.
- Ceiling
  - Bedrooms, Living/Meals & Activities Room – 1 layer of 10mm plasterboard overlaid with 75mm thick, 22kg/m^3 fibreglass (including ensuites and the robe).
  - Toilets/Bathrooms and laundry – 1 layer of 10mm plasterboard.

- Glazing
  - Bedrooms – Minimum single glazing of 10.38mm laminated glass.
  - Living/Meals & Activities Room – Minimum single glazing of 6.38mm laminated glass.
  - Toilets/Bathrooms and laundry – Minimum 6.38mm laminated glass.
  - Sliding door to the Living/Meals area – Minimum single glazing of 6.38mm laminated glass fitted with appropriate compressible acoustic seals (Raven or Schlegel ranges).
- Entry Door & Laundry Door
  - 40mm solid core doors, with medium duty acoustic door seals (e.g. Raven RP8 and RP10).

We assessed the aircraft noise intrusion in accordance with the requirements of AS 2021:2015 and it is concluded that the internal noise levels resulting from typical commercial aircraft flyover will comply with the criteria for aircraft noise set by AS 2021:2015 subject to adoption of the provided recommendations and therefore, compliance with the requirements stipulated by the city of West Torrens Council Development Plan will be achieved.

General

Please note that any gaps or openings around the façade or around the glazing would degrade the acoustic performance of the structure by creating noise flanking paths. Therefore, it is critical all interfaces and junctions to be inspected during construction and any gaps - blocked off and sealed with an appropriate acoustic grade sealant.

Appropriate acoustic caulking products include:

- Bostik Firemastic.
- Bostik Seal-n-flex 2637.
- Pyropanel Multiflex.
- Boral Fyreflex.
- Dow-Corning 790 Silicone.
- Dow-Corning 795 Silicone.
- Sika Sikaflex-11 FC.
- Fosroc Flamex 3.

Note: Any outside air intake and ventilation openings should be acoustically treated to ensure there are no flanking noise paths.

Subject to adoption of the provided recommendations, the following table outlines the resultant internal noise level with respect to the stipulated criteria with AS 2021:2015 [1]. Compliance results have considered each space and crucial noise paths as requested.

House	Space	Transmission Path	Maximum Internal Noise Level (dB(A))	Criteria AS2021:2015	Compliance
House 1	Bedroom 1	Facade	41	50	Yes
		Glazing	44		
		Roof and Ceiling	45		
	Bedroom 2	Facade	49	50	Yes
		Glazing	40		
		Roof and Ceiling	44		
	Bedroom 3	Facade	49	50	Yes
		Glazing	42		
		Roof and Ceiling	45		

House	Space	Transmission Path	Maximum Internal Noise Level (dB(A))	Criteria AS2021:2015	Compliance
House 2	Living/Meals	Facade	42	55	Yes
		Glazing	49		
		Roof and Ceiling	47		
	Activities	Facade	-	55	Yes
		Glazing	-		
		Roof and Ceiling	47		
	Laundry	Facade	44	60	Yes
		Glazing	50		
		Roof and Ceiling	-		
	Ground Level En suite	Facade	44	60	Yes
		Glazing	47		
		Roof and Ceiling	-		
	Level 1 Bathroom	Facade	-	60	Yes
		Glazing	-		
		Roof and Ceiling	50		
	Bedroom 1	Facade	44	50	Yes
		Glazing	45		
		Roof and Ceiling	45		
	Bedroom 2	Facade	49	50	Yes
		Glazing	44		
		Roof and Ceiling	45		
	Bedroom 3	Facade	49	50	Yes
		Glazing	44		
		Roof and Ceiling	45		
	Living/Meals	Facade	40	55	Yes
		Glazing	47		
		Roof and Ceiling	47		
	Activities	Facade	51	55	Yes
		Glazing	49		
		Roof and Ceiling	47		
	Laundry	Facade	46	60	Yes
		Glazing	46		
		Roof and Ceiling	51		
	Ground Level Toilet	Facade	48	60	Yes
		Glazing	52		
		Roof and Ceiling	51		
	Level 1 Bathroom	Facade	-	60	Yes
		Glazing	-		
		Roof and Ceiling	51		

Table 1: Resultant maximum internal noise level for each space within dwellings at 17 & 19 Carlton Parade, Torrensville.

Conclusion

An assessment of aircraft noise intrusion was conducted in accordance with the requirements and calculation methodology of AS 2021:2015 [1] and subject to adoption of the recommendations of this report it is considered that the noise levels resulting from typical aircraft flyover will comply with the criteria for

aircraft noise set by AS 2021:2015 [1] and therefore will achieve the requirements stipulated by the city of West Torrens Council Development Plan [2].

Appendix A – Glossary of Acoustic Terminology

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

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

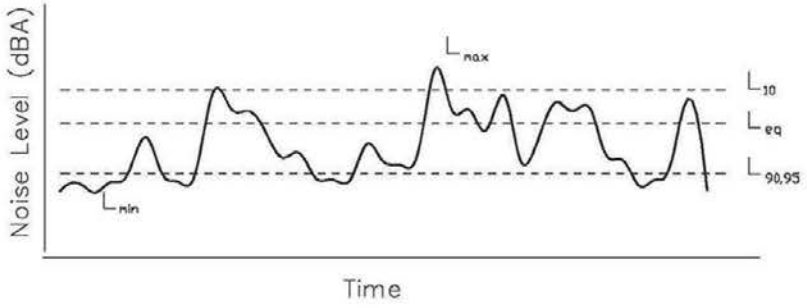
L_1 The noise level which is equalled or exceeded for 1% of the measurement period. L_1 is an indicator of the impulse noise level, and is used in Australia as the descriptor for intrusive noise (usually in dBA).

L_{10} The noise level which is equalled or exceeded for 10% of the measurement period. L_{10} is an indicator of the mean maximum noise level, and is used in Australia as the descriptor for intrusive noise (usually in dBA).

L_{90}, L_{95} The noise level which is equalled or exceeded for 90% of the measurement period. L_{90} or L95 is an indicator of the mean minimum noise level, and is used in Australia as the descriptor for background or ambient noise (usually in dBA).

L_{eq} The equivalent continuous noise level for the measurement period. L_{eq} is an indicator of the average noise level (usually in dBA).

L_{max} The maximum noise level for the measurement period (usually in dBA).



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

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

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

FSTC/R_W' The equivalent of STC/R_W, unit for sound insulation performance of a building element measured in the field.

C_I, C_{tr} The ratings (R_W, D_{nTw}, L_{nTw}) are weighted in accordance to a spectrum suited to speech. This term modifies the overall rating to account for noise with different spectra, such as traffic (C_{tr}) or footfalls (C_I). The ratings may be written as R_W+C_{tr}, or $D_{nTw}/L_{nTw}+C_I$.

NNIC/D_{nTw} Normalised Noise Isolation Class, or Weighted Standardised Sound Level Difference. Provides a single number rating of the sound level difference between two spaces, and incorporates the effects of flanking noise between two spaces. This rating is generally accepted to be about 5 points less than the STC/R_W rating.

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

IIC	Lnw	Subjective Rating
40	70	Clearly Audible
45	65	Clearly Audible
50	60	Audible
55	55	Audible
60	50	Just Audible
65	45	Inaudible

FIIC/L_{nTw}' The equivalent of IIC/L_{nw}, but the performance is for the building element measured in the field.

STATEMENT OF REPRESENTATION
Pursuant to Section 38 of the Development Act 1993

TO Chief Executive Officer
City of West Torrens
165 Sir Donald Bradman Drive
HILTON 5033

RECEIVED - CWT IM
14 FEB 2019

DEVELOPMENT No. 211/1130/2018
PROPERTY ADDRESS: 17 Carlton Parade, TORRENSVILLE SA 5031

YOUR FULL NAME	NIKOLAOS KOSMADOPOULOS
YOUR ADDRESS (POSTAL)	15A CARLTON ~~RE~~ TORRENSVILLE. (111A Kensington Rd Norwood)
YOUR PHONE No	[redacted]
YOUR EMAIL	
NATURE OF INTEREST	Adjoining property owner *(eg. Adjoining resident, owner of land in the vicinity etc.)*

REASON/S FOR REPRESENTATION

City of West Torrens
15 FEB 2019
City Development

See sheet attached.

RECEIVED CSU WTCC
13 FEB 2019
AM PM

MY REPRESENTATIONS WOULD BE OVERCOME BY
(state action sought)

See sheet attached.

Please indicate in the appropriate box below whether or not you wish to be heard by Council in respect to this submission:

I DO **NOT** WISH TO BE HEARD ☐
I DESIRE TO BE HEARD PERSONALLY ☑
I DESIRE TO BE REPRESENTED BY _____ (PLEASE SPECIFY) ☐

SIGNED N. Kosmadopoulos DATE 13/2/2019

Responsible Officer: Sonia Gallarello
Ends: Friday 15 February 2019

If space insufficient, please attach sheets

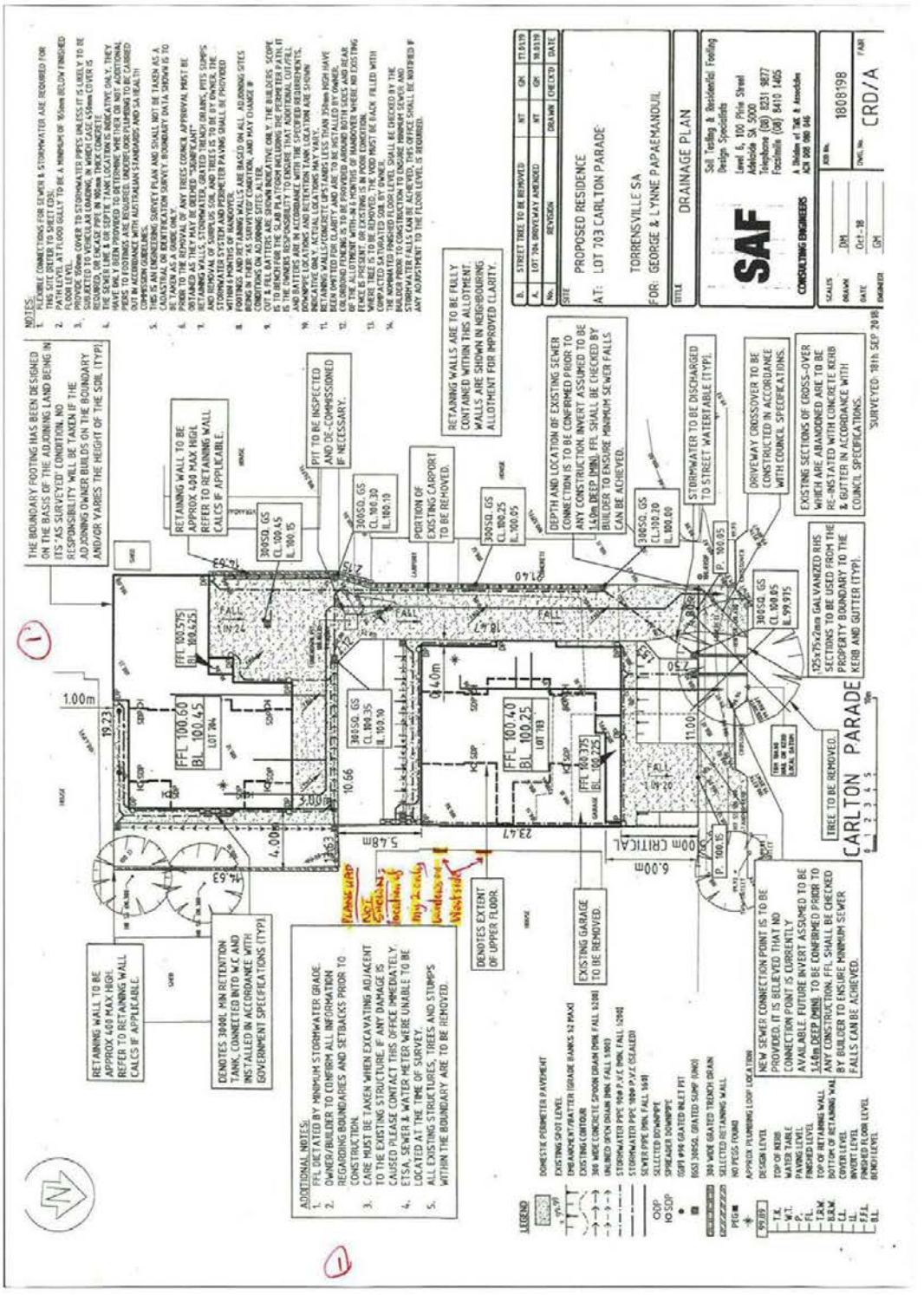
REGARDING DEVELOPMENT AT 17 CARLTON PARADE, TORRENSVILLE 5031

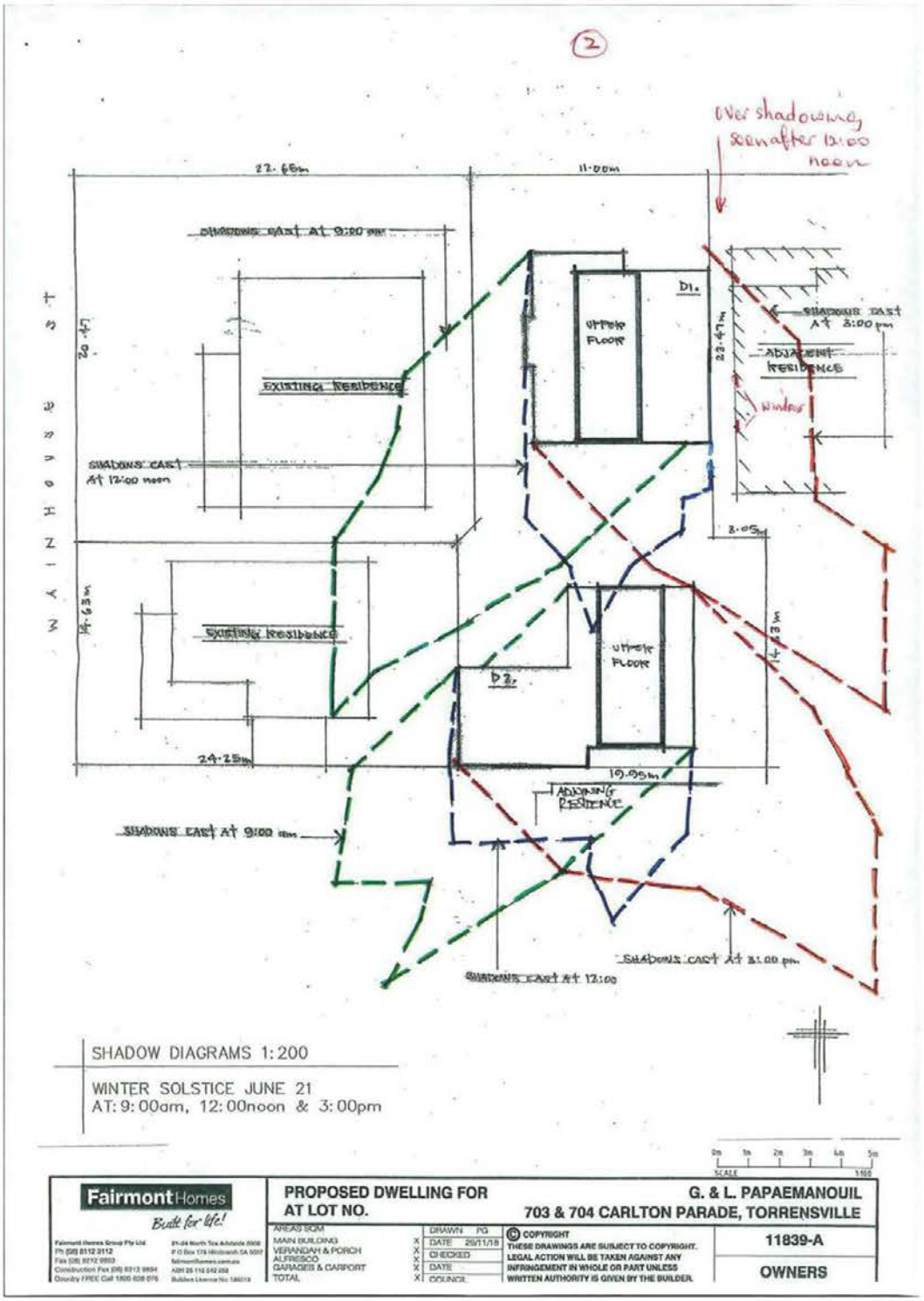
REASONS FOR REPRESENTATION

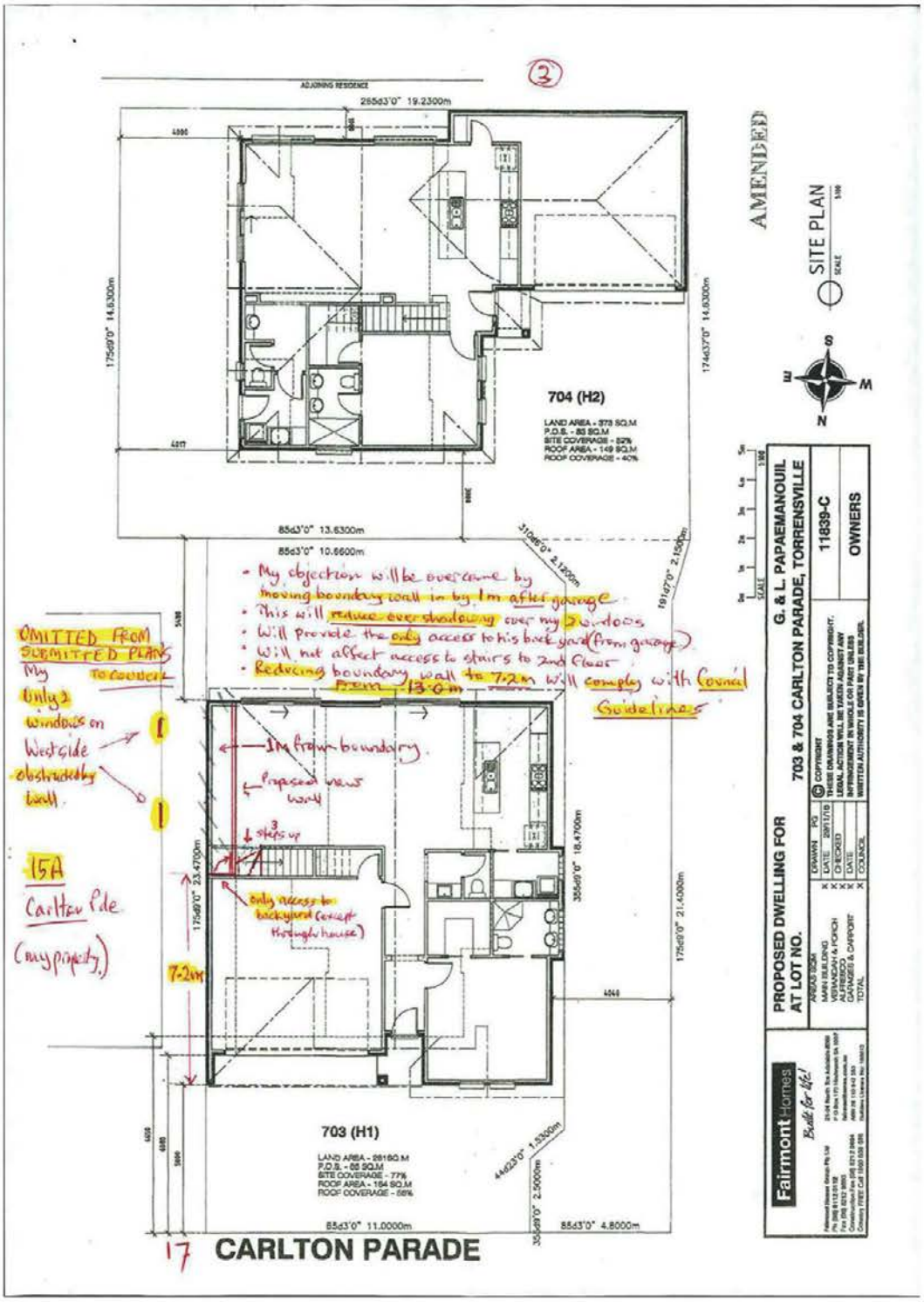
1. The location of my two (2) West-facing windows are not shown on the plans submitted to Council – see Sheet 1.
2. The proposed 13m long by 3.2m high boundary wall provides an oppressive and unsightly view from both of my windows.
3. Based on the shadow diagrams provided for 12noon and 3pm, the whole of my west side (including windows) will be in shadow from soon after 12noon. Most of my garden will be in shadow by 3pm – Sheet 2.
4. Council guidelines for building on boundary have been flouted. Such building is usually restricted to the length of a garage.

MY REPRESENTATIONS WOULD BE OVERCOME BY

1. Reducing the length of the boundary wall from 13m to 7.2m.
2. Setting the remaining 5.8m of wall one metre (1m) back from boundary.
3. This will reduce overshadowing and improve the outlook from the windows.
4. The proposed suggestions on sheet 3 will also:
    - provide the only access to the backyard of 17 Carlton Parade
    - still provide access to the stairs
    - respect the West Torrens Council guidelines for building on the boundary.


PROPOSED RESIDENCE
AT: LOT 703 CARLTON PARADE
TORRENSVILLE SA
FOR: GEORGE & LYNNE PAPAEMANOUIL
DRAINAGE PLAN
SAF
CONSULTING ENGINEERS
1808198
CRD/A
CARLTON PARADE
RETAINING WALLS ARE TO BE FULLY CONTAINED WITHIN THIS ALLOTMENT. WALLS ARE SHOWN IN NEIGHBOURING ALLOTMENT FOR IMPROVED CLARITY.
DEPTH AND LOCATION OF EXISTING SEWER CONNECTION IS TO BE CONFIRMED PRIOR TO ANY CONSTRUCTION. INVERT ASSUMED TO BE 1.40m DEEP (MIN). FFL SHALL BE CHECKED BY BUILDER TO ENSURE MINIMUM SEWER FALLS CAN BE ACHIEVED.
STORMWATER TO BE DISCHARGED TO STREET WATERTABLE (TYP).
DRIVEWAY CROSSOVER TO BE CONSTRUCTED IN ACCORDANCE WITH COUNCIL SPECIFICATIONS.
EXISTING SECTIONS OF CROSS-OVER WHICH ARE ABANDONED ARE TO BE RE-INSTATED WITH CONCRETE KERB & GUTTER IN ACCORDANCE WITH COUNCIL SPECIFICATIONS.
125x75x2mm GALVANIZED RHS SECTIONS TO BE USED FROM THE PROPERTY BOUNDARY TO THE KERB AND GUTTER (TYP).
TREE TO BE REMOVED.
EXISTING GARAGE TO BE REMOVED.
DENOTES EXTENT OF UPPER FLOOR.
RETAINING WALL TO BE APPROX 400 MAX HIGH. REFER TO RETAINING WALL CALCS IF APPLICABLE.
DENOTES 3000L MIN RETENTION TANK, CONNECTED INTO W.C AND INSTALLED IN ACCORDANCE WITH GOVERNMENT SPECIFICATIONS (TYP).
PIT TO BE INSPECTED AND DE-COMMISSIONED IF NECESSARY.
PORTION OF EXISTING CARPORT TO BE REMOVED.
FFL 100.60
BL 100.45
FFL 100.40
BL 100.25
1.00m
4.00m
5.48m
6.00m
23.47
19.23
10.66
11.00
LEGEND
ADDITIONAL NOTES:
1. FFL DICTATED BY MINIMUM STORMWATER GRADE.
2. OWNER/BUILDER TO CONFIRM ALL INFORMATION REGARDING BOUNDARIES AND SETBACKS PRIOR TO CONSTRUCTION.
3. CARE MUST BE TAKEN WHEN EXCAVATING ADJACENT TO THE EXISTING STRUCTURE. IF ANY DAMAGE IS CAUSED PLEASE CONTACT THIS OFFICE IMMEDIATELY.
4. ETSA, SEWER & WATER METER WERE UNABLE TO BE LOCATED AT THE TIME OF SURVEY.
5. ALL EXISTING STRUCTURES, TREES AND STUMPS WITHIN THE BOUNDARY ARE TO BE REMOVED.
NEW SEWER CONNECTION POINT IS TO BE PROVIDED. IT IS BELIEVED THAT NO CONNECTION POINT IS CURRENTLY AVAILABLE. FUTURE INVERT ASSUMED TO BE 1.40m DEEP (MIN). TO BE CONFIRMED PRIOR TO ANY CONSTRUCTION. FFL SHALL BE CHECKED BY BUILDER TO ENSURE MINIMUM SEWER FALLS CAN BE ACHIEVED.


(2)
Over shadowing thereafter 12:00 noon
22.68m
11.00m
SHADOWS CAST AT 9:00 am
MAIN HOUSE ST
20.47m
EXISTING RESIDENCE
SHADOWS CAST AT 12:00 noon
D1.
UPPER FLOOR
23.47m
SHADOWS CAST AT 3:00 pm
ADJACENT RESIDENCE
Winders
3.05m
14.63m
EXISTING RESIDENCE
D2.
UPPER FLOOR
4.23m
24.25m
10.95m
ADJOINING RESIDENCE
SHADOWS CAST AT 9:00 am
SHADOWS CAST AT 3:00 pm.
SHADOWS CAST AT 12:00
SHADOW DIAGRAMS 1:200
WINTER SOLSTICE JUNE 21
AT: 9:00am, 12:00noon & 3:00pm
SCALE
Fairmont Homes
Built for life!
PROPOSED DWELLING FOR
AT LOT NO.
G. & L. PAPAEMANOUIL
703 & 704 CARLTON PARADE, TORRENSVILLE
AREAS SQM
MAIN BUILDING
VERANDAH & PORCH
ALFRESCO
GARAGES & CARPORT
TOTAL
DRAWN PG
DATE 26/11/18
CHECKED
DATE
COUNCIL
© COPYRIGHT
THESE DRAWINGS ARE SUBJECT TO COPYRIGHT. LEGAL ACTION WILL BE TAKEN AGAINST ANY INFRINGEMENT IN WHOLE OR PART UNLESS WRITTEN AUTHORITY IS GIVEN BY THE BUILDER.
11839-A
OWNERS


AMENDED
SITE PLAN
704 (H2)
703 (H1)
17 CARLTON PARADE
- My objection will be overcame by moving boundary wall in by 1m after garage
- This will reduce overshadowing over my 3 windows
- Will provide the only access to his back yard (from garage)
- Will not affect access to stairs to 2nd floor
- Reducing boundary wall to 7.2m will comply with Council Guidelines
OMITTED FROM SUBMITTED PLANS
My only 2 windows on West side obstructed by wall
15A Carlton Pde (my property)
1m from boundary
Proposed new wall
3 steps up
only access to backyard (except through house)
7.2m
PROPOSED DWELLING FOR
AT LOT NO.
703 & 704 CARLTON PARADE, TORRENSVILLE
G. & L. PAPAEMANOUIL
11839-C
OWNERS
Fairmont Homes

STATEMENT OF REPRESENTATION
Pursuant to Section 38 of the Development Act 1993

TO Chief Executive Officer
City of West Torrens
165 Sir Donald Bradman Drive
HILTON 5033

City of West Torrens
13 FEB 2019
City Development

RECEIVED - CWT IM
12 FEB 2019

DEVELOPMENT No. 211/1130/2018
PROPERTY ADDRESS: 17 Carlton Parade, TORRENSVILLE SA 5031

YOUR FULL NAME	Lynne + George Papaemmanouil
YOUR ADDRESS	20 Waintoine St Torrensville
YOUR PHONE No	[redacted]
YOUR EMAIL	
NATURE OF INTEREST (eg. Adjoining resident, owner of land in the vicinity etc.)	Adjoining Property.

REASON/S FOR REPRESENTATION

I have no objection to this development this is in character with ~~the~~ zoning will add value to the area. The development was approved back in 2010 with no objections duly council and then the planner. So hope this would be ok now.

MY REPRESENTATIONS WOULD BE OVERCOME BY
(state action sought)

Please indicate in the appropriate box below whether or not you wish to be heard by Council in respect to this submission:

I DO **NOT** WISH TO BE HEARD ☐
I DESIRE TO BE HEARD PERSONALLY ☐
I DESIRE TO BE REPRESENTED BY _____ (PLEASE SPECIFY) ☐

SIGNED _____ DATE 29/1/19.

1.55 DOT
RECEIVED CSU WTCC
AM 9 9 10 11 12
PM 1 2 3 4 5
12 FEB 2019

Responsible Officer: Sonia Gallarello
Ends: Friday 15 February 2019

If space insufficient, please attach sheets

Fairmont Homes Group Pty Ltd
Ph 08 8112 3112
Fax 08 8212 9893
Construction Fax 08 8212 9894
Country Free Call 1800 638 076
21-24 North Tce Adelaide 5000
PO Box 179 Hindmarsh SA 5007
ABN 26 110 542 553
Builders Licence No:188013
fairmonthomes.com.au

26th February 2019

City of West Torrens
165 Sir Donald Bradman Drive
HILTON SA 5033

Re: Development Application No: 211/1130/2018
Proposed Development: Construction of a two-storey detached dwelling
Property address: 17 Carlton Parade, Torrensville

To whom it may concern,

I am writing in response to representation received by 15a Carlton Parade, Torrensville, the main concern being overshadowing.

- The overshadowing to the Western façade has no impact to those windows in question as they have fixed shade awning above them. As per photos attached
- The boundary wall is 2.7m in height as per plans supplied, not 3.2m in height as mentioned in the owner's letter.
- Shadow diagrams have been supplied and as per drawings supplied 3 hours of daylight to neighbouring properties. P.O.S has been met.

I hope this addresses all concerns being put forward by the neighbouring properties.

I wish to proceed with the plans in their current form and I desire to be heard at the D.A.P

If you have any questions or concerns please do not hesitate to contact the office on 8112 3112

Kind Regards

Robert Ventura
Planning Manager

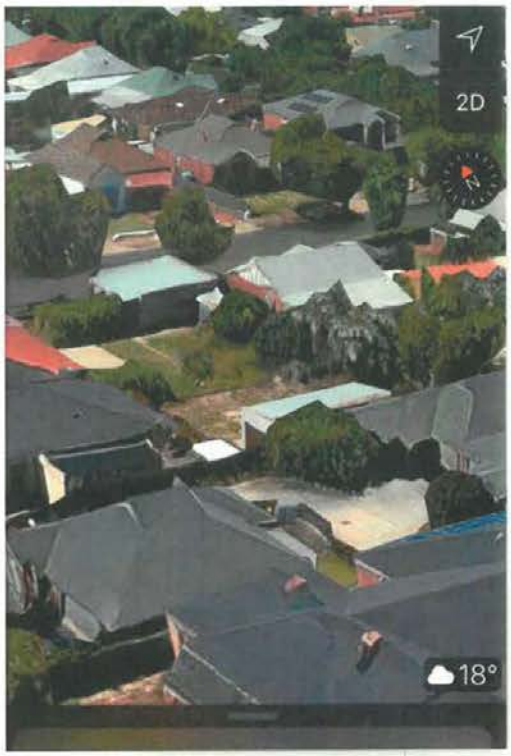
17 & 19 Carlton Tce.








CARLTON ME


2D
18°




2D
18°
arlton Parade

Developement APPLICATION – 211/1130/2018
17 CARLTON PDE
TODDENSVILLE.

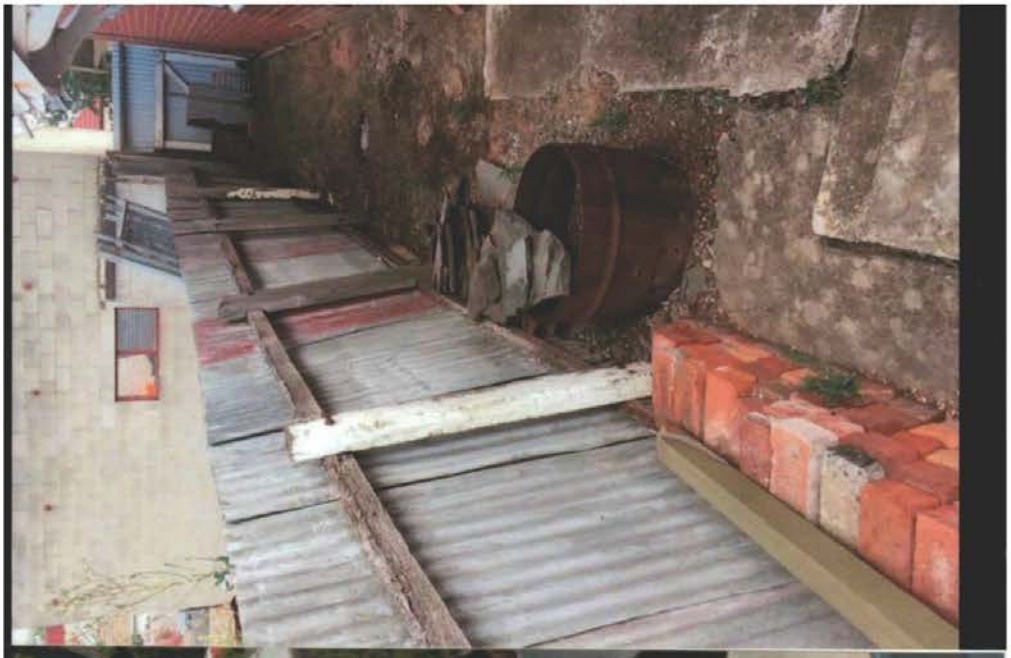
City of West Torrens
25 FEB 2019
City Development

Respone to NOTIFICATION – NICK KOSMADOPOULOS.
15A CARLTON PE TODDENSVILLE.

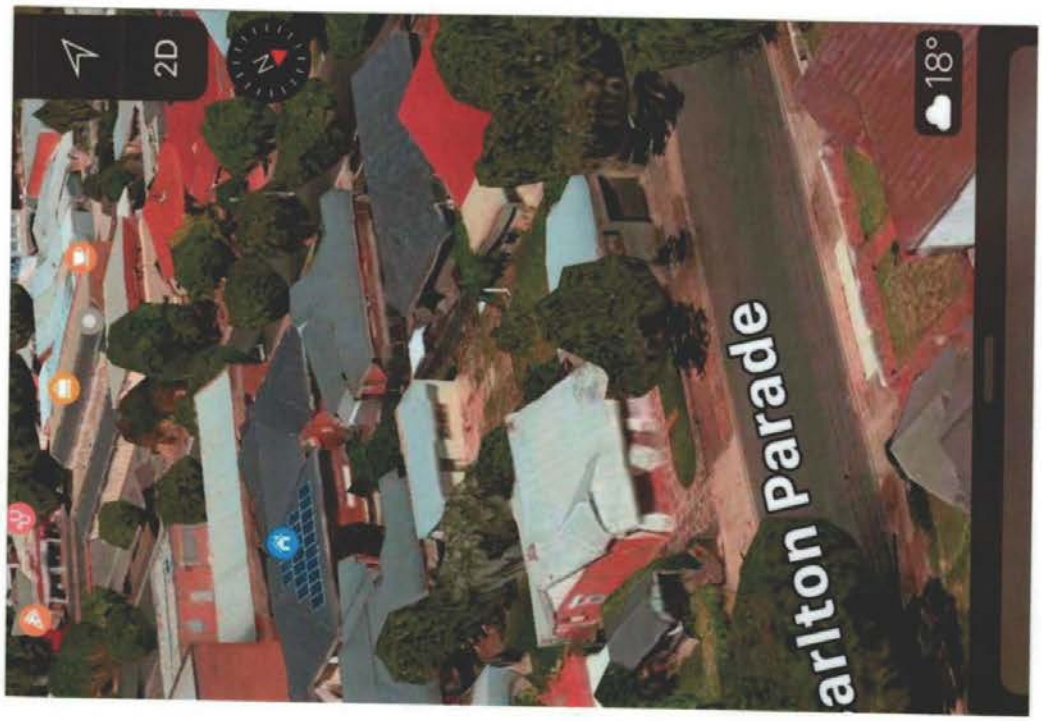
(1) WINDOWS HAVE FIXED AWNINGS ON THEM. + BADS.
(2) Boundary wall height is only 2.7m not 3.2m.
I think his Fence is more unsitely – Falling over – Rusted out.
(3) Still get the required light from Sun.
(4) This has no impact to his house being to storage side.
(5) You would think that the old Industrial garage 8m x 8m x 4m in height had more of an impact to his house plus old garage 2.5m x 3m x 2.8m in height on his boundary. Not Excluding the 5 Trees on the same boundary. which the canopies of the trees touch and overlap his house and Roof.
(6) This Developement was passed in 2010 by the Planner and council, common sense should win here. The Plans haven't changed and still comply with the Zoning.
(7) Want to submit Photos of 15A CARLTON PDE
Thankyou
George Pafraeul


17 & 19 Carlton Tce.
TORRENSVILLE
CARLTON PARADE
GARAGE
8m LENGTH
7.3 WIDTH
3.8 HEIGHT
TREE
CANOPY
1-5m x 4m H
2.6m x 5m H
3.8m x 6m
4-6m x 7m
5-6m x 7m HEIGHT
SHED
2.5
x 3m
x 2.9H
HEIGHT
CARPLE
4x9x 3.6H
CANOPY
6m x 2.6 HEIGHT
1
2
3
4
5








2D
N
18°
arlton Parade

STATEMENT OF REPRESENTATION
Pursuant to Section 38 of the Development Act 1993

TO Chief Executive Officer
City of West Torrens
165 Sir Donald Bradman Drive
HILTON 5033

RECEIVED - CWT IM
12 FEB 2019

DEVELOPMENT No. 211/1089/2018
PROPERTY ADDRESS: 19 Carlton Parade, TORRENSVILLE SA 5031

YOUR FULL NAME	SPIROS Papaemanouil
YOUR ADDRESS	20 Wainhouse St Torrensville
YOUR PHONE No	[redacted]
YOUR EMAIL	
NATURE OF INTEREST	Adjoining resident

(eg. Adjoining resident, owner of land in the vicinity etc.)

City of West Torrens
13 FEB 2019
City Development

REASON/S FOR REPRESENTATION
I think to Development is good for the area - Brings value to all the other houses good design. No Problem with wall on boundary. was approved in 2010 cannt see any problem now. why has this taken 6months to go through planning?

~~MY REPRESENTATIONS WOULD BE OVERCOME BY~~
~~(state action sought)~~

Please indicate in the appropriate box below whether or not you wish to be heard by Council in respect to this submission:

I DO **NOT** WISH TO BE HEARD ☐
I DESIRE TO BE HEARD PERSONALLY ☐
I DESIRE TO BE REPRESENTED BY _____ ☐
(PLEASE SPECIFY)

SIGNED Spiros Papaemanouil DATE 28/1/19.

1.55 DO
RECEIVED CSU WTCC
AM 8 9 10 11 12
PM 1 2 3 4 5
12 FEB 2019

Responsible Officer: Sonia Gallarello
Ends: Tuesday 12 February 2019

If space insufficient, please attach sheets

STATEMENT OF REPRESENTATION
Pursuant to Section 38 of the Development Act 1993

TO Chief Executive Officer
City of West Torrens
165 Sir Donald Bradman Drive
HILTON 5033

RECEIVED - CWT
12 FEB 2019

City of West Torrens
13 FEB 2019
City Development

DEVELOPMENT No. 211/1089/2018
PROPERTY ADDRESS: 19 Carlton Parade, TORRENSVILLE SA 5031

YOUR FULL NAME	George Papaemanouil
YOUR ADDRESS	20 Main House St Torrensville
YOUR PHONE No	
YOUR EMAIL	[redacted]
NATURE OF INTEREST (eg. Adjoining resident, owner of land in the vicinity etc.)	Adjoining resident.

REASON/S FOR REPRESENTATION
I will be living in 17 Carlton Pde Torrensville this will be a great improvement to the area. Especially that we will be removing the large double garage to front boundary 10x10 metres x4 mates in height.

MY REPRESENTATIONS WOULD BE OVERCOME BY (state action sought)
We have replied to a heritage design these were approved in 2018 by the Planner and council and nothing has changed.

Please indicate in the appropriate box below whether or not you wish to be heard by Council in respect to this submission:

I DO **NOT** WISH TO BE HEARD ☐
I DESIRE TO BE HEARD PERSONALLY ☑
I DESIRE TO BE REPRESENTED BY _____ (PLEASE SPECIFY) ☐

SIGNED [signature] 1.55 DOT DATE 29/1/19

RECEIVED CSU WTCC
AM 8 9 10 11 12
PM 1 2 3 4 5
12 FEB 2019

Responsible Officer: Sonia Gallarello
Ends: Tuesday 12 February 2019

If space insufficient, please attach sheets

Ref:
DEVELOPMENT No: 211/1089/2018
APPLICANT: FAIRMONT HOMES PTY LTD
APPLICANT ADDRESS: PO BOX 179, HINDMARSH SA 5007
NATURE OF DEVELOPMENT: Construction of a two storey detached dwelling and retaining walls and fencing to a maximum height of 2.2 metres
SUBJECT LAND: 19 Carlton Parade, TORRENSVILLE SA 5031
CERT- TITLE: CT-6037/730

To whoever it may concern,

I am the property owner of and reside at 16 Wainhouse St Torrensville. The proposed development (which is directly behind us) is supported by my wife and myself.

When we purchased 16 Wainhouse, we were advised that there was an approved development for the block behind us at that time, so we have expected this to happen for some time. We have seen the plans (including shadow diagrams) and have no issues with what is proposed. We actually quite like the design and think that they will blend in with the surrounding area.

We fully understand and are happy with the garage being on our shared fence line.

If there is anything that is required of us, please don't hesitate to contact me.

Regards

Jason Rodwell
16 Wainhouse St
Torrensville 5031

[redacted]

City of West Torrens
Heritage Advisor Comment

Planning Application No.:	**211/1130/2018**
Applicant:	**Fairmont Homes Pty Ltd**
Location:	**17 Carlton Parade, Torrensville**
Zone:	**Residential**
Policy Area:	**Torrensville East Conservation Policy Area 33**
Heritage Status:	**-**
Proposal:	**Construction of a two storey detached dwelling**
To:	**Sonia Gallarello**
Date:	**8/11/18**





Description:

The proposal is for the construction of a two-storey dwelling, replacing a single storey concrete block garage that is constructed to the side and front boundary, on a subdivided portion of land facing Carlton parade, near the corner of Wainhouse Street.

A new two storey dwelling is proposed under a separate application to a new allotment at the rear of the Subject Land, accessed by a driveway to the west. The density of surrounding Contributory

City of West Torrens
Heritage Advisor Comment

Places on all sides is consistently high, but the Subject Land is unlisted. There is another example of a two storey dwelling facing Carlton Parade on the north side.



The proposed upper storey will be incorporated in the roof space and the dwelling will have stone walling facing Carlton Parade, rendered flank walls and a 40 degree roof pitch with a Colorbond finish (no profile nominated).

The garage and living wall will be constructed on the east side boundary with a height of 2700 and a length of 12990. A projecting portion of the plan will be constructed to the driveway with a height of 3200 and a length of 3800.

The setbacks are as follows:

- from the southern boundary is 5480;
- north boundary is 6000.

The Contributory Place to the east is a bungalow style single storey dwelling, with a generous gable verandah and a simple wide roof place facing the street. The roof pitch of a bungalow would be approximately 22 to 25 degrees.

The proposed dwelling will have a similar set back from the street frontage, incorporate a gable frontage and while having a steeper roof pitch, will nonetheless have a large area of visible roof to the street.

The Subject Land is separated from the Contributory Place to the west by the proposed new driveway and the rear yard to the Contributory Place, which faces Wainhouse Street with the rear lean-to portion closest to the Subject Land.

City of West Torrens
Heritage Advisor Comment

Opposite the Subject Land are generously spaced typical gable villa dwellings, with steeply pitched and high roof forms.

As Development affecting the Historic Conservation Area and also Torrensville East Conservation Policy Area 33, I have considered the following provisions:

Development Plan Provisions:

Torrensville East Conservation Policy Area 33
OBJECTIVES: 1
DESIRED CHARACTER
PRINCIPLES OF DEVELOPMENT CONTROL: 1,2,3
Historic Conservation Area
OBJECTIVES: 1,2,3
PRINCIPLES OF DEVELOPMENT CONTROL: 1,6,7,8,10,12
Residential Zone
OBJECTIVES: 1,2,3,4
DESIRED CHARACTER
PRINCIPLES OF DEVELOPMENT CONTROL: 1,5,6,7,9,11,12,13
Land Use

Assessment:

Assuming the land division to have been approved, Desired Character contemplates new development that is complementary to historic buildings rather than dominating or detracting from them. It also seeks predominantly one storey buildings, with some two storey buildings where the upper level is contained within the roof space, which has been achieved by this proposal.

The proposed dwelling therefore has adopted some traditional design elements from the adjacent policy area.

Desired Character seeks a unity of built-form, that is complementary to the single storey character of nearby buildings, with new dwellings incorporating building elements common to older structures such as pitched roofs, verandas and simple detailing, as well as building materials such as stone, bricks, limited rendered masonry and corrugated iron/steel.

Assuming the roof profile to be corrugated, the proposal achieves this aim and therefore Objective 1 and PDC 2 of the Policy Area and PDC 1 of the Historic Conservation Area and also Objective 4 and PDC 5 of the Residential Zone are satisfied.

The streetscape character is improved by this proposal, with a single storey garage that is constructed to the street frontage to be replaced by a dwelling that is set back from the front boundary with its double garage located behind the façade. While visible from the street the garage occupyies about 50% of the width of the frontage.

PDC 3 of the Policy Area is satisfied by the incorporation of the upper level and gable or large dormer windows but screened by the dwelling in front.

HCA Objective 1 is satisfied by this proposal that is reasonably designed in context with the adjacent dwellings that are Contributory Places. The dwelling materials and form are considered complementary, adopting the general guidance of PDC 6 of the Area. The proposal will include a traditional front garden that satisfies PDC 7. The proposal adopts the design principle of PDC 8 through the incorporation of the upper floor within the roof space.

City of West Torrens
Heritage Advisor Comment

A street facing front fence is encouraged by PDC 9 and the profile of new fencing should also be corrugated to satisfy PDC 10 and PDC 12 provided the introduction of retaining walls does not demonstrate uncomfortable change in existing topography to adjoining land, which may be of concern.

While the removal of the garage will open up the front garden area, I am keen to avoid high side fencing that would result in:

- diminution of the benefit of opening up the visible garden area;
- formation of a tunnel effect if high fencing is placed to each side of the proposed driveway.

The Residential Zone Objectives 1 to 3 appear quite open to the proposal and PDC 6 is also comfortable.

The construction of the development to the east side boundary is of some concern to PDC 7 and PDC 11. The length of wall on this side boundary exceeds the length considered reasonable by PDC 13. However, the benefit of opening up the streetscape currently intruded upon by the inappropriate blockwork garage should also be considered.

Conclusion:

No heritage concerns subject to:

- the roof cladding being corrugated in profile;
- any new fencing being of corrugated profile and not of zincalume finish;
- new side fencing to be tapered in height from the front wall to the front boundary;
- avoidance of solid fencing to each side of the new driveway; open fencing is preferred to the west boundary of this dwelling;
- details of front fencing in accordance with PDC 9.

The west wall projection of 3800 also offers some opportunity for landscaping to the driveway where the wall sets back by 400mm.

I am happy to talk through the following possible Residential Zone considerations further with the planner if warranted:

- length of wall on side boundary;
- side fencing forward of the dwelling to be tapered and open to the west side in particular to avoid an unattractive and unsafe entrance to the driveway.

Trusting this is of assistance.

Douglas Alexander

Preliminary Traffic, Flooding & Stormwater Assessment

Development Application No: 211/1089/2018

Assessing Officer:	Sonia Gallarello
Site Address:	19 Carlton Parade, TORRENSVILLE SA 5031
Certificate of Title:	CT-6037/730
Description of Development	Construction of a two storey detached dwelling

TO THE TECHNICAL OFFICER - CITY ASSETS

Please provide your comments in relation to:

☐ Site drainage and stormwater disposal

☐ Required FFL

☐ On-site vehicle parking and manoeuvrability

☐ New Crossover

☐ Your advice is also sought on other aspects of the proposal as follows:

.....
.....

PLANNING OFFICER - Sonia Gallarello **DATE** **12 November, 2018**

City of **West Torrens**
Between the **City and the Sea**

Memo

To	Sonia Gallarello
From	Sean Vial
Date	10/11/2018
Subject	211/1089/2018, 19 Carlton Parade, TORRENSVILLE SA 5031

Sonia Gallarello,

The following City Assets Department comments are provided with regards to the assessment of the above development application:

1.0 FFL Consideration – Finished Floor Level (FFL) Requirement

1.1 In accordance with the provided 'Site Plan' (SAF Consulting Engineers – Drawing Number: CRD – Date: October 2018), the FFLs of the proposed development (100.6 and 100.4) have been assessed as satisfying minimum requirements (100.26 minimum) in consideration of street and/or flood level information.

2.0 Verge Interaction

2.1 In association with new development, driveways and stormwater connections through the road verge need to be located and shaped such that they appropriately interact with and accommodate existing verge features in front of the subject and adjacent properties. Any new driveway access shall be constructed as near as practicable to 90 degrees to the kerb alignment (unless specifically approved otherwise) and must be situated wholly within the property frontage.

New driveways and stormwater connections are typically required to be located a minimum 1.0 metre offset from other existing or proposed driveways, stormwater connections, stobie poles, street lights, side entry pits and pram ramps, etc. (as measured at the front property boundary).

These new features are also desired to be located a minimum of 2.0 metres from existing street trees, although a lesser offset may be acceptable in some circumstances. If an offset less than the desired 2.0 metres is proposed or if it is requested for the street tree to be removed, then assessment for the suitability of such will be necessary from Council's Technical Officer (Arboriculture).

Civic Centre 165 Sir Donald Bradman Drive, Hilton 5033 South Australia **Tel** (08) 8416 6333 **Fax** (08) 8443 5709
E – mail csu@wtcc.sa.gov.au **Website** westtorrens.sa.gov.au

City of **West Torrens**
Between the **City and the Sea**

It is recommended that revised plans indicating satisfaction to the above requirements should be provided to Council.

2.2 The proposed new crossover and stormwater connection both do not have the required 2m offset from the existing street tree. Given the location of the large street tree, no simple solution can be suggested for the locations of the proposed crossover and stormwater connection which enable the street tree to remain. **An arboriculture assessment is required.**

Assuming the existing street tree will be removed, the proposed new crossover is to have a 1m offset from the existing crossover to the west (measured at the front property boundary). See Figure 1 below for a typical arrangement and other offset requirements for a single driveway access to a rear property.

It is recommended that revised plans indicating satisfaction to the above requirements should be provided to Council.

Civic Centre 165 Sir Donald Bradman Drive, Hilton 5033 South Australia **Tel** (08) 8416 6333 **Fax** (08) 8443 5709
E – mail csu@wtcc.sa.gov.au **Website** westtorrens.sa.gov.au

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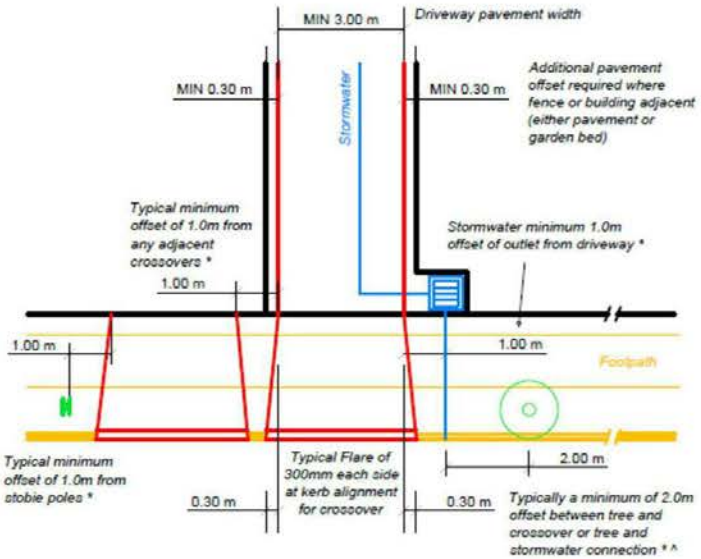

NOTES:
** Distance as measured along alignment of front property boundary*
^ Must be deemed to comply by Council's Technical Officer (Amenity)
- Stormwater connection through the road verge area to be constructed of shape and material to satisfy Council's standard requirements.
- *100 x 50 x 2mm RHS Galvanised Steel or*
- *125 x 75 x 2mm RHS Galvanised Steel or*
- *Multiples of the above.*

Figure 1 -Single driveway access to rear property

3.0 Traffic Comments

3.1 Traffic manoeuvrability has been assessed as acceptable in accordance with the site layout shown in 'Site Plan' (SAF Consulting Engineers – Drawing Number: CRD – Date: October 2018).

4.0 Stormwater Management

4.1 For this scale and nature of proposed development, Council's City Assets Department would consider acceptable an alternate approach to the provision of conventional stormwater detention calculations and implementation.

This alternate solution would provide improved sustainable supply to water to the ultimate homeowner and at the same time, collect and use the majority of the roof stormwater generated by the property.

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E – mail csu@wtcc.sa.gov.au **Website** westtorrens.sa.gov.au

City of West Torrens
Between the City and the Sea

In this alternate stormwater management proposal, the following arrangements should be notated for the development.

- Installation of a 3,000 litre rainwater tank (no detention element).
- Rainwater tank plumbed to deliver recycled water all toilets and laundry cold water outlet. (Can also be connected to Hot Water Service if desired).
- A minimum of 90% of the dwelling roof area is to have its stormwater runoff directed to the rainwater tank.
- Mains water backup, pump and plumbing arrangements as typically required to support such an installation are to be compliant with the standard Building Code requirements associated with a compulsory rainwater tank installation.
- The stormwater collection and re-use system is to be installed and operational prior to occupancy of the dwelling.

In association with a development where the applicant has nominated this approach, it is recommended that a condition similar to the following be included with any approval;

- Prior to occupancy of a dwelling, the 3000 litre stormwater collection & reuse tank and associated plumbing to service all toilets and laundry is to be installed and operational.

Should the applicant not desire to utilise the above alternate arrangement for stormwater management, then the applicant would be requested to demonstrate through satisfactory calculations and design for conventional stormwater detention. These works to limit the peak discharge rate for the site critical 20 year ARI storm event to equivalent to a predevelopment arrangement with a 0.25 runoff coefficient.

It is recommended that revised plans and supporting calculations (if necessary) clearly and accurately indicating satisfaction of the above criteria be provided to Council.

Regards,

Sean Vial

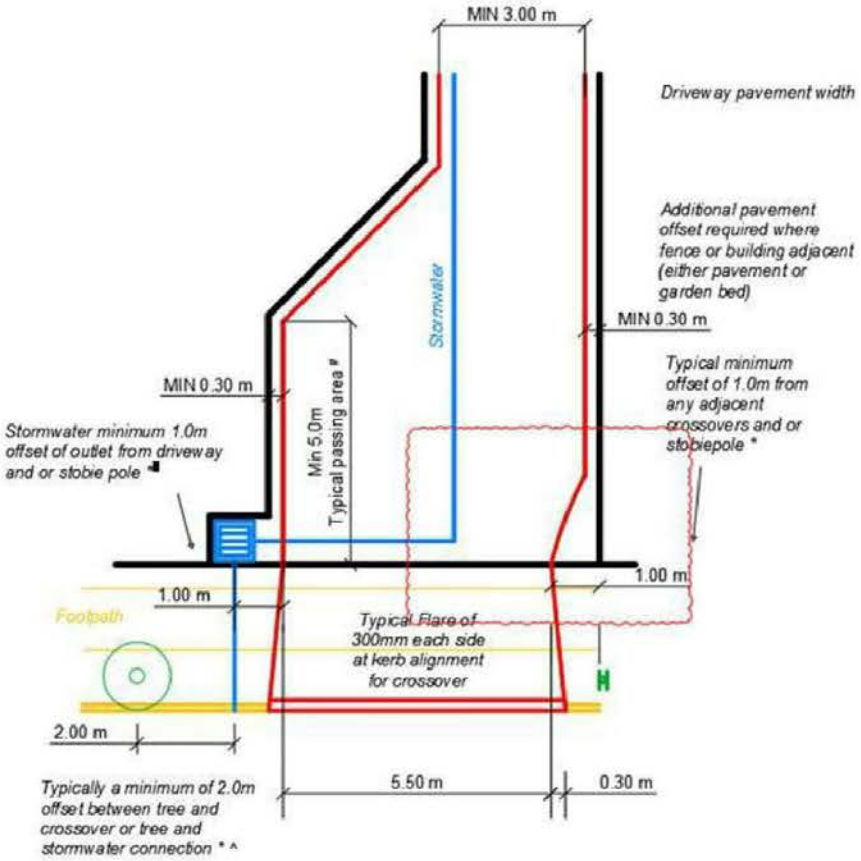
Civic Centre 165 Sir Donald Bradman Drive, Hilton 5033 South Australia Tel (08) 8416 6333 Fax (08) 8443 5709
E – mail csu@wtcc.sa.gov.au Website westtorrens.sa.gov.au

Email From City Assets to Fairmont Homes 10 1 2019 with information applicable to 211/1089/2018 & 211/1130/2018

- FFL's:
  Currently we have the FFL's at the minimum stormwater grades for gravity fall to street water table.
  If FFL's are required to be lowered, both houses will require sump pump systems to discharge the surface water to the street water table. Roof can be sealed to front boundary sump.
  Sewer for both houses will also work if FFL's are lowered to 100.26 – assuming a minimum sewer depth of 1.40m is achieved.
  The minimum FFL for both houses is 100.260. It is acceptable to have dwelling at a higher FFL provided it meets all requirements for development. In this case, the FFL can be keep at proposed level or reduced to minimum based on applicant's decision, however, the plans shall be revised to reflect the changes for further assessment if required (eg, adding sump pump system/jump up sump as required).

- Driveway offsets:
  We can achieve a 1.0m offset at the property boundary for the driveway to the rear house to the existing neighbouring RHS (Western) driveway. However if you need to keep the 4.80m wide access, the other internal boundaries will need to be adjusted to suit. I am insure if this will then comply the rear house driveway access.
  Crossover shall be constructed to 3m wide on boundary with 0.3m flaring on each side (3.6m in total) at the kerb line. Adjustment can be made at the boundary section without affecting the internal driveway width. Please find attached example of a 'narrower' crossover connecting to a 'wider' driveway access. **Please note that the attached plan is just for reference only.**

Email From City Assets to Fairmont Homes 10 1 2019 with information applicable to 211/1089/2018 & 211/1130/2018



In order to provide a 1.0m offset at the front boundary between the rear house (Lot 704) driveway and stormwater outlet, the internal boundary dimensions will need to be adjusted to provide a 1.3m wide x say 1.0m deep 'offset' similar to the diagram in item 2.2 in council's email below.

Given the above two issues, I do not believe it to be possible to achieve a 2.0m offset to the street tree. The tree will need to be removed.

Previously West Torrens City Operations has assessed and support the removal of existing street tree that is located at the front property boundary. However, the tree removal has been cancelled due to change of plan and this has been confirmed by George. Amended plans with offset meeting Council's requirements shall be provided for further assessment.

- Stormwater:
  We can provide the 3000L stormwater retention as required in council's below email.

Email From City Assets to Fairmont Homes 10 1 2019 with information applicable to 211/1089/2018 & 211/1130/2018

Amended plan shall be provided to reflect the stormwater requirements.

Arboricultural Assessment of Street Trees

Development Application No: **211/1089/2018**

REFERRAL DUE DATE: 9 November, 2018

Assessing Officer:	**Sonia Gallarello**
Site Address:	**19 Carlton Parade, TORRENSVILLE SA 5031**
Certificate of Title:	**CT-6037/730**
Description of Development	**Construction of a two storey detached dwelling**

TO THE TECHNICAL OFFICER – CITY ASSETS

Please provide your comments in relation to:

☐ **The removal of or impact upon the Street Tree**

☐ **Species of Tree:**

☐ **Your advice is also sought on other aspects of the proposal as follows:**

PLANNING OFFICER - Sonia Gallarello DATE 26 October 2018

FROM THE TECHNICAL OFFICER

I have examined the plans as requested and provide comments as follow.

As with all development applications it must be proven beyond reasonable doubt that all alternatives have been explored so not to hinder the progress and development of any street tree(s).

Any proposed development that does not consider "AS4970 Protection of Trees on Development Sites", is likely to require revision until all plans accurately correspond with the specific tree information detailed in this standard.

Verge interaction must consider all services across council land including stormwater outlets (and other) which will need to be maintained a minimum of 2.0m from any existing street tree (unless otherwise negotiated) and must be indicated/documented for approval by City Operations.

As a result of the initial investigations it has been identified there will be a direct conflict with a large existing *Platanus orientalis (Oriental Plane Tree)* street tree for the proposed central crossover location.

There is 4.8m from the proposed western property boundary to existing street tree, the current drainage plan from SAF consulting engineers shows a 4.8m crossover width from the western property boundary with two storm water outlets, one on either side of the existing street tree.

In this instance City Operations will require a 2.0m offset from the existing street tree and stormwater outlets for this tree to be retained, however this offset will not be possible due to the location of the property boundary.

In this instance City Operations will support the removal of this street tree.

With reference to the City of West Torrens, Fees and Charges Document 2018-2019 "Tree removal for driveway construction", once Council has assessed all circumstances and considered it acceptable that a street tree can be removed, a fee is calculated based on Council's standard schedule of fees and charges.

The fee is used to offsets the loss of the asset (street tree) to the community, with funds received invested in Council's annual Greening Program.

As a result of the proposed development on Carlton Parade, City Operations has considered the health, structure, form, useful life expectancy, and age of the street tree and will support the removal.

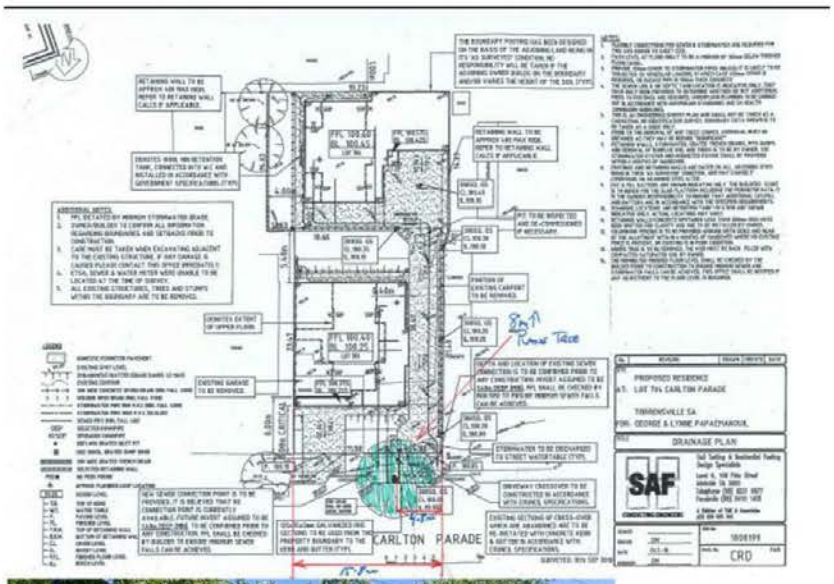
A fee of $ 1582.00 will be required prior to the commencement of any work.

Please note, under no circumstances is any individuals other than council staff permitted to interfere with a street tree. If pruning etc. is required, council must be notified via the appropriate customer request, and council staff will perform all works associated with the community asset.

Final crossover locations will be confirmed once appropriate written correspondence has been received from the applicant and they have submitted "an application to construct a vehicle crossing place(s) across council land".

Rick Holmes
Arboriculture Officer
165 Sir Donald Bradman Drive
Hilton SA 5033

Telephone: 8416 6333
Fax: 8443 5709
Email: rholmes@wtcc.sa.gov.au **DATE: 27/11/2018**


CARLTON PARADE
PROPOSED RESIDENCE
LOT 704 CARLTON PARADE
TARRANVILLE SA
DRAINAGE PLAN
SAF
CRD

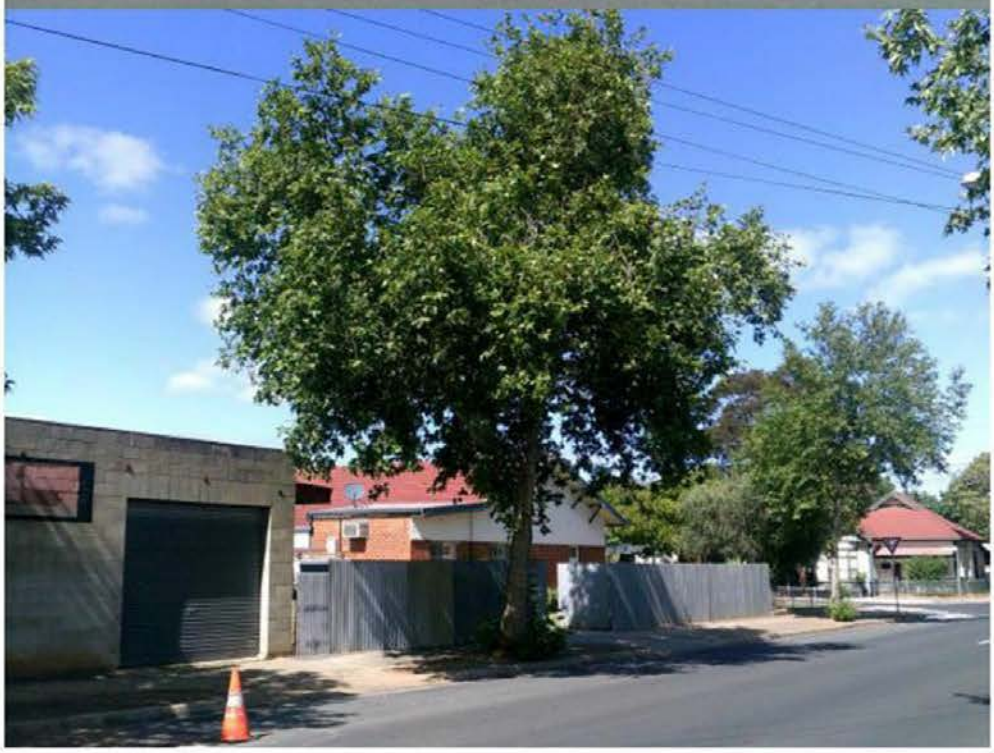












City of West Torrens
Heritage Advisor Comment

Planning Application No.:	**211/1089/20148**
Applicant:	**Fairmont Homes Pty Ltd**
Location:	**19 Carlton Parade, Torrensville**
Zone:	**Residential**
Policy Area:	**Torrensville East Conservation Policy Area 33**
Heritage Status:	
Proposal:	**Construction of a two storey detached dwelling**
To:	**Brendan Fewster**
Date:	**21/10/18**







Description:

The proposal is for the construction of a two-storey dwelling on a rear subdivided portion of land accessed via a driveway to the south Carlton parade, near the corner of Wainhouse Street. Forward of the Subject Land is another new dwelling. The density of surrounding Contributory Places on all sides is consistently high, but the Subject Land is unlisted.

City of West Torrens
Heritage Advisor Comment

The proposed upper storey will be incorporated in the roof space and the dwelling will have rendered lightweight walls and a 42 degree pitch roof with a Colorbond finish (no profile nominated). The garage wall will be constructed on the rear and side boundary with a height of 3200 on each. There will be a small portion of 3600 high parapet wall on the boundary.

The setbacks are as follows:

- from the southern boundary is 1000;
- east boundary is 4000;
- north boundary is 3000.

As Development affecting the Historic Conservation Area and also Torrensville East Conservation Policy Area 33, I have considered the following provisions:

Development Plan Provisions:

Torrensville East Conservation Policy Area 33
OBJECTIVES: 1
DESIRED CHARACTER
PRINCIPLES OF DEVELOPMENT CONTROL: 1,2,3
Historic Conservation Area
OBJECTIVES: 1,2,3
PRINCIPLES OF DEVELOPMENT CONTROL: 1,6,7,8,10,12
Residential Zone
OBJECTIVES: 1,2,3,4
DESIRED CHARACTER
PRINCIPLES OF DEVELOPMENT CONTROL: 1,5,6,7,9,11,12,13
Land Use

Assessment:

Assuming the land division to have been approved, Desired Character contemplates new development that is complementary to historic buildings rather than dominating or detracting from them. It also seeks predominantly one storey buildings, with some two storey buildings where the upper level is contained within the roof space, which has been achieved by this proposal.

Desired Character seeks a unity of built-form, that is complementary to the single storey character of nearby buildings, with new dwellings incorporating building elements common to older structures such as pitched roofs, verandas and simple detailing, as well as building materials such as stone, bricks, limited rendered masonry and corrugated iron/steel.

Assuming the roof profile to be corrugated, the proposal achieves this aim and therefore Objective 1 and PDC 2 of the Policy Area and PDC 1 of the Historic Conservation Area and also Objective 4 and PDC 5 of the Residential Zone are satisfied. The streetscape character is unaffected by this proposal, except for the single storey garage, which will be located behind the façade and visible from the street in the expected location. Also there may be a new crossover introduced, which will be inconsequential to historic character, provided the street tree is retained.

PDC 3 of the Policy Area is satisfied by the incorporation of the upper level and gable or large dormer windows but screened by the dwelling in front.

HCA Objective 1 is untroubled by a proposal that is located to the rear of and screened by Contributory Places and also a new dwelling facing the street. The dwelling materials and form are considered complementary, adopting the general guidance of PDC 6 of the Area. The proposal does not include a traditional front garden in providing for vehicular turning circles, but there is some

City of West Torrens
Heritage Advisor Comment

garden space provided to the east. PDC 7 is hardly of relevance. The proposal adopts the design principle of PDC 8 through its rear location and the incorporation of the upper floor within the roof space.

The profile of new fencing should also be corrugated to satisfy PDC 10 and PDC 12 seems reasonably satisfied, but the introduction of retaining walls demonstrates some change in existing topography to adjoining land, which may be of concern.

The Residential Zone Objectives 1 to 3 appear quite open to the proposal and PDC 6 is also comfortable.

The proximity of the development to the rear boundary may provide some planning concerns (PDC 7 and PDC 11), but not from a heritage perspective. The resultant density of the development demonstrated by the proximity of the new dwelling to side and rear boundaries is of some concern and the actual consolidation or realignment of boundaries is unclear.

The wall height of 3200 and the parapet height of 3600 seem reasonable in terms of their length and the proximity of adjacent structures as contemplated in PDC 13.

Conclusion:

No heritage concerns subject to the roof cladding being corrugated in profile and any new fencing being of corrugated profile and not of zincalume finish.

I am happy to talk through the following possible Residential Zone considerations further with the planner if warranted:

- rear and side setbacks;
- height and length of wall on boundaries;
- new crossover and proximity to the street trees;
- impact of new retaining walls on adjoining land.

Douglas Alexander

Page 3 of 3

Transcript of verbal submission to Item 6.3 of Council Assessment Panel Meeting 5.00pm Tuesday, 12 March 2019 by Representor Nikolaos Kosmadopoulos of 15A Carlton Pde, against the proposal: Application No 211/1130/2018,17 Carlton Pde Torrensville.

Thank you for the opportunity to speak to the Assessment Panel **against** the proposed development at 17 Carlton Parade.

I am the **most** affected of all the neighbours. **No one** else but me has a build on the boundary **exceeding** the Council's guidelines.

(1) The Applicant does **not** satisfy the Quantitative Standard of the Development Plan regarding side boundary wall-length, ie PDC 13, which restricts building on the boundary to a **maximum** of 8 metres. It has been **totally** disregarded. This was of concern to both Council and the Heritage Advisor. **Both** of them also stated that the absence of side setbacks goes against PDC 7 and 11. The boundary-to-boundary proposal is, I quote, "**contrary** to the desired character of existing buildings in the policy area, which **do** have generous side setbacks." Despite the Council **wanting** a reduction in the length of the wall, the Applicant **did not** comply nor compromise at all. The **entire** length of the dwelling, **13** metres, is **all** on **my** boundary.

(2) The **minor and simple** alteration to the design which I suggested in my Statement of Representation to Council would overcome my objections. It would also **provide** the Applicant **access** through the garage to the Private Open Space at the rear, which is **not** at present available to him. My suggestion would provide a **good** compromise for **both** parties, and it would **also** satisfy Council.

City of West Torrens
20 MAR 2019
City Development

(3) Council says that the overshadowing situation is not ideal. It is **far from ideal**. It is, in fact, **oppressive**. The proposed **8.275** metre-high, by **13** meters long, two-storey dwelling, on the boundary, only **1.6** metres from my West windows, is an **unsightly** and **overbearing** structure.

The Applicant **misinterprets** the shadow diagrams, saying that I will have 3 hours of daylight from 12 noon to 3 pm. That is not so. The 3pm shadow diagram shows that by 3pm, the shadow covers **7** meters of my property - over **half** my house and garden. The 1.6 metre West side will **obviously** be in shadow much sooner, closer to **1**pm. The overshadowing is **excessive** – only **1 hour of sunlight!** An **unacceptably gloomy** situation.

The small shades above my two west-facing windows are designed to stop **heat** from entering the house, **not** light. The Applicant's proposed development cuts out the **light**, and presents an **oppressive, uninviting outlook**, thus reducing my **use options** in the whole west area, both inside and outside.

(4) The Applicant says there had been an 8 metre garage and five trees along the boundary. This is **not** a valid support for his development. The garage was at the front boundary, and while unsightly, it did **not** shadow any of my windows. The trees were a **natural** screen, not a permanent **solid** structure, and were not oppressive. In any case, I had no control over what he did on his property. But now, Council **gives** me the opportunity to say how this **new** development proposal impacts me **adversely**.

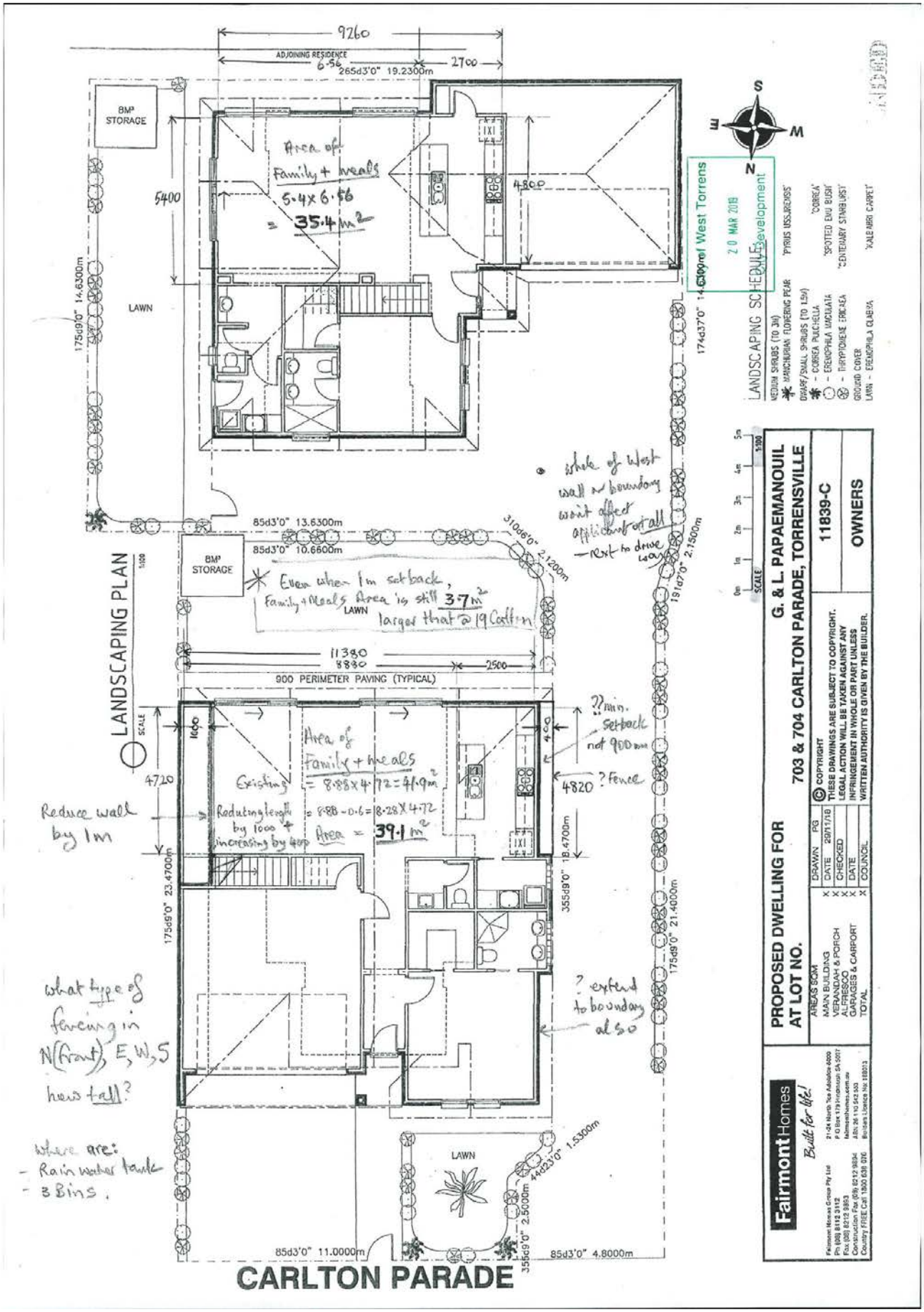
(5) The Applicant says Council approved the plans **9** years ago. The plans before Council **now** are **different** from those plans, so that comment is irrelevant.

(6) The Applicant says that **my** side fence is rusty and unsightly – it is not **my** fence, it is **our** fence, and he has **never** suggested that it be replaced. He says that my side is used for storage – **not** true, **nor** relevant.

(7) I have had a long-term tenant in this property. He has been very happy for over 20 years. My intentions are that once my property is vacant, I shall submit plans to Council for a high-quality rear extension and overall upgrade – **just** as I have done recently to my property down the road at **103** Carlton Parade, **complying** with **all** Council guidelines, from the **outset.**

Finally, all Councils have guidelines and regulations for developments, and people expect that Developers adhere to them. But in this proposed development, **I am affected** by breaches of regulations. The excessively-long boundary wall and the lack of side setbacks in the proposal **reduce** the **quality** of living on my property and the **value** of my property. This is unreasonable. I would urge that the Panel **not** grant approval for this Development, but **defer** its decision and allow the Applicant to **resubmit** a proposal **consistent** with Council PDC 13, that is, **8** metres **maximum** build on the boundary.

Thank you.


LANDSCAPING PLAN
SCALE 1:100
BMP STORAGE
LAWN
9260
ADJOINING RESIDENCE
6-56
265d3'0" 19.2300m
2700
5400
4800
175d9'0" 14.6300m
174d37'0" 14.6000m
85d3'0" 13.6300m
85d3'0" 10.6600m
310d6'0" 2.1200m
191d7'0" 2.1500m
Area of Family + Meals
5.4 x 6.56
= 35.4m²
whole of west wall on boundary won't affect applicant at all — next to drive way
Even when 1m setback, Family + Meals area is still 3.7m² larger that @ 1 Carlton
11380
8880
2500
900 PERIMETER PAVING (TYPICAL)
1000
4720
Existing
Area of Family + Meals
= 8.88 x 4.72 = 41.9m²
Reducing length by 1000 + increasing by 400
= 8.88 - 0.6 = 8.28 x 4.72
Area = 39.1m²
Reduce wall by 1m
400
4820
?? min. Setback not 900mm
? Fence
18.4700m
355d9'0"
175d9'0" 23.4700m
175d9'0" 21.4000m
? extend to boundary also
what type of fencing in N(front), E, W, S
how tall?
where are:
- Rain water tank
- 3 Bins.
LAWN
44d23'0" 1.5300m
355d9'0" 2.5000m
85d3'0" 11.0000m
85d3'0" 4.8000m
CARLTON PARADE
S
E
M
N
City of West Torrens
20 MAR 2019
Development
LANDSCAPING SCHEDULE
MEDIUM SHRUBS (TO 3M)
DWARF/SMALL SHRUBS (TO 1.5M)
GROUND COVER
LAWN - EREMOPHILA GLABRA
'PYRUS USSARIENSIS'
'CORREA'
'SPOTTED EMU BUSH'
'CENTENARY STARBURST'
'KALE ARRI CARPET'
Fairmont Homes
Built for life!
PROPOSED DWELLING FOR
AT LOT NO.
703 & 704 CARLTON PARADE, TORRENSVILLE
G. & L. PAPAEMANOUIL
11839-C
OWNERS
AREAS SQM
MAIN BUILDING
VERANDAH & PORCH
ALFRESCO
GARAGES & CARPORT
TOTAL
DRAWN
DATE 29/11/18
CHECKED
DATE
COUNCIL
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No	REVISION	DRAWN	CHE'KD	DATE
A	STORMWATER MANAGEMENT PLAN	RP	-	22.03.19

PROJECT
LOCKLEYS OVAL REDEVELOPMENT
AT: RUTLAND AVENUE,
LOCKLEYS SA
FOR: CITY OF WEST TORRENS

DRAWING TITLE
CIVIL PLAN - SHEET 1

Civil, Structural, Environmental, Geotechnical, Mechanical, Electrical, Fire, Hydraulics, Lifts, Green ESD
Level 6, 100 Pirie Street,
Adelaide SA 5000
Telephone 08 8238 4100
Facsimile 08 8410 1405
Berri Office: 25 Vaughan Terrace,
Berri SA 5343

SCALES AS SHOWN

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DRAWN	RP
DATE	FEB '18
ENGINEER	RP
CHECKED	ASM

DRAWING No.
1705211-C1/A

Generic Typical LED light with Shield

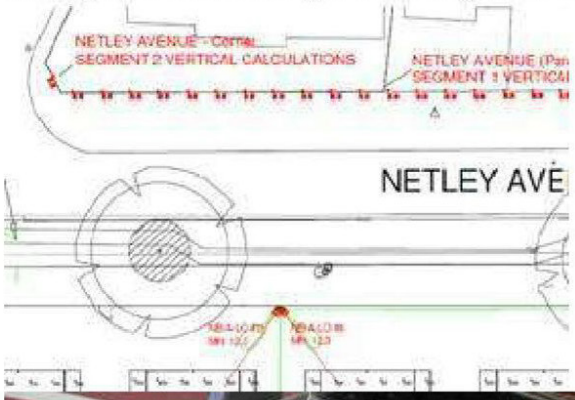


- **Custom External Shield**



Current documented tennis court lights

Lockleys Tennis Courts Type B Floodlights with Internal glare control, and house-side cut off.







From: Dean Ottanelli
To: Hannah Bateman
Subject: Lockleys Oval - DA Deferral (211/711/2018) - Response to CAP Meeting (Held on 12 March 2019)
Date: Monday, 25 March 2019 3:43:12 PM
Attachments: Generic Typical LED light with Shield.pdf
1705211_C100A_StormwaterConcept.pdf

Hi Hannah,

Please find response for CAP's deferral for the following:

- Reduced operational hours of the tennis court lighting.
- To demonstrate that alternative options have been explored for the proposed removal of regulated trees across the site.
- Provision of screen planting on the northern edge of the site to reduce the lighting impact on neighbouring properties.
- Provision of final Stormwater Management Plan.

Tennis court lighting:

Council manages a range of recreational and sporting facilities across the City of West Torrens.

All facilities currently have hours limited either through existing Development Approvals and/or club lease or licence arrangements. There are other existing facilities where tennis and/or netball court lighting is adjacent to dwellings, including:

- Peake Gardens & Riverside Tennis Club - Bice Ave, Marleston, (10pm);
- Glenlea Tennis Club, (10pm) - Camden Oval Tennis Courts, located near Ferguson Avenue, Glenelg North;
- Mellor Park Tennis Club, (10pm) - Mellor Park, Lockleys.

It is envisaged that the tennis court lighting will only be used by Council's tenant (not for general public use) which will be managed through the leasing arrangements. Whilst there is no requirement for public consultation to occur in regard to a proposed grant of lease or licence where the lease term is 5 years or less, and where the proposed use is in accordance with the relevant Community Land Management Plan, Council Administration provided a commitment to the (then) owners of adjacent residential properties that it would allow them to comment on the draft lease or licence agreement(s) prior to the agreements being entered into. (This commitment was made within the draft Masterplan consultation report which was considered by Council's Community Facilities General Committee at its meeting of 22 March 2016.)

Following the further consultation regarding the proposed lease/licence agreements with adjacent property owners a report will be provided to the Council in regard to the proposed grant of lease/licence. Please also note that the Administration is to meet with the representor in the near future to further discuss this process. Council is prepared to review the hours of use after 12 months and at this time Council may then review this aspect of the lease agreement. This will be written into the terms of the lease.

Council's considerations of the tennis court lighting has taken into account both the impacts on neighbouring residents and the requirements of *'AS2560 Sports Lighting'* which sets minimum standards for sports lighting such as lighting for outdoor tennis. Council officers have been in contact with Mrs Cross regarding the lighting matter and we believe an agreement has now been reached regarding the mitigation of light spill impacts. Council has explored a number of options and has agreed to install a customised back plate (a lighting guard). Details/photo of the lighting guard is attached. Although the existing light spill is within the requirements of *'AS4282 Control of obtrusive effects of outdoor lighting'* without the customised back plate, if further reduction is required Council will also explore the use of prefabricated louvers, however due to impact it may have on achieving AS2560 for the tennis courts it is therefore is not considered an ideal solution.

It is further noted that if the tennis court lighting were to cause a 'local nuisance' through any light spill then this could be addressed through the Local Nuisance and Litter Control Act 2016 and the Environmental Protection Act 1993. It is considered that the above addresses Mrs Cross and Mr Buckley's written representation which focused on concerns relating to the operation of the lights.

It is noted that the CAP Report mentioned that any noise associated with development could be addressed through the Environmental Protection (Noise) Policy 20 07 and this is the appropriate mechanism to deal with noise should there be any ongoing concerns.

Significant and regulated trees:
In the initial master planning process Council considered a range of options regarding the facilities proposed at Lockleys Oval, including alternative locations for the additional tennis courts.

The original development application submitted proposed to remove 18 trees as part of the development, including 5 regulated and 3 significant trees, which are listed on page 73 of the Arborist report (these original plans were not presented to CAP). Through a redesign process that involved reorientating the car park, revised plans were submitted that result in only 1 significant tree and 2 regulated trees proposed for removal as part of the development.

Please refer to the legal advice provided which outlines the appropriateness of the removal of the 1 significant tree and 2 regulated trees. The arborist report referral response also addresses this matter and the previous CAP report supported the removal as the significant tree is in fair health and with a limited life expectancy (less than 5 years) and the two regulated trees as it facilitates an overall better outcome for Lockleys Oval and this is considered reasonable development.

It is noted that Mr Griffin's representation relating to trees raises concern about the removal of a significant tree which is now proposed to be retained. This representation was consequently withdrawn. The net loss of trees has therefore been satisfactorily addressed and coupled with the overall landscape design for the redevelopment. New landscaping for the project includes new additional tree planting.

Screening:

As detailed above, the tennis courts lighting impacts have been mitigated beyond the requirements of AS4282. Therefore including the provision of screen planting to address this matter on the northern edge of the site is not considered necessary. However the Council is prepared to provide a landscaping treatment along the northern edge of the site adjacent to the dwellings that will contribute to the improved amenity of the area. The details of this landscaping has not yet been determined but will be considered in consultation with adjoining neighbours.

By way of background, through the Lockleys Oval Redevelopment Master Planning process Council undertook consultation with the local community, including residents. As part of this process Council received comments from local residents expressing a desire to maintain their views of the vista across the Lockleys Oval Precinct. Council aims to balance the wishes of the neighbours and manage the impacts of the development. This consultation/information was reported to Council/Committee on 22 March 2016. In this context, together with consideration of *'Crime Prevention Through Environmental Design'* (CPTED) principles, Council has not considered landscape screening treatments or acoustic walls in this location.

It is noted that it is common for tennis courts to have screening around the perimeter of the courts to manage glare and other issues, however this is not currently proposed by Council and it may be implemented in the future without necessitating development approval. This will be managed through the leasing arrangements.

Stormwater Management:

A Final Stormwater Management Concept Plan has now been developed and is attached. The concept plan details how the stormwater within the site is managed from a quantity and quality perspective. It is understood that the concept plan is sufficient to enable Development Plan Consent to be issued. It is proposed that the detailed Stormwater Management Plan will be submitted prior to issue of full Development Approval.

I trust that the above resolved CAP's concerns and request for information. If further information is required please let me know.

Thank you,

Dean Ottanelli
Manager City Property
City of West Torrens

6.4 30-46 Rutland Avenue, LOCKLEYS

Application No 211/777/2018

Appearing before the Panel will be:

Representor: **J Cross & M Buckley** of 8 Netley Avenue, Lockleys wish to appear in support of the representation.

Applicant: **Dean Ottanelli** of City of West Torrens wishes to appear in response to the representation.

DEVELOPMENT APPLICATION DETAILS

DESCRIPTION OF DEVELOPMENT	Construction of new tennis courts, tennis court lighting (12.3 metres in height), new oval light towers (22.3 metres in height), car parking and lighting, bicycle parking and removal of two (2) regulated trees and one (1) significant tree
APPLICANT	City of West Torrens
LODGEMENT DATE	27 August 2018
ZONE	Residential Zone
POLICY AREA	Low Density Policy Area 21
APPLICATION TYPE	Merit
PUBLIC NOTIFICATION	Category 2
REFERRALS	Internal • City Assets • Arboriculture Advisor External • Nil
DEVELOPMENT PLAN VERSION	Consolidated 12 July 2018
DELEGATION	• The relevant application is for a merit, Category 2 or Category 3 form of development, representations have been received and one or more representors wish to be heard on their representation.
RECOMMENDATION	Support with reserved matter and conditions
AUTHOR	Brendan Fewster

BACKGROUND

This application is for development that relates to 'Stage 2' of the upgrade of the Lockleys Oval precinct.

Stage 1 of the upgrade was granted Development Plan Consent under delegated authority on 21 June 2018 and comprised the following:

> *Demolition of existing clubroom buildings and associated structures and construction of a new two-storey multi-purpose clubroom building comprising change room and toilet facilities, meeting and medical rooms, canteens and kitchen facilities, function rooms with bar and kitchen facilities, store rooms, roof mounted solar panels and associated earthworks, retaining and landscaping.*

A variation to the approved Stage 1 development was subsequently made in order to relocate the new clubroom building approximately 10 metres further north-east for greater separation and protection to an existing regulated tree (Tree 12) and to ensure the building does not encroach upon SA Water land. A series of rock retaining walls adjacent to the northern and western sides of the clubroom building were also removed. The variation application was granted Development Plan Consent under delegated authority on 14 December 2018.

SUBJECT LAND AND LOCALITY

The subject land is formally described as Allotment 52 in Filed Plan 143417 in the area named Lockleys, Hundred of Adelaide, Volume 5738 Folio 376. The subject land is known as the Lockleys Oval reserve, which is a sports and recreation precinct located at 30-46 Rutland Avenue, Lockleys.

The land comprises the grounds and adjacent reserve of the Lockleys Oval that is flanked by Netley Avenue to the north, Rutland Avenue to the east, Moresby Street to the south and the Torrens linear park reserve to the west. The land is situated within the Residential Zone and is surrounded predominantly by established residential land.

There are several existing sport and recreation buildings and uses on the land that include football, cricket and soccer ovals, tennis courts, bowling greens, horse arenas and various clubroom buildings and associated structures. The land is currently served by one access point on Netley Avenue to the north and two accesses on Rutland Avenue to the east. There are several on-site car parking areas adjacent to the main oval, tennis courts and badminton and bowling clubs.

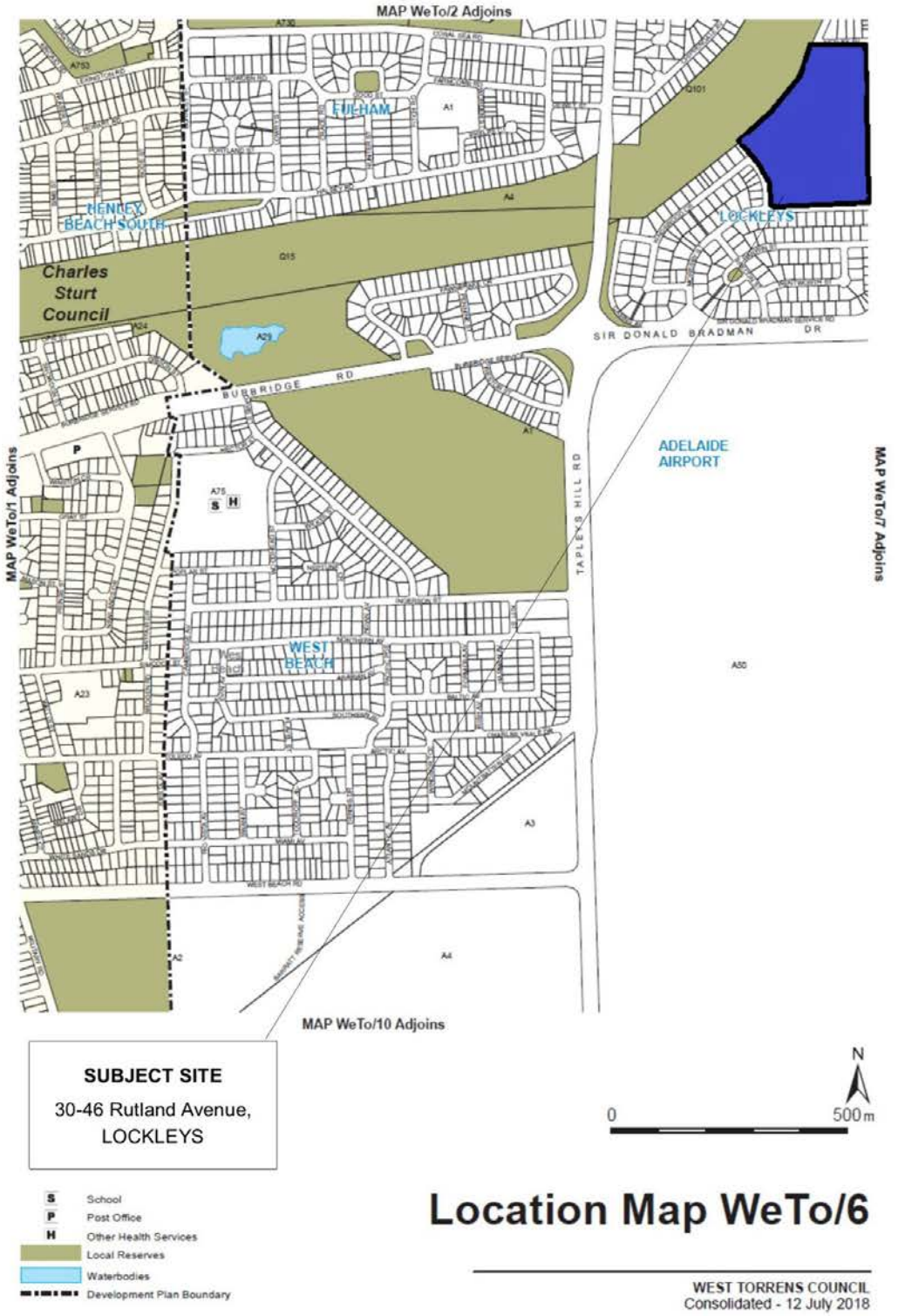
The Lockleys Oval precinct is well vegetated with mature trees and is immediately adjacent the Torrens linear park, which enhance the appearance and setting of the sport and recreation grounds.

The precinct is currently utilised by a wide range of community clubs and organisations that include:

- Lockleys Bowling Club
- Lockleys Football Club
- Lockleys Pigeon Club
- Lockleys Riding Club
- Goodwood Cricket Club
- Guides SA
- Mellor Park Tennis Club
- SA Badminton Association
- West Torrens Baseball Club
- West Beach Soccer Club

The subject land and locality are shown on the aerial imagery and maps below.


SUBJECT LAND
30—46 Rutland Avenue,
LOCKLEYS
= Subject Land
= Locality
MIRANDA AVENUE
NETLEY AVENUE
RUTLAND AVENUE
STRATHMORE AVENUE
SOUTHERLY AVENUE
MORESBY STREET
DARWIN STREET
WENTWORTH STREET
KINGSWOOD CRESCENT
BREGON STREET
MAWSON CRESCENT
SIR DONALD BRADMAN DRIVE ACCESS
SIR DONALD BRADMAN DRIVE
ADELAIDE AIRPORT
FULHAM
LOCKLEYS
30-46


MAP WeTo/2 Adjoins
FULHAM
HENLEY BEACH SOUTH
LOCKLEYS
Charles Sturt Council
SIR DONALD BRADMAN DR
BURBRIDGE RD
ADELAIDE AIRPORT
TAPLEYS HILL RD
MAP WeTo/1 Adjoins
MAP WeTo/7 Adjoins
WEST BEACH
MAP WeTo/10 Adjoins
SUBJECT SITE
30-46 Rutland Avenue, LOCKLEYS
N
0
500 m
School
Post Office
Other Health Services
Local Reserves
Waterbodies
Development Plan Boundary
Location Map WeTo/6
WEST TORRENS COUNCIL
Consolidated - 12 July 2018

RELEVANT APPLICATIONS

DA Number	Description of Development	Decision	Decision Date
211/500/2018	Demolition of existing clubroom buildings and associated structures and construction of a new two-storey multi-purpose clubroom building comprising change room and toilet facilities, meeting and medical rooms, canteens and kitchen facilities, function rooms with bar and kitchen facilities, store rooms, roof mounted solar panels and associated earthworks, retaining and landscaping	Planning Consent Granted	21 June 2018
211/500/2018/A	Variation to Development Application 211/500/2018 - Demolition of existing clubroom buildings and associated structures and construction of a new two-storey multi-purpose clubroom building comprising change room and toilet facilities, meeting and medical rooms, canteens and kitchen facilities, function rooms with bar and kitchen facilities, store rooms, roof mounted solar panels and associated earthworks, retaining and landscaping - **Variation to siting of clubroom building and removal of retaining walls**	Planning Consent Granted	14 December 2018

PROPOSAL

The proposed development comprises the construction of new tennis courts and tennis court lighting. The existing tennis courts that are located adjacent to Netley Avenue will be removed and replaced with six full-size courts and two half-size courts. Six steel lighting columns with a black powder coated finish will be erected on the northern and southern sides of the courts at a maximum height of 12.3 metres. The lights will operate six days a week - Monday to Saturday (not permitted on Sunday) and will be turned off no later than 10.00pm. The tennis courts will be surrounded by 3.6 metre high mesh fencing.

Five new light towers are to be located around the periphery of oval. The light towers will be 22.3 metres in height and comprise of steel construction. Headlamps will be attached to the top of each tower. The lights will be turned off no later than 10.00pm on any evening.

The proposal includes upgrades to existing on-site car parking on the northern and eastern sides of the oval and the closure of the existing vehicular access on Netley Avenue. At least 15 additional car parks will be provided. Bicycle parking for in excess of 20 bikes will also be provided adjacent to the clubrooms, tennis courts and entrance to the oval.

Two regulated trees and one significant tree are to be removed as a result of the proposed development.

The relevant plans and documents are contained in **Attachment 2**.

PUBLIC NOTIFICATION

The application is a Category 3 form of development pursuant to Schedule 9 of the *Development Regulations 2008* or Procedural Matters section of the Residential Zone.

Properties notified	91 properties were notified during the public notification process.
Representations	Five representations were received.
Persons wishing to be heard	One representor wishes to be heard. • J Cross & M Buckley One representor withdrew their representation.
Summary of representations	Concerns were raised regarding the following matters: • Impact of light spill from tennis court lighting • Lighting hours should be restricted to 9.00pm and light spill shields applied • New clubrooms and tennis courts will be great for the neighbourhood • Any future stormwater management plan should ensure that no stormwater is discharged into neighbouring waterways • Objections to removal of significant tree (representation subsequently withdrawn)
Applicant's response to representations	• There are no plans to discharge stormwater into neighbouring waterways • Operating times for floodlighting of Council owned premises is generally restricted to 10.00pm • Council will ensure that the light design minimises light spill and a timing device will be installed to ensure lights are turned off at appropriate times • Supporting comments are noted

A copy of the representations and the applicant's response is contained in **Attachment 3**.

INTERNAL REFERRALS

Department	Comments
City Assets	• The applicant has provided a Stormwater Management Concept Sketch design, which includes stormwater management features to service both Stage 2 and Stage 1 of the greater site and precinct development. The proposed concept nominates features of a nature, scale and locality which would have viability to address stormwater detention, stormwater quality improvement and stormwater harvest and re-use. • Information and feedback provided by Council's Traffic Consultant indicate that the proposed Stage 2 provision of car parking would be no worse than is currently experienced. • The general layout and design of the proposed carpark appears reasonable and appropriate for the proposed utilisation. Although car parking spaces and aisles are not dimensioned, they appear to be easily detailed to satisfy standard requirements.
Arboriculture Advisor	• Due to the length of the report only a condensed version of the report has been attached and individual tree assessments of trees which are proposed to be retained have not been included.

A copy of the relevant referral responses (including the tree report) is contained in **Attachment 4**.

RELEVANT DEVELOPMENT PLAN PROVISIONS

The subject land is located within the Residential Zone and, more specifically, Low Density Policy Area 21 as described in the West Torrens Council Development Plan.

The relevant Desired Character statements are as follows:

Residential Zone - Desired Character	
This zone will contain predominantly residential development. There may also be some small-scale non-residential activities such as offices, shops, consulting rooms and educational establishments in certain locations. Non-residential activities will be complementary to surrounding dwellings. *Allotments will be at very low, low and medium densities to provide a diversity of housing options in different parts of the zone. The range of allotment sizes will support the desired dwelling types anticipated in each policy area, and the minimum allotment sizes shall be treated as such in order to achieve the Desired Character for each policy area and, in turn, reinforce distinction between policy areas. Row dwellings and residential flat buildings will be common near centres and in policy areas where the desired density is higher, in contrast to the predominance of detached dwellings in policy areas where the distinct established character is identified for protection and enhancement. There will also be potential for semi-detached dwellings and group dwellings in other policy areas.* *Residential development in the form of a multiple dwelling, residential flat building or group dwelling will not be undertaken in a **Historic Conservation Area**.* *Landscaping will be provided throughout the zone to enhance the appearance of buildings from the street as viewed by pedestrians, provide an appropriate transition between the public and private realm and reduce heat loads in summer.*	
Objectives	*4*
Principles of Development Control	*1, 3 & 5*

Low Density Policy Area 21	
This policy area will have a low density character. In order to preserve this, development will predominantly involve the replacement of detached dwellings with the same (or buildings in the form of detached dwellings). *There will be a denser allotment pattern and some alternative dwelling types, such as semi-detached and row dwellings, close to centre zones where it is desirable for more residents to live and take advantage of the variety of facilities focused on centre zones. Battleaxe subdivision will not occur in the policy area to preserve a pattern of rectangular allotments developed with buildings that have a direct street frontage. In the area bounded by Henley Beach Road, Torrens Avenue and the Linear Park, where the consistent allotment pattern is a significant positive feature of the locality, subdivision will reinforce the existing allotment pattern. Buildings will be up to 2 storeys in height. Garages and carports will be located behind the front façade of buildings. Buildings in the area bounded by Henley Beach Road, Torrens Avenue and the Linear Park will be complementary to existing dwellings through the incorporation of design features such as pitched roofs, eaves and variation in the texture of building materials.* *Development will be interspersed with landscaping, particularly behind the main road frontage, to enhance the appearance of buildings from the street as viewed by pedestrians, provide an appropriate transition between the public and private realm and reduce heat loads in summer. Low and open-style front fencing will contribute to a sense of space between buildings.*	
Objective	*1*
Principles of Development Control	*1 & 2*

Additional provisions of the Development Plan which relate to the proposed development are contained in **Attachment 1**.

ASSESSMENT

In assessing the merits or otherwise of the application, the proposed development is discussed under the following sub headings:

Land Use

The subject land is situated within the Residential Zone and, more specifically, Low Density Policy Area 21. The land has been identified as a Local Reserve and MOSS Study Area. The Residential Zone encompasses the whole of the Lockleys Oval precinct and extends east to Strathmore Avenue and south to Sir Donald Bradman Drive. The subject land abuts the Torrens Linear Park to the north and west which is within the Open Space Zone.

While the Objectives of the Residential Zone and Policy Area generally seek the development of land for residential purposes, non-residential development may be appropriate in circumstances where the development serves and is of benefit to the local community, provided it adequately protects the amenity of nearby residents. In this regard, the proposed development will provide much needed improvements to existing sport and recreation facilities that are currently utilised by a wide range of community clubs. Appropriate measures will also be put in place to minimise amenity-related impacts on surrounding residents, as considered in more detail below.

From a land use perspective, the proposal to redevelop existing tennis courts and car parking and to provide new lighting infrastructure would not change the existing sport and recreational use of the land. For many years, the land has been used for sports and recreation by various sporting groups and the public. The provision of lighting will enable the main oval and tennis courts to be used during evenings to better cater for the needs of sporting and community groups. Sports lighting is common place within sport and recreation precincts as they facilitate the orderly and economical use of such facilities.

The provision of lighting infrastructure and improvements to tennis courts and car parking within an existing community-based sports and recreation precinct is considered to be orderly and appropriate from a land use perspective and would not undermine existing or future development within the Residential Zone. The proposal is therefore considered to satisfy Objectives 1, 3 and 4 and Principle of Development Control (PDC) 1 of the Orderly and Sustainable Development module of the Development Plan.

Built Form / Siting / Visual Impact

The proposal includes the construction of:

- Six steel lighting columns with a black powder coated finish at a maximum height of 12.3 metres. The columns will be sited on the northern and southern sides of the tennis courts and approximately 10 metres from the edge of Netley Avenue. A headlamp will be attached to the top of each column;
- Five light towers to be located around the periphery of the main oval. The light towers will be 22.3 metres in height and comprise of painted steel construction. Headlamps will be attached to the top of each tower; and
- 3.6 metre high powder coated mesh fencing around the tennis courts.

While the proposed lighting infrastructure and tennis court fencing would be visible from surrounding land, particularly those residential properties along Netley Avenue and Rutland Avenue, in most cases only the upper-most section of the columns and towers would be readily visible. It is noted that the properties on the northern side of Netley Avenue have always enjoyed a direct outlook to the existing tennis courts and a horse training (equestrian) facility.

When assessed against PDC 1 of the Siting and Visibility module, it is observed that the surrounding land does not exhibit any of the following qualities or characteristics:

- natural, rural or heritage character;
- high visual or scenic value; or
- coastal views or views from public reserves, tourist routes or walking trails.

The proposal therefore would not be at variance to PDC 1 of the Siting and Visibility module.

Although the outlook from some nearby residential properties is likely to change, the slim-line design, non-reflective materials and the amount of space around the lighting infrastructure, including the retention of existing trees, would be sufficient to 'minimise' the visual impact in accordance with PDC 4 of the Siting and Visibility module and PDC 2 of the Interface between Land Uses module.

Amenity / Interface

Concerns have been raised by a representor on Netley Avenue in relation to the potential for light spill from the tennis court lighting into nearby homes and additional noise from users of the facilities.

The applicant has provided light spill diagrams which demonstrate that light measured at the nearest residential properties would be well below 10 lux, which is the maximum level allowable under Australian Standard 4282-1997 'Control of the Obtrusive Effects of Outdoor Lighting'. The lighting levels at the boundaries of the nearest residential properties on Netley Avenue would be 7.2 lux or less. The lux levels at the rear boundaries of the nearest properties on Rutland Avenue would be no more than 2.5 lux.

The applicant has also confirmed that the lighting for both the tennis courts and oval will be turned off by no later than 10.00pm. This curfew is considered reasonable in minimising the potential for noise and general disturbance arising from the use of the facility. It has also been confirmed that operation of the tennis court lighting will not be permitted on Sunday. Appropriate conditions regarding the operation of the proposed lighting have been included within the recommendation. It should be noted that any noise concerns associated with the use of the existing facilities is governed under the *Environmental Protection (Noise) Policy 2007*.

The Council is also able to place limitations or conditions on the management of patron noise and behaviour within the terms of the lease.

For the above reasons, the proposal would not adversely impact upon the amenity of nearby sensitive uses by way of noise, light spill or glare. The proposal is therefore considered to satisfy Objectives 1 and 2 and PDCs 1 and 2 of the Interface between Land Uses module.

Car Parking and Access

The proposal includes upgrades to the existing on-site car parking areas at the northern and eastern ends of the oval. The construction of the new tennis courts will also require the closure of the existing vehicular access on Netley Avenue. The closure of the access would reduce traffic movements on Netley Avenue and thus improve the amenity of adjacent residential properties, as all access to the precinct would take place from Rutland Avenue. The closure of the Netley Avenue access is supported from a traffic management and amenity perspective.

It is noted that the car parking demands associated with the new clubroom building were considered within Stage 1 under Development Application 211/500/2018. The following are extracts from the car parking assessment undertaken by Council's Traffic Consultant:

- *Having regard to existing use rights, I am satisfied that the parking requirement for the new development would not be any worse off, compared to the current situation. Assessed on this basis, the existing parking provision for the Stage 1 development of the site is considered to be satisfactory;*
- *The existing car parks on the site are long-standing car parks where existing use rights would be applicable. As the existing car parks would continue to provide access for all users in the manner that has occurred for many years, I do not have any further comment to make regarding this aspect; and*
- *The current car park would have the capacity of accommodating vans or small trucks using current parking spaces. I would anticipate that these deliveries would occur well before the commencement time of events and functions and therefore should not create any conflict issues with other users.*

At least 15 additional car parks will be provided as a result of the proposed upgrades, however the number of additional 'compliant' spaces is likely to be more given that many of the existing car parks do not meet the current size/design requirements of AS/NZS 2890.1-2004.

Council's City Assets Department is supportive of the proposal, with their comments summarised as follows:

- In consideration of car parking generation based on floor areas of the Stage 1 development, the comparison of total floor areas between that which is currently present on site and the Stage 1 facilities, would indicate that the proposed Stage 2 provision of car parking would be no worse than is currently experienced; and

- The general layout and design of the proposed car park appear reasonable and appropriate for the proposed utilisation. Although car parking spaces and aisles are not dimensioned on provided design information, they would be easily detailed to satisfy standard requirements.

The proposal will also include bicycle parking for in excess of 20 bikes, which includes provision for patrons of the new clubrooms approved in Stage 1. Separate designated parking areas with bike rails will be located adjacent to the clubrooms, tennis courts and entrance to the oval (from the linear park). The proposed bicycle parking facilities would ensure that both stages of the development satisfy PDC 20 of the Transportation and Access module.

Given the above considerations, the proposal would sufficiently meet the additional car parking and bicycle parking demands generated within the precinct during peak periods and would not lead to conditions detrimental to the free flow and safety of pedestrian and vehicular traffic on the surrounding road network.

Regulated and Significant Trees

A tree survey and Pre-Development Impact Assessment has been undertaken by Treevolution Arboricultural Consultants (refer Attachment 4). The assessment confirms that two regulated trees and one significant tree will need to be removed to facilitate the proposed development. These trees have been identified as Trees 18, 40 and 50 within the report. A legal opinion on the matter has also been provided by Botten Levinson Lawyers.

Tree 18 is a 'Regulated' River Gum located immediately west of the existing horse training facility. The tree has a trunk circumference of 2.35 metres at one metre above ground level. The tree is in good health with a reasonable life expectancy.

Tree 40 is a 'Regulated' River Gum located within a bitumen driveway and car parking area immediately south of the existing tennis courts. The tree has a combined trunk circumference of 2.68 metres at one metre above ground level. The tree is in good health with a reasonable life expectancy.

Tree 50 is a 'Significant' River Gum located on the eastern side of the oval near the existing toilet block. The tree has a combined trunk circumference of 4 metres at one metre above ground level. The tree is in fair health with a limited life expectancy.

PDC 2 of the Regulated Trees module provides guidance when assessing proposals that involve the removal of a regulated tree. This principle states:

> *A regulated tree should not be removed or damaged other than where it can be demonstrated that one or more of the following apply:*
> *(a) the tree is diseased and its life expectancy is short*
> *(b) the tree represents a material risk to public or private safety*
> *(c) the tree is causing damage to a building*
> *(d) development that is reasonable and expected would not otherwise be possible*
> *(e) the work is required for the removal of dead wood, treatment of disease, or is in the general interests of the health of the tree.*

While all three trees are considered to contribute visually to the amenity of the area, a balanced assessment of each of these trees needs to be undertaken against the above principle. Clause (d) allows for a regulated tree to be removed should it be demonstrated that "*development that is reasonable and expected would not otherwise be possible*". For the development to occur, Tree 18 needs to be removed to allow for the additional tennis court, which is a fundamental need for the precinct. Tree 40 is within the car park and the retention of the tree would result in the loss of car parking, which is not necessarily fundamental to the development of the precinct.

On balance, it is considered that the removal of the two regulated trees is required to facilitate 'reasonable development' and therefore PDC 2(d) of the Regulated Trees module would be reasonably satisfied.

In relation to the significant tree, the tree assessment considered the structural condition of Tree 50 to be "very poor" with the overall health of the tree being only "fair". Given the relatively poor health of the tree and its reduced life expectancy, which is likely to cause an unacceptable risk to public safety, the removal of the tree is considered to reasonably satisfy PDC 3 of the Significant Trees module.

It is also reasonable to expect that the loss of the trees would be offset by the planting of additional trees as part of Stage 1.

Stormwater Management

A stormwater management 'concept' for the development has been prepared with detailed input from Council's City Assets Department. The concept includes measures such as:

- Harvesting and re-use of stormwater runoff from the new clubroom building,
- Permeable paving for car parking areas with underground detention and drainage;
- A rain garden and detention storage basin for surface runoff from the tennis courts; and
- Stormwater quality improvement measures.

As City Assets is satisfied in principle with the stormwater management concept, it is reasonable for a Reserved Matter to be included which will allow the above measures to form the basis of a fully engineered stormwater design. The final engineered design will require the approval of the City Assets Department prior to the granting of Development Approval.

SUMMARY

Having considered all the relevant Objectives and Principles of the Development Plan, the proposal is considered to be not seriously at variance with the Development Plan.

In particular, the proposal:

- is an orderly and desirable form of development in the context of the site and its locality;
- would provide much needed improvements to existing sport and recreation facilities;
- is appropriately sited and designed to minimise impacts upon the amenity of nearby residential properties;
- provides sufficient on-site car parking and safe and convenient access so as not to lead to conditions detrimental to the free flow and safety of pedestrian and vehicular traffic within the site and on the adjacent road network; and
- would only remove trees that are either in poor health or requiring removal to facilitate reasonable development.

For the above reasons, the proposed development is considered orderly and appropriate and would not undermine existing or future development within the Residential Zone.

Having considered all the relevant provisions of the Development Plan, the proposal is not considered to be seriously at variance with the Development Plan.

On balance the proposed development sufficiently accords with the relevant provisions contained within the West Torrens Council Development Plan Consolidated 12 July 2018 and warrants Development Plan Consent.

RECOMMENDATION

The Council Assessment Panel, having considered all aspects of the report, the application for consent to carry out development of land and pursuant to the provisions of the *Development Act 1993* resolves to GRANT Development Plan Consent for Application No. 211/777/2019 by City of West Torrens to undertake the construction of new tennis courts, tennis court lighting (12.3 metres in height), new oval light towers (22.3 metres in height), car parking and lighting, bicycle parking, and removal of two (2) regulated trees and one (1) significant tree at 30-46 Rutland Avenue, Lockleys (CT 5738/376) subject to the following conditions of consent and reserved matters:

Reserved Matters:

The following information shall be submitted for further assessment and approval by the City of West Torrens as reserved matters under Section 33(3) of the *Development Act 1993*:

1. A detailed stormwater management system and computations for the development. The stormwater management system shall adopt measures outlined in the Stormwater Management Concept dated December 2018 that includes:
   a. Harvesting and re-use of stormwater runoff from the reuse tank adjacent the new clubroom building that is to be designed by a suitably qualified stormwater/civil engineer;
   b. Permeable paving for car parking areas with underground detention and drainage;
   c. Surface runoff from the tennis courts directed to a rain garden and detention storage basin; and
   d. Stormwater quality improvement measures that are demonstrated to satisfy the State Government Water-Sensitive Urban Design policy guidelines.

   Reason: To ensure that adequate provision is made for the collection and dispersal of stormwater.

2. A Construction Management Plan (CMP) for the proposed development. The CMP should identify potential issues and appropriate measures to minimise impacts and disruption to surrounding residents and business owners during the construction phase of the development.

   Reason: To ensure that construction is managed to minimise impacts on surrounding properties and their occupants.

Pursuant to Section 42(1) of the *Development Act 1993*, the Council reserves its decision on the form and substance of any further conditions of Development Plan Consent that it considers appropriate to impose in respect of the reserve matters outlined above.

Development Plan Consent Conditions:

1. The development must be undertaken, completed and maintained in accordance with the plans and information detailed in this Application except where varied by any conditions listed below.

   Reason: To ensure the proposal is developed in accordance with the plans and documents lodged with Council.

2. That all flood lighting for the oval approved herein shall be turned off by no later than 10.00pm on any given day.

   Reason: To ensure that the proposed lighting does not cause undue disturbance, annoyance or inconvenience to adjoining residents or motorists.

3. That all tennis court lighting approved herein shall be turned off by no later than 10.00pm on Monday to Saturday, with no lighting permitted on Sunday.

   Reason: To ensure that the proposed lighting does not cause undue disturbance, annoyance or inconvenience to adjoining residents or motorists.

4. That lighting timers shall be installed for the oval flood lights and tennis lighting approved herein, with lighting controls to be located securely to prevent unauthorised access.

   Reason: To ensure that the proposed lighting does not cause undue disturbance, annoyance or inconvenience to adjoining residents or motorists.

5. That all lighting approved herein shall be designed, positioned and directed so that the light levels at the boundaries of surrounding residential properties are no greater than 10 lux at all times.

   Reason: To ensure that the proposed lighting does not cause undue disturbance, annoyance or inconvenience to adjoining residents or motorists.

6. That all designated car parking areas shall be line marked to delineate the parking spaces prior to the occupation of the development.

   Reason: To provide safe and convenient parking and manoeuvring areas for users of the development.

7. That the maximum size vehicle permitted to service or access the site is limited to a Medium Rigid Vehicle (MRV) as outlined within AS 2890.2 - 2002.

   Reason: To ensure the ongoing use and safety of vehicle parking and manoeuvring areas.

8. That floodlighting within car parks and around the clubroom building shall be restricted to that necessary for security purposes only and be directed and shielded in such a manner as to cause no light overspill nuisance of nearby properties.

   Reason: To ensure that the proposed lighting does not cause undue disturbance, annoyance or inconvenience to adjoining residents or motorists.

9. That all stormwater runoff from roofs and impervious surfaces shall be managed on-site in such a manner that it does not result in the entry of water into a building or adversely affect any adjoining property or public road.

   Reason: To provide adequate protection against the possibility of stormwater inundation to neighbouring properties or public spaces.

10. That the bicycle parking delineated on Site Plan – Overall (Sheet WD012 RevD) dated 21/01/19 prepared by Walter Brooke & Associates Pty Ltd shall be installed prior to occupation of the development.

    Reason: To ensure the proposal is developed in accordance with the plans and documents lodged with Council.

Attachments

1. **Development Plan Provisions (under separate cover)**
2. **Plan Set (under separate cover)**
3. **Representation responses and supporting documentation (under separate cover)**
4. **Referral reports (under separate cover)**

CITY OF WEST TORRENS

ATTACHMENTS

UNDER SEPARATE COVER

Council Assessment Panel

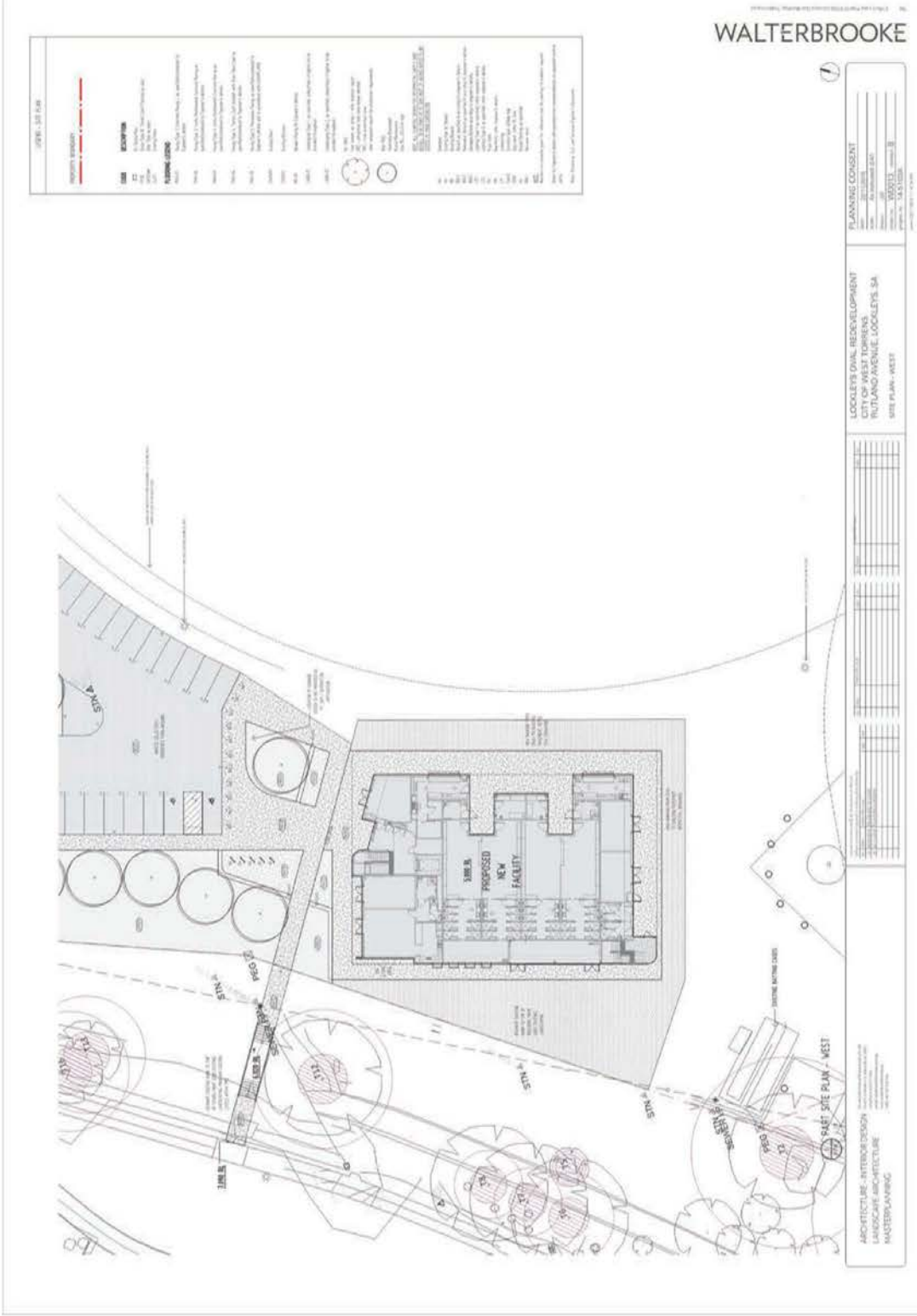
12 March 2019

Item 6.1 - 130-132 & 134-136 Anzac Highway, GLANDORE
Item 6.4 - 30-46 Rutland Avenue, LOCKLEYS
Item 6.7 - 3 & 5 Hayward Avenue, TORRENSVILLE

ADDITIONAL DEVELOPMENT PLAN PROVISIONS

General Section		
Community Facilities	*Objectives*	*1 & 2*
	Principles of Development Control	*1, 2 & 3*
Crime Prevention	*Objective*	*1*
	Principles of Development Control	*1, 2, 3, 4, 5, 6, 7, 8 & 10*
Design and Appearance	*Objectives*	*1 & 2*
	Principles of Development Control	*1, 2, 3, 4, 5, 9, 10, 12, 13, 14, 15, 19, 20, 21, 24 & 25*
Energy Efficiency	*Objectives*	*1 & 2*
	Principles of Development Control	*1, 2, 3 & 4*
Infrastructure	*Objectives*	*1, 2 & 3*
	Principles of Development Control	*1, 2, 3, 4, 5, 6, 8, 9, 11 & 13*
Interface between Land Uses	*Objectives*	*1, 2 & 3*
	Principles of Development Control	*1, 2, 5, 7, 8, 10 & 11*
Landscaping, Fences and Walls	*Objectives*	*1 & 2*
	Principles of Development Control	*1, 2, 3, 4, 5 & 6*
Metropolitan Open Space System	*Objectives*	*1, 2, 4, 5, 6 & 7*
	Principles of Development Control	*1, 2, 3 & 4*
Natural resources	*Objectives*	*1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11 & 13*
	Principles of Development Control	*1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13, 17, 21, 28, 29, 30, 31, 32, 33, 34, 37, 38 & 39*
Open Space and Recreation	*Objectives*	*1, 2, 3 & 4*
	Principles of Development Control	*1, 2, 3, 4, 5, 8, 9, 10, 11, 12, 13, 14 & 15*
Orderly and Sustainable Development	*Objectives*	*1, 2, 3, 4 & 5*
	Principles of Development Control	*1, 5 & 7*
Regulated trees	*Objectives*	*1 & 2*
	Principles of Development Control	*1, 2 & 3*
Significant trees	*Objectives*	*1 & 2*
	Principles of Development Control	*1, 2, 3 & 4*
Siting and Visibility	*Objective*	*1*
	Principles of Development Control	*1, 2, 3, 4, 5, 6, 7 & 8*
Transportation and Access	*Objectives*	*2 & 4*
	Principles of Development Control	*1, 2, 5, 6, 8, 9, 10, 11, 14, 16, 17, 18, 19, 20, 21, 22, 23, 24, 25, 30, 32, 33, 34, 35, 36, 37, 38, 39, 40, 41, 42 & 43*
Waste	*Objectives*	*1 & 2*
	Principles of Development Control	*1, 2, 3, 4, 5, 6, 7, 8 & 9*

WALTERBROOKE
LOCKLEYS OVAL
LOCKLEYS OVAL
SITE PLAN OVERALL
PLANNING CONSULT
LOCKLEYS OVAL REDEVELOPMENT
CITY OF WEST TORRENS
RUTLAND AVENUE, LOCKLEYS, SA
SITE PLAN - OVERALL
ARCHITECTURE - INTERIOR DESIGN
LANDSCAPE ARCHITECTURE
MASTERPLANNING


WALTERBROOKE
PROPOSED NEW FACILITY
EAST SITE PLAN - WEST
PLANNING CONSENT
LOCKLEYS OVAL REDEVELOPMENT
CITY OF WEST TORRENS
RUTLAND AVENUE, LOCKLEYS, SA
SITE PLAN - WEST
ARCHITECTURE - INTERIOR DESIGN
LANDSCAPE ARCHITECTURE
MASTERPLANNING


WALTERBROOKE
NELLY AVENUE
PART SITE PLAN - NORTH
PLANNING CONSULT
LOCKLEYS OVAL REDEVELOPMENT
CITY OF WEST TORRENS
RUTLAND AVENUE, LOCKLEYS, SA
SITE PLAN - NORTH
ARCHITECTURE - INTERIOR DESIGN
LANDSCAPE ARCHITECTURE
MASTERPLANNING

Item 6.4 - Attachment 2
Council Assessment Panel Attachments
WALTERBROOKE
PLANNING CONSULTANT
LOCKLEYS OVAL REDEVELOPMENT
CITY OF WEST TORRENS
RUTLAND AVENUE, LOCKLEYS, SA
SITE PLAN - EAST
ARCHITECTURE - INTERIOR DESIGN
LANDSCAPE ARCHITECTURE
MASTERPLANNING
PART SITE PLAN - S/E CAR PARK
PART SITE PLAN - N/E CAR PARK
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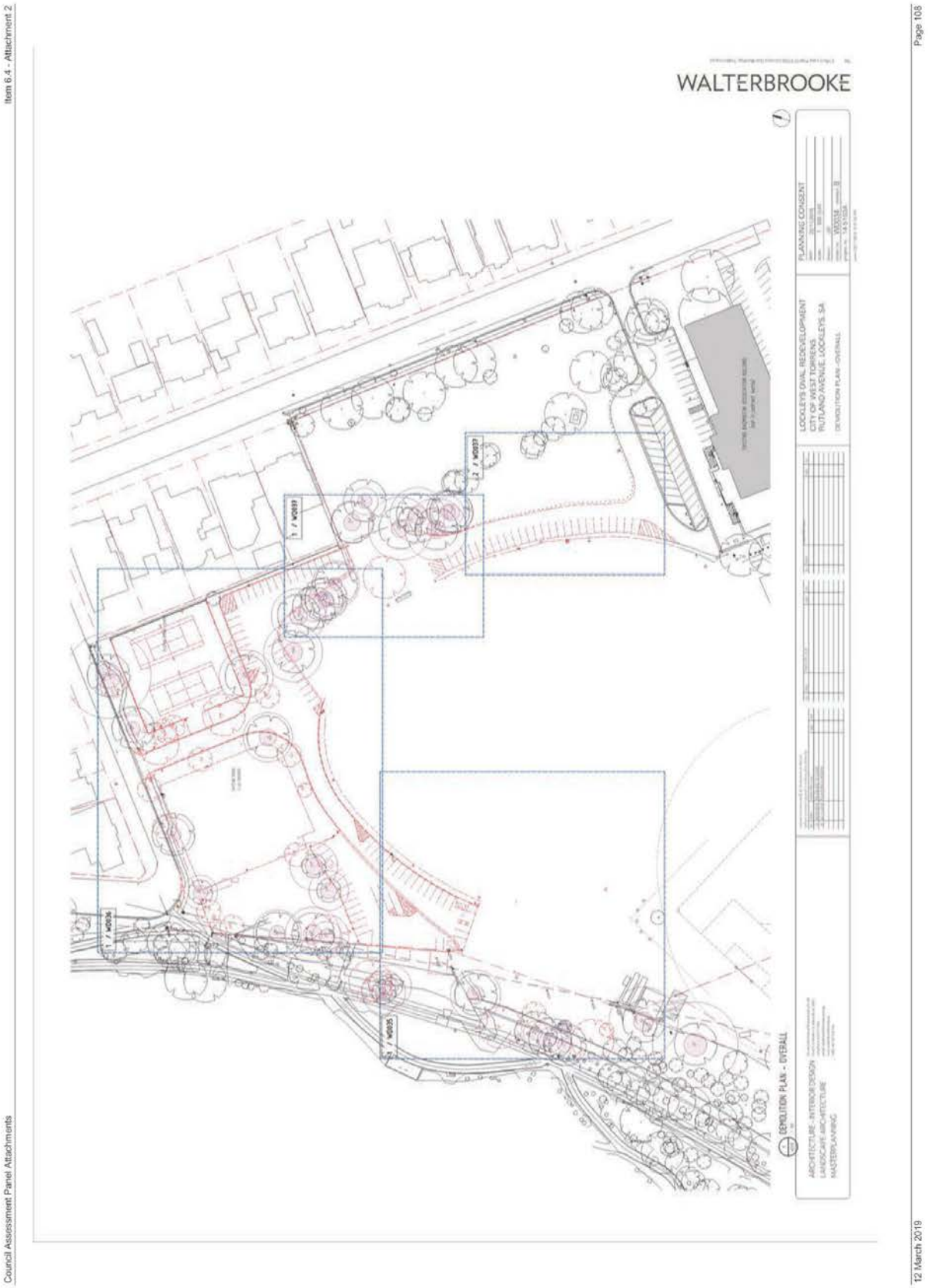
WALTERBROOKE
DEMOLITION PLAN - OVERALL
LOCKLEYS OVAL REDEVELOPMENT
CITY OF WEST TORRENS
RUTLAND AVENUE, LOCKLEYS, SA
PLANNING CONSULTANT
ARCHITECTURE - INTERIOR DESIGN
LANDSCAPE ARCHITECTURE
MASTERPLANNING
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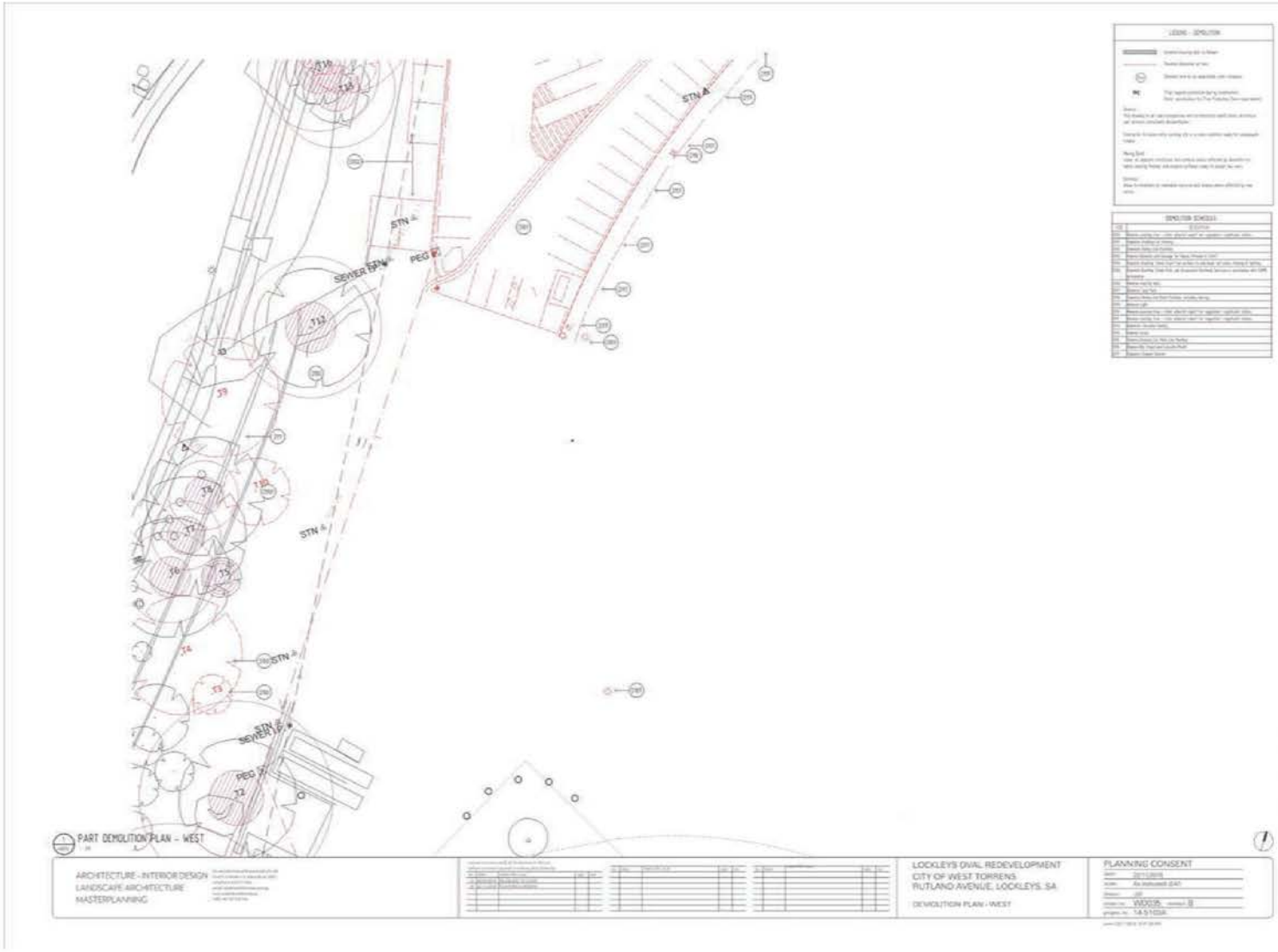
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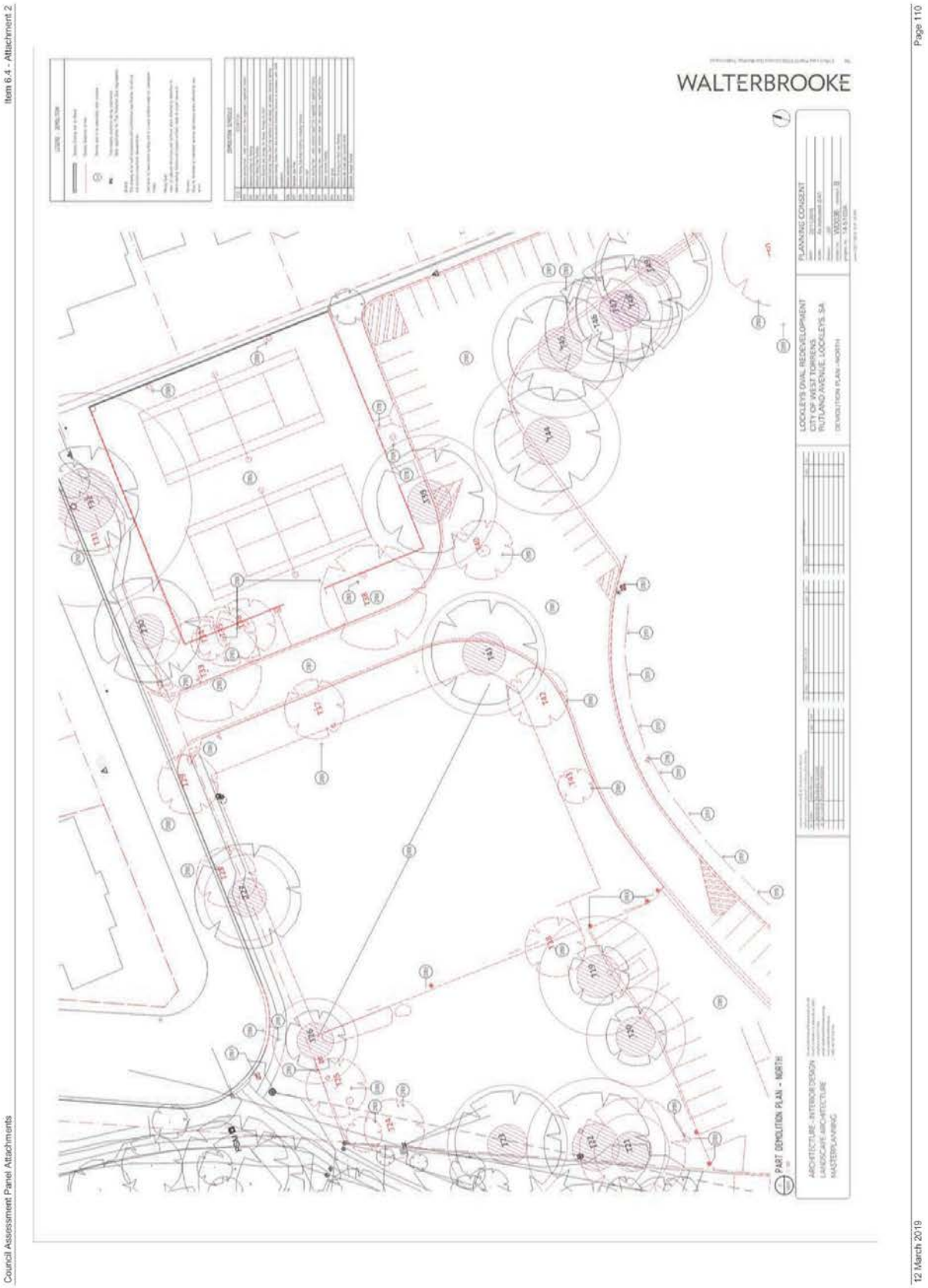
ARCHITECTURE - INTERIOR DESIGN
LANDSCAPE ARCHITECTURE
MASTERPLANNING
LOCKLEYS OVAL REDEVELOPMENT
CITY OF WEST TORRENS
RUTLAND AVENUE, LOCKLEYS, SA
DEMOLITION PLAN - WEST
PLANNING CONSENT
WALTERBROOKE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WALTERBROOKE
PLANNING CONSENT
LOCKLEYS OVAL REDEVELOPMENT
CITY OF WEST TORRENS
RUTLAND AVENUE, LOCKLEYS, SA
DEMOLITION PLAN - NORTH
PART DEMOLITION PLAN - NORTH
ARCHITECTURE - INTERIOR DESIGN
LANDSCAPE ARCHITECTURE
MASTERPLANNING

Item 6.4 - Attachment 2
Council Assessment Panel Attachments
WALTERBROOKE
PART DEMOLITION PLAN - SOUTH-EAST
PART DEMOLITION PLAN - NORTH-EAST
PLANNING CONSENT
LOCKLEYS OVAL REDEVELOPMENT
CITY OF WEST TORRENS
RUTLAND AVENUE, LOCKLEYS, SA
DEMOLITION PLAN - EAST
ARCHITECTURE + INTERIOR DESIGN
LANDSCAPE ARCHITECTURE
MASTERPLANNING
12 March 2019
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Council Assessment Panel Attachments
WALTERBROOKE
Tennis Elevation - North
Tennis Elevation - South
Tennis Elevation - East
Tennis Elevation - West
PLANNING CONSENT
LOCKLEYS OVAL REDEVELOPMENT
CITY OF WEST TORRENS
RUTLAND AVENUE, LOCKLEYS, SA
EXTERNAL ELEVATIONS - SHEET 2
ARCHITECTURE + INTERIOR DESIGN
LANDSCAPE ARCHITECTURE
MASTERPLANNING
12 March 2019
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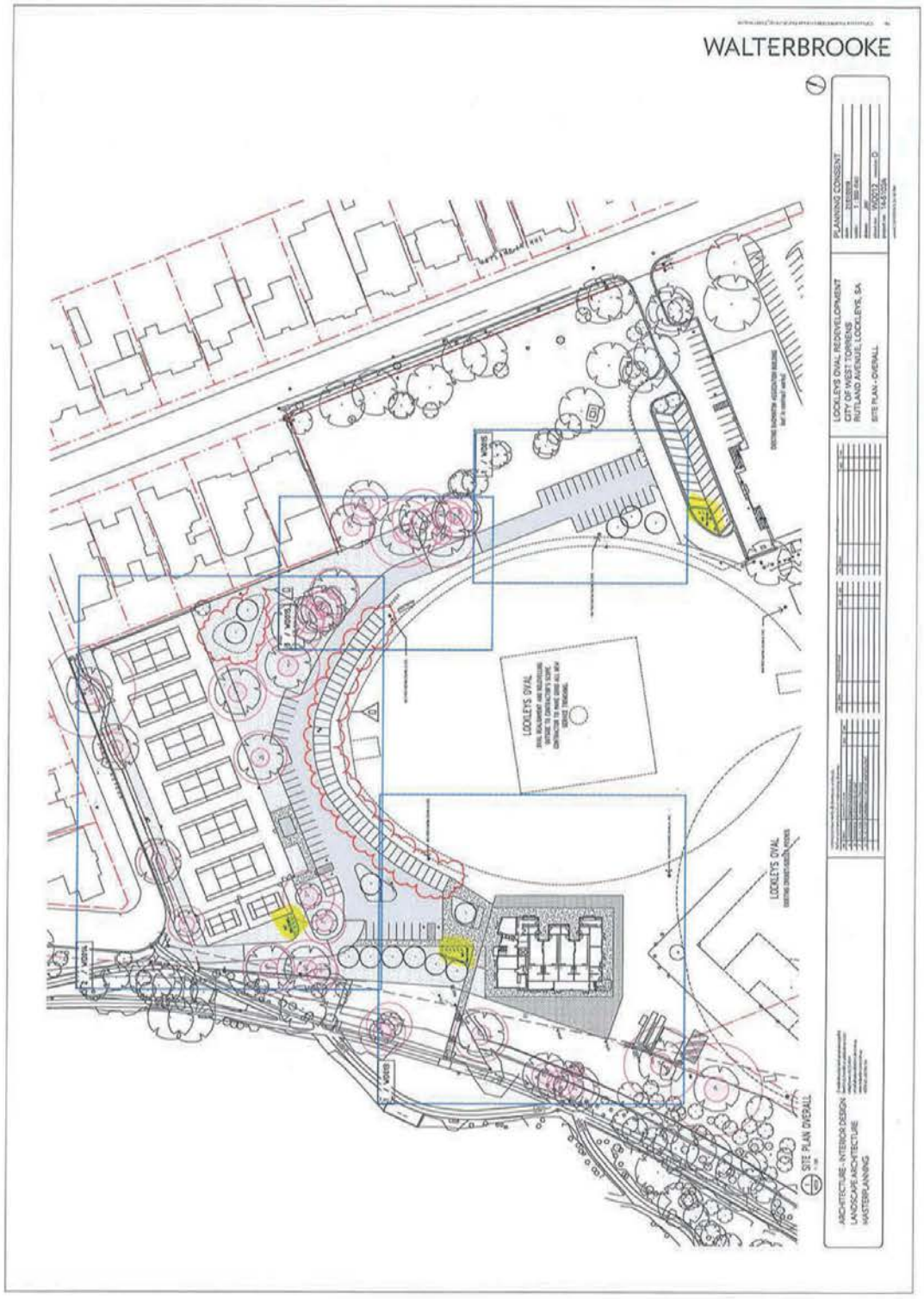
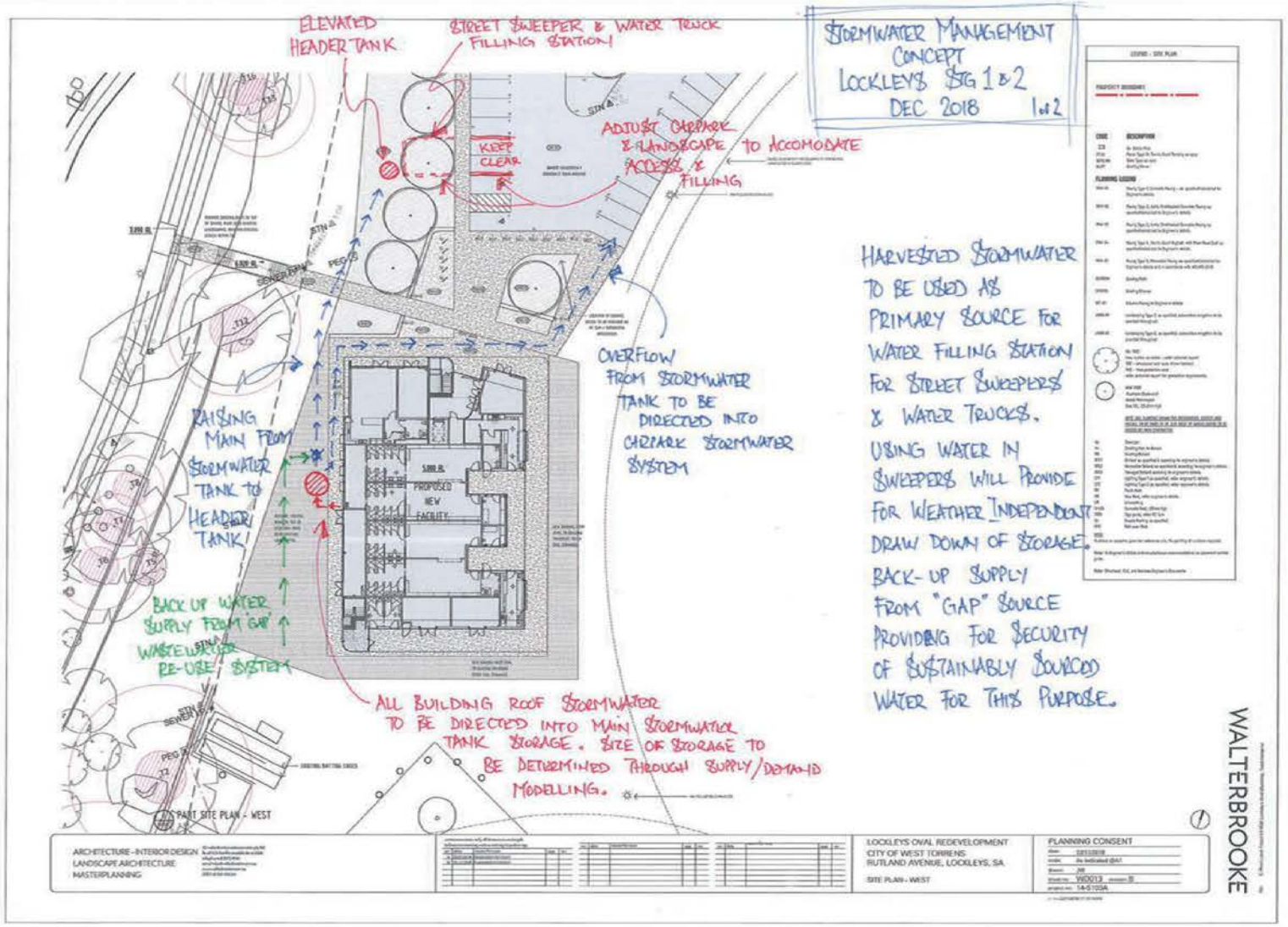
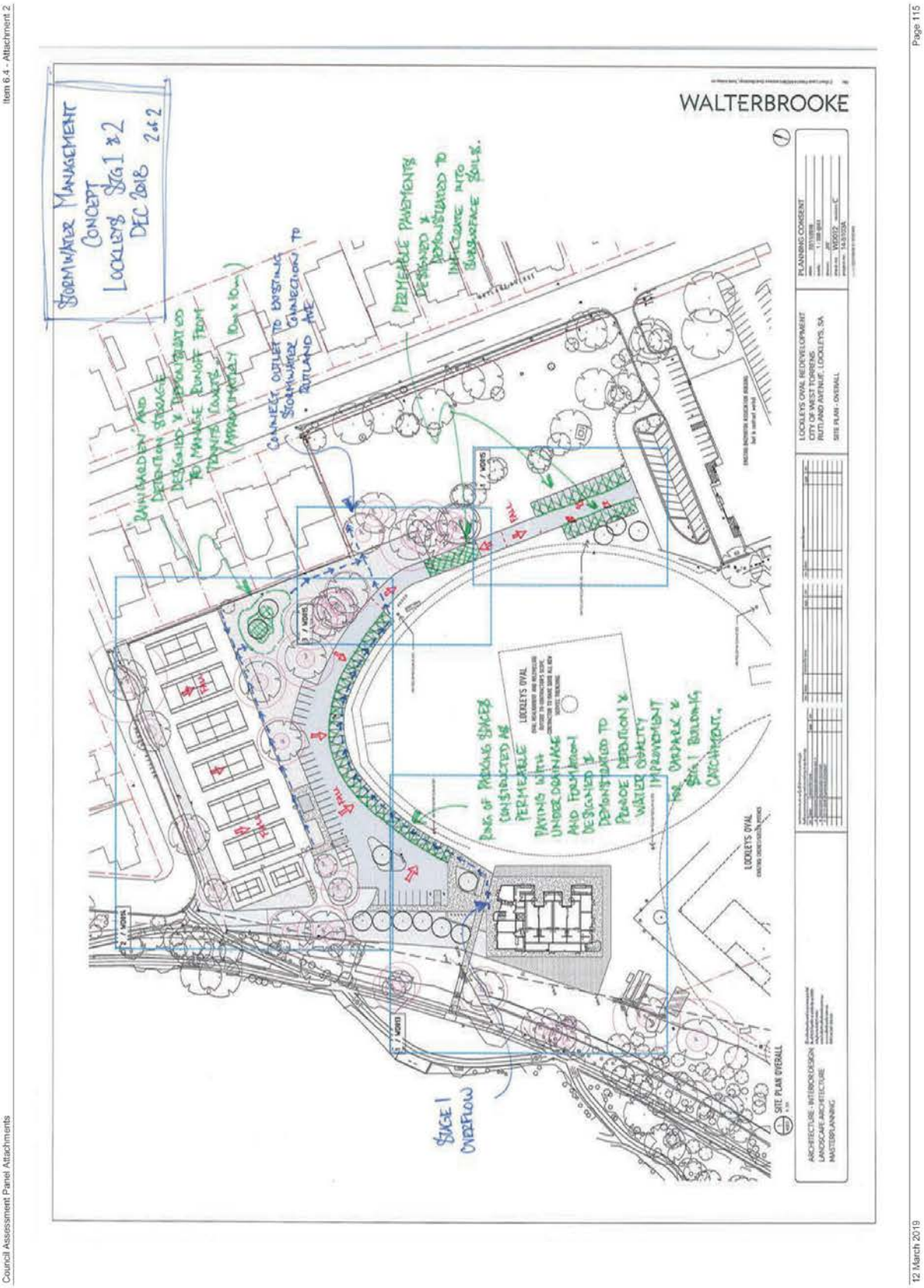

WALTERBROOKE
LOCKLEYS OVAL
LOCKLEYS OVAL
SITE PLAN OVERALL
LOCKLEYS OVAL REDEVELOPMENT
CITY OF WEST TORRENS
RUTLAND AVENUE, LOCKLEYS, SA
SITE PLAN - OVERALL
PLANNING CONSENT
ARCHITECTURE - INTERIOR DESIGN
LANDSCAPE ARCHITECTURE
MASTERPLANNING


ELEVATED HEADER TANK
STREET SWEEPER & WATER TRUCK FILLING STATION
STORMWATER MANAGEMENT CONCEPT
LOCKLEYS STG 1 & 2
DEC 2018 1 of 2
KEEP CLEAR
ADJUST CHEPARK & LANDSCAPE TO ACCOMODATE ACCESS & FILLING
OVERFLOW FROM STORMWATER TANK TO BE DIRECTED INTO CHEPARK STORMWATER SYSTEM
HARVESTED STORMWATER TO BE USED AS PRIMARY SOURCE FOR WATER FILLING STATION FOR STREET SWEEPERS & WATER TRUCKS. USING WATER IN SWEEPERS WILL PROVIDE FOR WEATHER INDEPENDENT DRAW DOWN OF STORAGE. BACK-UP SUPPLY FROM "GAP" SOURCE PROVIDING FOR SECURITY OF SUSTAINABLY SOURCED WATER FOR THIS PURPOSE.
RAISING MAIN FROM STORMWATER TANK TO HEADER TANK
BACK UP WATER SUPPLY FROM 'GAP' WASTEWATER RE-USE SYSTEM
ALL BUILDING ROOF STORMWATER TO BE DIRECTED INTO MAIN STORMWATER TANK STORAGE. SIZE OF STORAGE TO BE DETERMINED THROUGH SUPPLY/DEMAND MODELLING.
PROPOSED NEW FACILITY
PART SITE PLAN - WEST
ARCHITECTURE - INTERIOR DESIGN
LANDSCAPE ARCHITECTURE
MASTERPLANNING
LOCKLEYS OVAL REDEVELOPMENT
CITY OF WEST TORRENS
RUTLAND AVENUE, LOCKLEYS, SA.
SITE PLAN - WEST
PLANNING CONSENT
WD013
14-51034
WALTERBROOKE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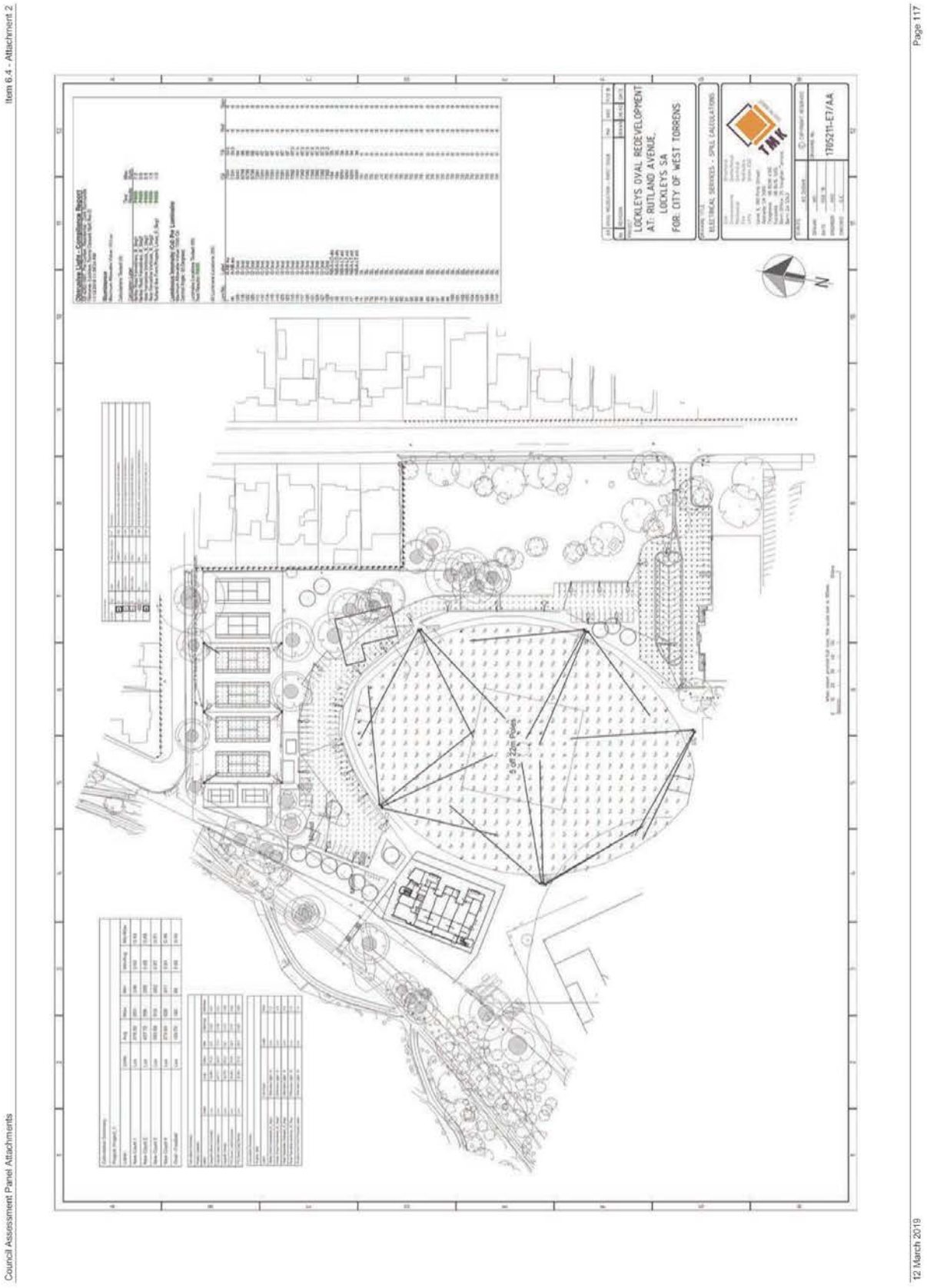
Council Assessment Panel Attachments
12 March 2019
WALTERBROOKE
STORMWATER MANAGEMENT CONCEPT
LOCKLEYS STG 1 & 2
DEC 2018 2 of 2
RAINGARDEN AND DETENTION STORAGE DESIGNED & DEMONSTRATED TO MANAGE RUNOFF FROM TENNIS COURTS APPROXIMATELY 10m x 10m
CONNECT OUTLET TO EXISTING STORMWATER CONNECTION TO RUTLAND AVE
PERMEABLE PAVEMENTS DESIGNED & DEMONSTRATED TO INFILTRATE INTO SUBSURFACE SOILS.
RING OF PARKING SPACES CONSTRUCTED AS PERMEABLE PAVING WITH UNDER DRAINAGE AND FORMATION DESIGNED & DEMONSTRATED TO PROVIDE DETENTION & WATER QUALITY IMPROVEMENT FOR CARPARK & STG 1 BUILDING CATCHMENT.
STAGE 1 OVERFLOW
LOCKLEYS OVAL
SITE PLAN OVERALL
PLANNING CONSENT
LOCKLEYS OVAL REDEVELOPMENT
CITY OF WEST TORRENS
RUTLAND AVENUE, LOCKLEYS, SA
SITE PLAN - OVERALL
ARCHITECTURE - INTERIOR DESIGN
LANDSCAPE ARCHITECTURE
MASTERPLANNING


SITE LEGEND
LOCKLEYS OVAL
ELECTRICAL SERVICES - SITE PLAN
N
LOCKLEYS OVAL REDEVELOPMENT
AT: RUTLAND AVENUE,
LOCKLEYS SA
FOR: CITY OF WEST TORRENS
ELECTRICAL SERVICES - SITE PLAN
1705211-E2/AB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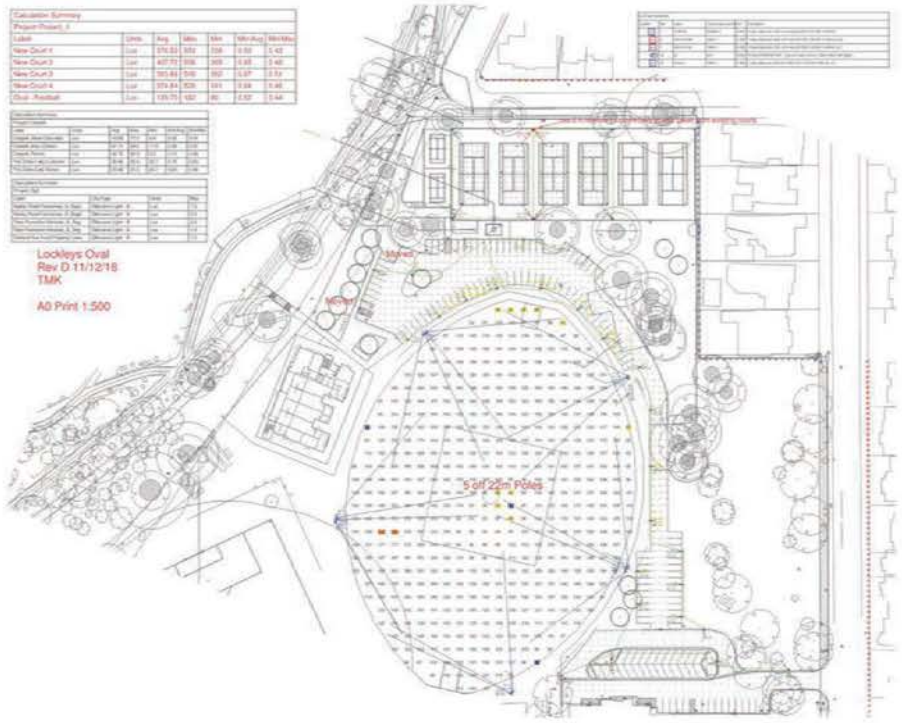
LOCKLEYS OVAL REDEVELOPMENT
AT: RUTLAND AVENUE,
LOCKLEYS SA
FOR: CITY OF WEST TORRENS
ELECTRICAL SERVICES - SPILL CALCULATIONS
TMK
1705211-E7/AA
N


Lockleys Oval
Rev D 11/12/18
TMK
A0 Print 1:500
Marker
Marker
9 off 22m Poles

Obtrusive Light - Compliance Report

AS 4282-1997, Pre-Curfew, Residential - Dark Surrounds
Filename: Lockleys Tennis Carpark Spill Rev D
11/12/2018 11:59:34 AM

Illuminance

Maximum Allowable Value: 10 Lux

Calculations Tested (5):

Calculation Label	Test Results	Max. Illum.
Netley Road Fencelines_Ill_Seg1	PASS	7.2
Netley Road Fencelines_Ill_Seg2	PASS	2.5
Rear Fenceline Verticals_Ill_Seg1	PASS	2.5
Rear Fenceline Verticals_Ill_Seg2	PASS	1.5
Rutland Ave Front Property Lines_Ill_Seg1	PASS	1.0

Luminous Intensity (Cd) Per Luminaire

Maximum Allowable Value: 7500 Cd
Control Angle: 83 Degrees

Luminaire Locations Tested (55)
Test Results: PASS

All Luminaire Locations (55):

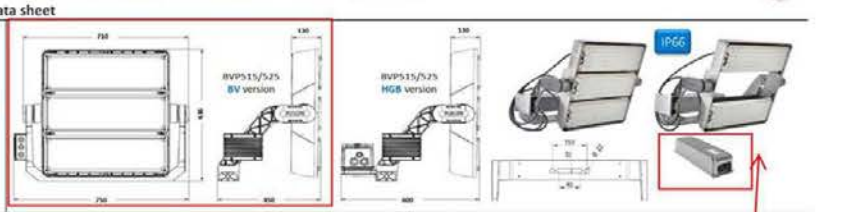
Lum.No.	Label	Cd	Tilt	Roll	Spin
1	A-NB #a	7331	33.5	0	0
16	A-NB #a	7331	33.5	0	0
129	G Oval	5341	64	0	0
118	G Oval	6799	66	0	0
122	G Oval	6799	66	0	0
126	G Oval	6799	66	0	0
111	G Oval	7281	67	0	0
112	G Oval	7281	67	0	0
114	G Oval	7281	67	0	0
115	G Oval	7281	67	0	0
119	G Oval	7281	67	0	0
123	G Oval	7281	67	0	0
125	G Oval	7281	67	0	0
113	G Oval	7382	67.5	0	0
116	G Oval	7382	67.5	0	0
117	G Oval	7382	67.5	0	0
120	G Oval	7382	67.5	0	0
121	G Oval	7382	67.5	0	0
124	G Oval	7382	67.5	0	0
127	G Oval	7382	67.5	0	0
128	G Oval	7382	67.5	0	0
13	NB-A-LO #b	184	33	0	0
18	NB-A-LO #b	184	33	0	0
14	NB-A-LT #d	5291	34	0	0
15	NB-A-LT #d	5291	34	0	0
17	NB-A-LT #d	5291	34	0	0
19	NB-A-LT #d	5291	34	0	0
71	SL	70	0	0	0
72	SL	70	0	0	0
73	SL	70	0	0	0
75	SL	70	0	0	0
76	SL	70	0	0	0
77	SL	70	0	0	0
82	SL	70	0	0	0
89	SL	70	0	0	0
90	SL	70	0	0	0
91	SL	70	0	0	0
92	SL	70	0	0	0
93	SL	70	0	0	0
94	SL	70	0	0	0

95	SL	70	0	0	0
96	SL	70	0	0	0
97	SL	70	0	0	0
98	SL	70	0	0	0
99	SL	70	0	0	0
100	SL	70	0	0	0
101	SL	70	0	0	0
102	SL	70	0	0	0
103	SL	70	0	0	0
104	SL	70	0	0	0
105	SL	70	0	0	0
107	SL	70	0	0	0
108	SL	70	0	0	0
109	SL	70	0	0	0
110	SL	70	0	0	0

Philips OptiVision LED gen2 floodlighting system

OptiVision LED gen2 - data sheet

OptiVision LED gen2
LUMINAIRE & DRIVER BOX



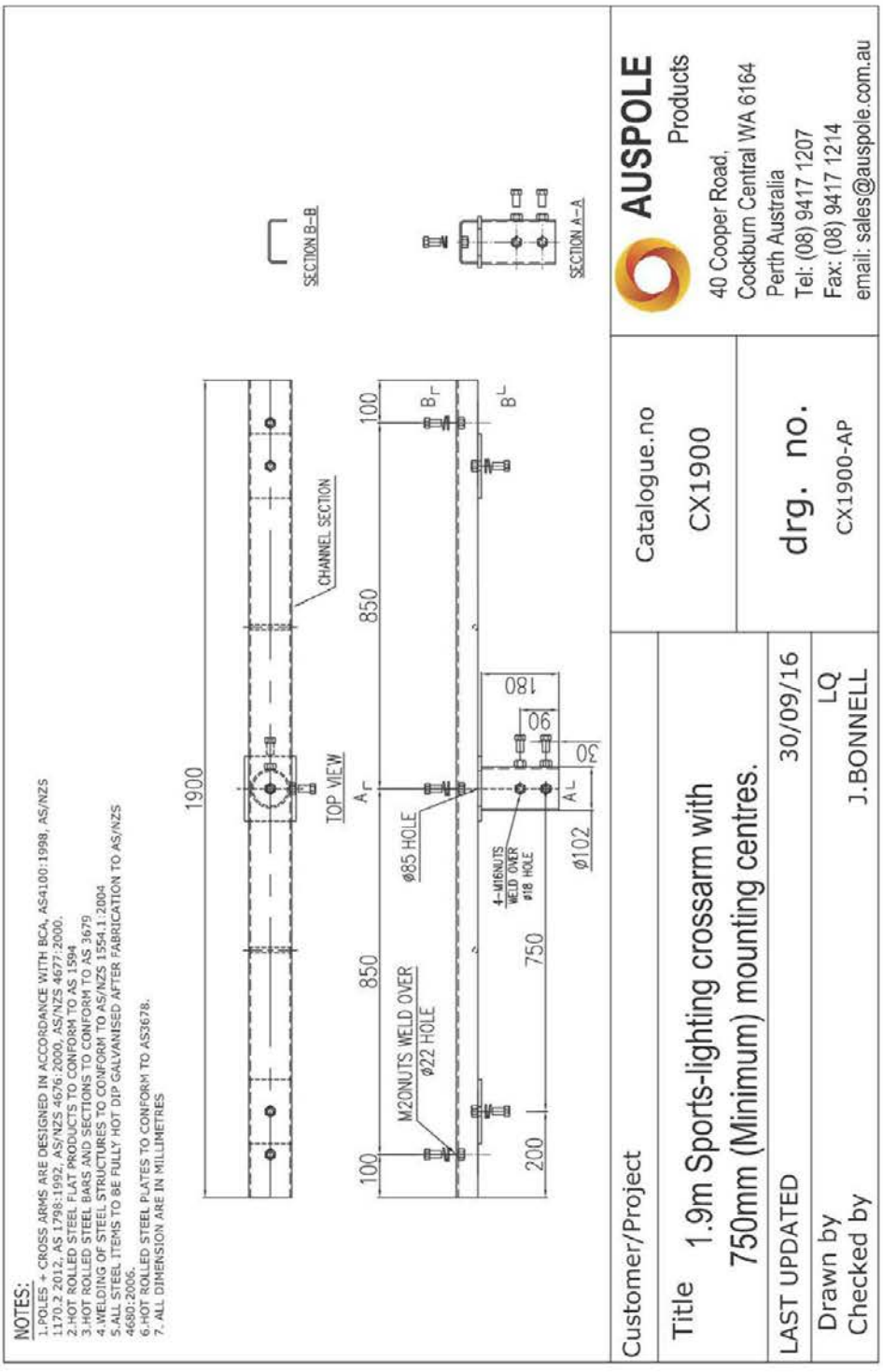
Luminaire types	BVP515 *(2 module)* / BVP525 *(3 module)*
Luminaire versions	BV: Basic Version *(separate driver box)* / HGB: Housing Gear Box *(driver box pre-fitted on the mounting bracket)*
Driver box type	EVP500 *(DALI)*
Source light flux *(Ta dependent)*	BVP525 (5700K): up to 194 Klm outdoor / up to 168 Klm indoor BVP525 (4000K): up to 185 Klm outdoor / up to 156 Klm indoor BVP515 (5700K): up to 129 Klm outdoor / up to 109 Klm indoor BVP515 (4000K): up to 123 Klm outdoor / up to 104 Klm indoor *Tolerances on light flux: +/- 7%*
LOR	0.9
System power	BVP525: up to 1471 W outdoor / up to 1160 W indoor *(+/- 10%)* BVP515: up to 981 W outdoor / up to 773 W indoor *(+/- 10%)*
Luminaire efficacy	Up to 114 lm/W *(depends on floodlight's Ta dependent version and CCT)*
Correlated Color Temp. (CCT)	Cool White (CW) 5700 K / Natural White (NW) 4000 K (+/- 400 K)
Color Rendering Index (CRI)	70
Light distributions / optics	4 rotational beam optics from 2 x 11° to 2 x 19° 4 asymmetrical beam optics from narrow to extra narrow
Operating temperature range	-40°C up to +45°C *(depends on floodlight's Ta dependent version)*
Electrical insulation class	Class I
Degree of Ingress Protection	IP66
Luminaire dimensions (l x w x h)	616 x 750 x 130 mm
Driver box dimensions (l x w x h)	500 x 145 x 120 mm
Luminaire weight	BVP515 (BV): 21 Kg / BVP515 (HGB): 28 Kg / BVP525 (BV): 25 Kg / BVP525 (HGB): 31.5 Kg *(weight within 10% tolerance)*
Driver box weight	6 Kg *(weight within 10% tolerance)*
Luminaire windage area (SCx)	BVP515 BV: 0.18 m2 (HGB: 0.34 m2); BVP525 BV: 0.23 m2 (HGB: 0.39 m2) at 15° tilt / BVP515 BV: 0.24 m2 (HGB: 0.40 m2); BVP525 BV: 0.32 m2 (HGB: 0.48 m2) at 40° tilt
Material / Finishing	Housing/ Electrical connection box / Mounting bracket: Molded aluminium End caps: Plastics in GREY color Plastics / Cables: UV protected *No paint on standard luminaire, raw aluminum (optionally, can be painted in other colors except heat-sink always black)* *Driver box is always painted in raw aluminum color (other paint colors are not possible)*
Driver box mains input	230-400V / 50Hz *(mains supply voltage fluctuations -/+ 10%)*
Inrush current	18 A during 160 µsec at 230 V mains / 30 A during 160 µsec at 400 V mains
Power factor	> 0.95 at full power
Surge protection	10 KV standard
Life-time / Lumen maintenance	L80B10: up to 100000 hours
Driver box lifetime / Failure rate	50000 hours at operation temperature range / 0.5% per 5000 hours
Luminaire installation	Outdoor: on mast-head frame/wall or Indoor: on roof or ceiling/wall or catwalk U-shaped mounting bracket with foot-print suitable for 3-point fixation by means of M20 bolts Vertical aiming from the horizontal: -90° / +90° *(not suitable for uplighting)* Standing-up or hanging-down mounting
Driver box installation	Indoor/outdoor open air without need of cabinet or inside electrical cabinet (IP54) or inside electrical room or inside mast (min. entrance door opening w=125 mm x h=600 mm) Either pre-fitted on the luminaire (HGB version) or remotely at max 200 m distance to luminaire Fixation on flat surface by means 4 standard screws/bolts thru the key slot holes Universal fixation position *(cable glands never upward for outdoor/inside mast)*
Luminaire electrical connection / Cabling	Luminaires are always supplied with electrical connection box pre-fixed enabling wiring between floodlight and driver box Cable entry via 1xM25 cable gland accepting cable diameter between 13 and 18 mm and wiring with screw-less terminals for wires up to 2,5mm²
Driver box electrical connection / Cabling	Mains input: Screw-less terminals for wires up to 4mm² / Cable entry via 1xM25 cable gland accepting cable diameter between 13 and 18mm *(no thru-wiring in/out)* Output to luminaire's electrical connection box: Screw-less terminals for wires up to 2,5mm² / Cable entry via 1xM25 cable gland accepting cable diameter between 13 and 18 mm Cables to luminaire's electrical connection box (BV version luminaire): One cable of 7-core each at length of customer choice *(cables are not supplied by Philips)*
Integral dimming controls	Dynadimmer in three options DDF1, DDF2, DDF3 *(factory preset)*
DALI control interface	Screw-less terminals suitable wires up to 2.5 mm² / Cable entry via 1xM20 cable gland accepting cable diameter between 10 and 14mm *(no thru-wiring in/out)*
Luminaire accessories	External spill light control louvre ZVP420 L and ZVP500 L (set of 2 pcs) for symmetrical S type optics External zero candela louvre at 90° ZVP520 L-A90 and ZVP500 L-A90 (set of 2 pcs) for asymmetrical A type of optics Precision aiming device ZVP420 PAD A0 for symmetrical S type optics Precision aiming device ZVP520 PAD A30 for asymmetrical A type optics
Optional versions	CLO / Integral spill-light control louvre or control plate for asymmetrical beam optics (LO or LT) / Indoor swimming pool protected (SWP) / Marine salt protected (MSP)
Certification / Listing	CE, ENEC, RoHS, VDE-Ball proof
Packaging content	Contains floodlight and driver box either pre-fitted (HGB) or separate (BV). Driver box of BV version contains a suspension kit with its fixing parts

Remote gear box

Voltage to be nominated

Philips Lighting Europe, May 2016

OptiVision LED gen2_datasheet_May 2016.xls Page 1


NOTES:
1.POLES + CROSS ARMS ARE DESIGNED IN ACCORDANCE WITH BCA, AS4100:1998, AS/NZS 1170.2 2012, AS 1798:1992, AS/NZS 4676:2000, AS/NZS 4677:2000.
2.HOT ROLLED STEEL FLAT PRODUCTS TO CONFORM TO AS 1594
3.HOT ROLLED STEEL BARS AND SECTIONS TO CONFORM TO AS 3679
4.WELDING OF STEEL STRUCTURES TO CONFORM TO AS/NZS 1554.1:2004
5.ALL STEEL ITEMS TO BE FULLY HOT DIP GALVANISED AFTER FABRICATION TO AS/NZS 4680:2006.
6.HOT ROLLED STEEL PLATES TO CONFORM TO AS3678.
7. ALL DIMENSION ARE IN MILLIMETRES
1900
SECTION B-B
CHANNEL SECTION
TOP VIEW
SECTION A-A
100
850
850
100
750
200
M20NUTS WELD OVER
Ø22 HOLE
Ø85 HOLE
4-M16NUTS
WELD OVER
Ø18 HOLE
Ø102
180
90
90
AL
AR
BR
BL
AUSPOLE
Products
40 Cooper Road,
Cockburn Central WA 6164
Perth Australia
Tel: (08) 9417 1207
Fax: (08) 9417 1214
email: sales@auspole.com.au
Catalogue.no
CX1900
drg. no.
CX1900-AP
Customer/Project
Title 1.9m Sports-lighting crossarm with 750mm (Minimum) mounting centres.
LAST UPDATED 30/09/16
Drawn by LQ
Checked by J.BONNELL

Bonnell's Supply Pty Limited T/A

AUSPOLE PRODUCTS

WA BRANCH
40 Cooper Road
Cockburn Central, WA 6164
Ph: (08) 9417 1207
Fax: (08) 9417 1214

SA BRANCH
41-43 George Street
Greenfields SA 5107
Sales: 0435 658 437
Office: 0413 482 110
ABN: 23 146 066 300

PILE FOUNDATION DESIGN GUIDE

Item: HS-22M-89

Description: 22m Tapered 12 sided fixed sports lighting pole *SteelMax Range*

Wind Region, Terrain Cat: Region A, Terrain Cat 2

Bolt Pattern: 4 M36 Bolts on 650mm PCD

Ultimate Base Moment: ***219.07kNm***

Ultimate Base Shear: ***15.11kN***

SOIL TYPE	PILE DIAMETER	PILE LENGTH	BAR SIZE	BAR PCD	LIGATURE SIZE & PITCH
Soft	900mm	4350mm	8 N24 Bars	695mm PCD	R10 @ 300mm Pitch
Firm	900mm	3300mm	8 N24 Bars	695mm PCD	R10 @ 300mm Pitch
Very Firm	900mm	2650mm	8 N24 Bars	695mm PCD	R10 @ 300mm Pitch
Hard	900mm	2100mm	8 N24 Bars	695mm PCD	R10 @ 300mm Pitch

(See Soil Notes Page 2)

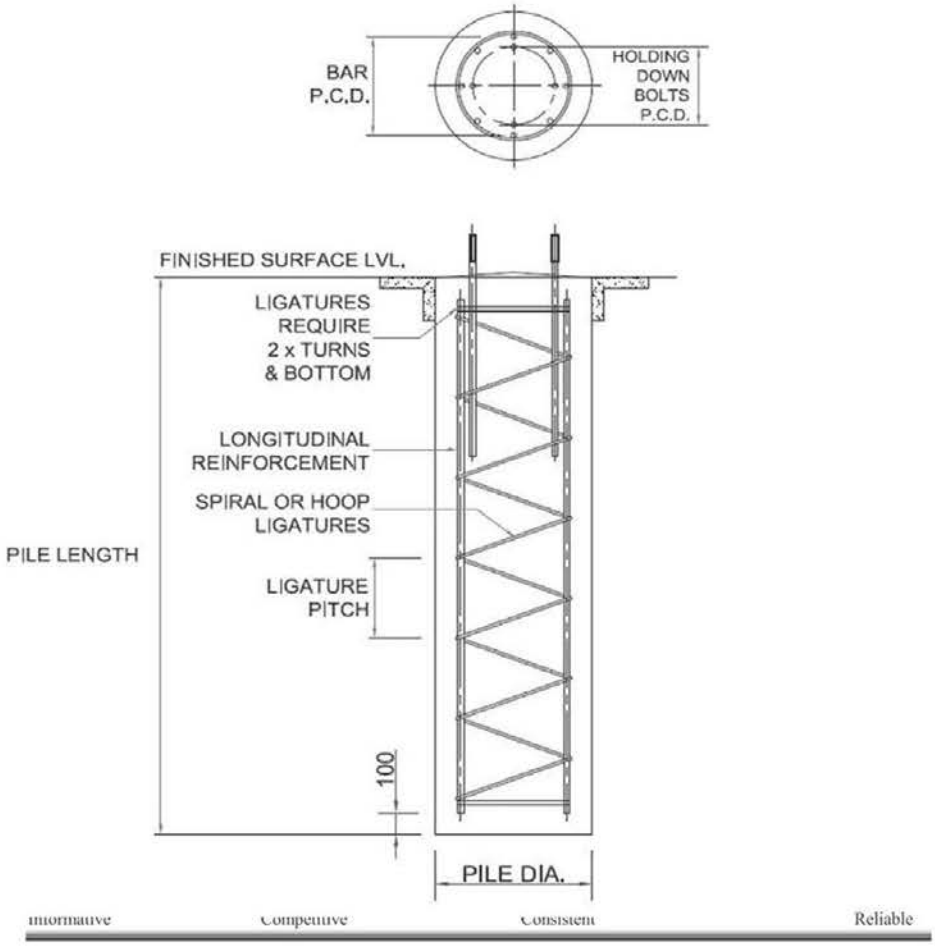
Notes:

1. This table is to be used as a guide only. All pile specifications should be confirmed with an appropriately qualified engineer prior to construction.
2. All workmanship and materials shall be in accordance with the current SAA code AS3600 Concrete structures, and AS 2159 Piling – Design and installation with amendments.
3. All concrete to have a minimum characteristic strength of 32MPa or 40MPa where an exposure classification of Moderate is determined in accordance with AS2159 Piling-Design and installation.
4. Minimum clear concrete cover to be 65mm.
5. All concrete shall be place and vibrated to optimum compaction.
6. Pile casings to be used for constructions purposes where required.
7. Reinforcement is to be appropriately supported during concrete curing and is to be located in the center of the pile not more than 150mm above the pile base.
8. All reinforcement is to be minimum 500Plus Rebar and is to conform to the requirements of AS 4671 Steel Reinforcing Materials.
9. Spiral ligature to be anchored at each end by one and one half full turns of the helix.
10. Longitudinal reinforcement to be 100mm clear of pile ends i.e. overall cage length to be 200mm less than pile depth.
11. Concrete to be poured on the same day as the drilling of the pile.
12. Engineering advice is to be sort where soils are assessed to be of exposure classifications severe or greater as determined in accordance with AS2159 Piling-Design and installation.
13. Soil classification to be determined by a geotechnical engineer.
14. All hold down bolts to be minimum Grade 4.6 placed centrally within the pile.
15. The contractor shall check and be responsible for all dimensions.
16. The above table has been designed based on foundation deformations of approximately 12mm under serviceability loads in accordance with AS/NZS 4676:2000 Structural design requirements for utility service poles. For poles supporting services sensitive to displacement, this degree of deflection may be inappropriate.
17. The soil type is the minimum soil type encountered below an allowance of 200mm topsoil.
18. Excavations in excess of 600mm are not to occur within 3m of the pile edge.
19. The pile design does not consider torsional moments greater than 5% of the overturning moment or 3kNm, whichever is the lesser.

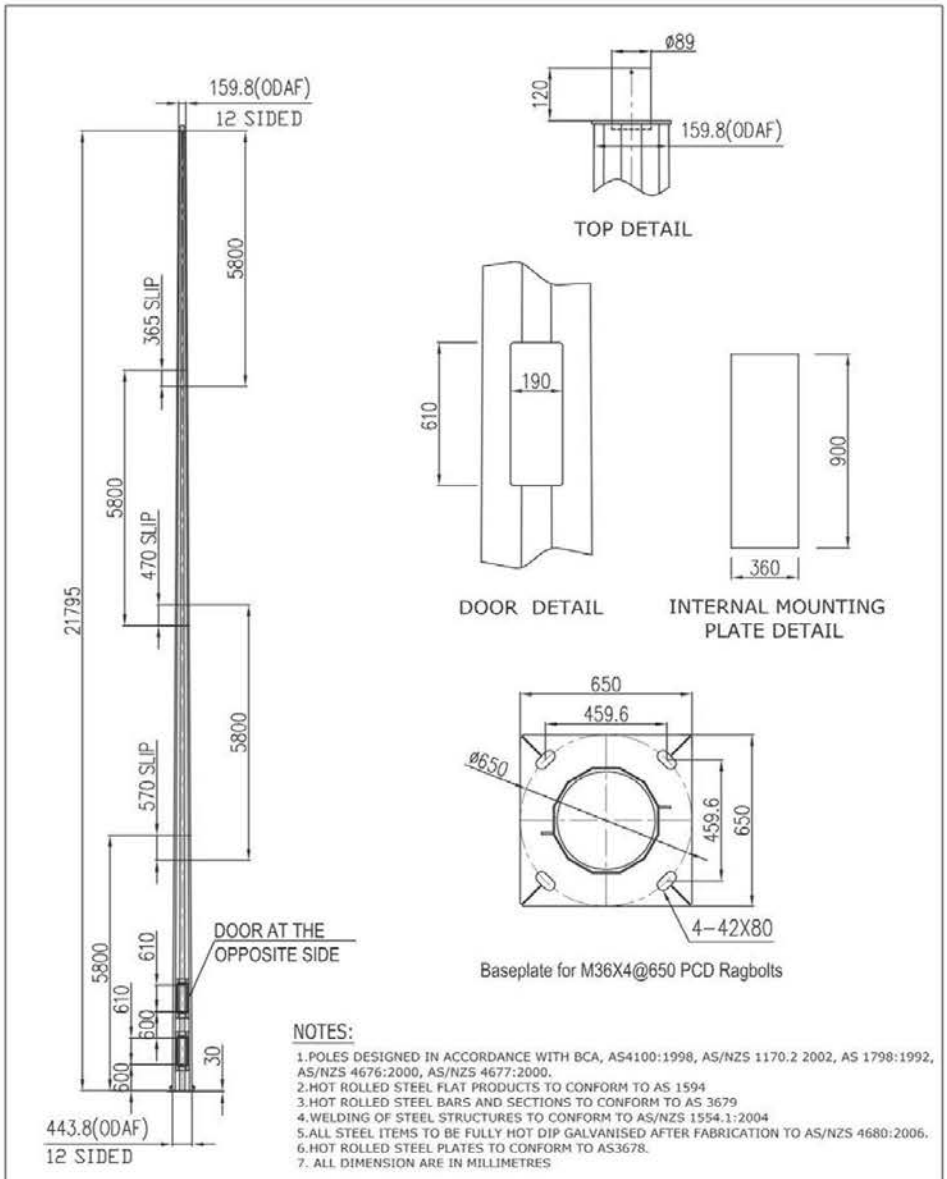
Soil Classifications:

Soil Type (As defined in AS/NZS 4676:2000 Appendix I2)			
Soft	**Firm**	**Very Firm**	**Hard**
Wet clays; silty loams; wet or loose sands	Damp clays; sandy clays; damp sands	Dry clays; clayey sands; coarse sands; compact sands	Gravels; dry clays
fb > 60kPa	**fb > 100kPa**	**fb > 150kPa**	**fb > 240kPa**

Reference:



Informative Competitive Consistent Reliable



NOTES:

1. POLES DESIGNED IN ACCORDANCE WITH BCA, AS4100:1998, AS/NZS 1170.2 2002, AS 1798:1992, AS/NZS 4676:2000, AS/NZS 4677:2000.
2. HOT ROLLED STEEL FLAT PRODUCTS TO CONFORM TO AS 1594
3. HOT ROLLED STEEL BARS AND SECTIONS TO CONFORM TO AS 3679
4. WELDING OF STEEL STRUCTURES TO CONFORM TO AS/NZS 1554.1:2004
5. ALL STEEL ITEMS TO BE FULLY HOT DIP GALVANISED AFTER FABRICATION TO AS/NZS 4680:2006.
6. HOT ROLLED STEEL PLATES TO CONFORM TO AS3678.
7. ALL DIMENSION ARE IN MILLIMETRES

Customer/Project	Catalogue.no	AUSPOLE Products
Title: 22m STEELMAX Sports Pole. Complete with Access Door (x2) Finished Galvanised.	HS-22M-89	40 Cooper Road, Cockburn Central WA 6164 Perth Australia Tel: (08) 9417 1207 Fax: (08) 9417 1214 email: sales@auspole.com.au
LAST UPDATED 26/09/16	drg. no.	
Drawn by LQ Checked by J.BONNELL	HS-22M-89-AP	

Trees at Lockleys Oval Page 1 of 1

From: Teresa Desteno <TDesteno@wtcc.sa.gov.au>
To: 'email@brendanfewsterplanning.com.au' <email@brendanfewsterplanning.com.au>
CC: Rachel Knuckey <rknuckey@wtcc.sa.gov.au>, Kym Newton <knewton@wtcc.sa.gov.au>, Angelo Catinari <acatinari@wtcc.sa.gov.au>, Dean Ottanelli <dottanelli@wtcc.sa.gov.au>, Steve Watson <swatson@wtcc.sa.gov.au>
Date: Dec 16, 2018 7:48:45 PM
Subject: **Trees at Lockleys Oval**
Attachments: Letter to WTC - 07.12.18.pdf

Hi Brendan

Please find attached a letter from Botten Levinson Lawyers regarding regulated and significant tree removal at Lockleys Oval for inclusion in our planning application documents for DA 211/777/2018.

CWT originally commissioned Treevolution Aboriculture Consultants to undertake a pre-development impact assessment report on the condition of trees located at Lockleys Oval that are close to the proposed demolition and redevelopment work (report dated 7 June 2018).

Originally, a total of 8 significant and regulated trees were proposed to be removed in order for the redevelopment to take place. Of the 8 trees, only 2 were classified as in very poor health or very poor condition and with a limited life expectancy. Treevolution concluded that "alternative design solutions should be considered to ensure tree retention" and to reduce encroachment, so as to "avoid potentially damaging the tree's rooting systems."

As a result of this advice, CWT instructed consultants (Walter Brooke Architects) to review the plans and pursue alternative design solutions in order to reduce the number of regulated and significant tree removals or encroachments. Consequently, an updated design was developed and lodged with significant changes to the building and tennis courts location and number and design of carpark area. The subsequent plans result in the potential removal of three trees - two healthy regulated trees in fair condition (Tree numbers 18 and 40) and one significant tree in very poor condition (Tree number 50).

As outlined in the attached letter from Botten Levinson Lawyers, the redevelopment of Lockleys Oval is necessary to adequately serve the local community needs into the future. Tree 18 is located within the additional tennis courts, which are required in order for the Mellor Park Tennis Club to relocate to the site due to the unsuitability and safety concerns of the courts at Mellor Park. Trees 40 and 50 are located deep within the proposed carpark, area required to sufficiently service the upgraded site.

In conclusion, CWT has taken into consideration initial advice received from the Treevolution Arboriculture Consultants and reviewed plans in order to reduce the impact on significant and regulated trees on site. Unfortunately, it is not possible for reasonable development to take place on site for the benefit of the community for future generations without the impact on a small number of trees. Through re-design, the number of trees impacted has been reduced down to three, less than half the original number.

As recommended by Treevolution, a copy of the Impact Assessment report will be on display in the Construction site office in a prominent location and all identified Tree Protection Zones will be adhered to in order to reduce the potential impact on the trees.

Please include this information as part of our planning documentation for Application 2 Lockleys Oval Redevelopment and feel free to contact me should further information be required.

Kind regards,

Teresa Desteno

Community Planner, City Property

City of West Torrens

165 Sir Donald Bradman Drive

Hilton SA 5033

Phone: (08) 8416 6347

Email: tdesteno@wtcc.sa.gov.au

Working days are Mondays to Thursdays

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Natural Resources
Adelaide and Mt Lofty Ranges

Natural Resources Centre
205 Greenhill Road
Eastwood SA 5063
Tel 08 8273 9100
Fax 08 8271 9585
dewnr.amlr@sa.gov.au
www.naturalresources.sa.gov.au/adelaidemtloftyranges

Our Reference: 18_017 - F0000172901

Rachael Knuckey
Team Leader Planning
City of West Torrens
165 Sir Donald Bradman Drive
HILTON SA 5033

Dear Ms Knuckey

Re: Category 3 DA 211/777/2018 – 30-46 Rutland Avenue, Lockleys SA 5032

I am writing in your response to your letter dated 14 January 2019 regarding the proposed Category 3 Development Application for the above property. The Department for Environment and Water and Natural Resources Adelaide and Mount Lofty Ranges Region provide the following comments for consideration.

Please be advised that we have no objections to the proposal, however, as the subject land is adjacent to the River Torrens, we recommend that the following conditions are included as part of the approval issued by the Council:

- Any future stormwater management plan should ensure that no stormwater is discharged into neighbouring waterways.

If you would like to discuss these comments or require any additional information, please contact Ellen Watson, Project and Administration Officer on telephone (08) 8273 9100.

Yours sincerely

Lissa Arcoverde
MANAGER, PLANNING

Government of South Australia

I would appreciate a phone call advising me of the hours/days of operation of the lights.

STATEMENT OF REPRESENTATION
Pursuant to Section 38 of the Development Act 1993

RECEIVED CWT
AM 8 9 10 11 12
PM 1 2 3 4 5
23 JAN 2019

TO Chief Executive Officer
City of West Torrens
165 Sir Donald Bradman Drive
HILTON 5033

DEVELOPMENT No. 211/777/2018
PROPERTY ADDRESS: 30-46 Rutland Avenue, LOCKLEYS SA 5032

YOUR FULL NAME	JUDITH CROSS + MICHAEL BUCKLEY
YOUR ADDRESS	8 NETLEY AVE, LOCKLEYS
YOUR PHONE No	[redacted]
YOUR EMAIL	
NATURE OF INTEREST (eg. Adjoining resident, owner of land in the vicinity etc.)	Owner of house opposite tennis courts.

REASON/S FOR REPRESENTATION

Concern with impact of the lighting of tennis courts on our lounge, plus two bedrooms facing the street. We believe we will be the most effected house in the street + that interruption to sleep patterns should not occur. As council staff are unavailable at your offices we are unable to ascertain the hours of operation the lights, & number of evenings will have.

MY REPRESENTATIONS WOULD BE OVERCOME BY
(state action sought)

(1) That hours be restricted that the lights can be on so that this ends at 9pm. (2) That a time device (stopping the lights) be installed so that players do not use light after that time.

Please indicate in the appropriate box below whether or not you wish to be heard by Council in respect to this submission:

I DO NOT WISH TO BE HEARD ☐
I DESIRE TO BE HEARD PERSONALLY ☑
I DESIRE TO BE REPRESENTED BY _____ (PLEASE SPECIFY) ☐

SIGNED Judith Cross
DATE 23/1/19

RECEIVED - CWT IM
23 JAN 2019

(3) That Council monitor the usage.

Responsible Officer: Brendan Fewster
Ends: Wednesday 23 January 2019

(4) That shields be applied which limit the extent to which the lights shine into our house.

If space insufficient, please attach sheets

STATEMENT OF REPRESENTATION
Pursuant to Section 38 of the Development Act 1993

TO Chief Executive Officer
City of West Torrens
165 Sir Donald Bradman Drive
HILTON 5033

DEVELOPMENT No. 211/777/2018
PROPERTY ADDRESS: 30-46 Rutland Avenue, LOCKLEYS SA 5032

YOUR FULL NAME	NEIL & ANGIE GRIFFIN (NJ+AC GRIFFIN
YOUR ADDRESS	OWNERS OF 2 NETLEY AVE LOCKLEYS (currently living Hamilton Vic - home leased for up to 3yrs)
YOUR PHONE No	[redacted]
YOUR EMAIL	
NATURE OF INTEREST	owner of property 2 Netley Ave Lockleys (eg. Adjoining resident, owner of land in the vicinity etc.)

REASON/S FOR REPRESENTATION
The tree in Netley Ave is a significant feature of that area, over centuries old and adds character & value to the region. NO amount of new plantings will ever replace such history. This tree is part of Lockleys history long before settlement. We are not opposed to weight reduction of limbs if carried out in an aesthetically pleasing manner ie not just lopped off!! We lived in this area for 20 years and the tree has not been a problem or harmed anyone/anything. Professional arborist would be able to ensure safety into the future of a tree to be enjoyed by further generations

MY REPRESENTATIONS WOULD BE OVERCOME BY (state action sought)
We are in favor of the overall development but NOT at the cost of removing significant landscape features ie this tree would be lost forever

Please indicate in the appropriate box below whether or not you wish to be heard by Council in respect to this submission:

- I DO **NOT** WISH TO BE HEARD ☐
- I DESIRE TO BE HEARD PERSONALLY ☑ we would need to be heard via phone call as we currently live interstate
- I DESIRE TO BE REPRESENTED BY _____ (PLEASE SPECIFY) ☐

SIGNED _____
DATE 18/1/2019

Responsible Officer: Brendan Fewster
Ends: Wednesday 23 January 2019

If space insufficient, please attach sheets

STATEMENT OF REPRESENTATION
Pursuant to Section 38 of the Development Act 1993

TO Chief Executive Officer
City of West Torrens
165 Sir Donald Bradman Drive
HILTON 5033

RECEIVED - CWT IM
17 JAN 2019

DEVELOPMENT No. 211/777/2018
PROPERTY ADDRESS: 30-46 Rutland Avenue, LOCKLEYS SA 5032

YOUR FULL NAME	JILLIAN COOTER
YOUR ADDRESS	26 Moresby ST. Lockleys.
YOUR PHONE No	[redacted]
YOUR EMAIL	
NATURE OF INTEREST (eg. Adjoining resident, owner of land in the vicinity etc.)	owner of Land in the vacinity.

REASON/S FOR REPRESENTATION

Thank you for renovating the CLub Rooms and a big thankyou for Building new Tennis Courts. I think it is a wonderful idea & will be great for our neighborhood.

MY REPRESENTATIONS WOULD BE OVERCOME BY
(state action sought)

Nothing - because I love the idea.

Please indicate in the appropriate box below whether or not you wish to be heard by Council in respect to this submission:

I DO NOT WISH TO BE HEARD ☑
I DESIRE TO BE HEARD PERSONALLY ☐
I DESIRE TO BE REPRESENTED BY _____ ☐
(PLEASE SPECIFY)

SIGNED _____
DATE 15/3/19

Responsible Officer: Brendan Fewster
Ends: Wednesday 23 January 2019

If space insufficient, please attach sheets

RECEIVED - CWT IM
18 JAN 2019

STATEMENT OF REPRESENTATION
Pursuant to Section 38 of the Development Act 1993

TO Chief Executive Officer
City of West Torrens
165 Sir Donald Bradman Drive
HILTON 5033

DEVELOPMENT No. 211/777/2018
PROPERTY ADDRESS: 30-46 Rutland Avenue, LOCKLEYS SA 5032

YOUR FULL NAME	GARLAND THOMAS EDWARD
YOUR ADDRESS	49 RUTLAND AVE LOCKLEYS
YOUR PHONE No	[redacted]
YOUR EMAIL	—
NATURE OF INTEREST	ADJACENT RESIDENT *(eg. Adjoining resident, owner of land in the vicinity etc.)*

REASON/S FOR REPRESENTATION

NIL.

RECEIVED - CWT IM
18 JAN 2019

MY REPRESENTATIONS WOULD BE OVERCOME BY (state action sought)

NOT APPLICABLE

Please indicate in the appropriate box below whether or not you wish to be heard by Council in respect to this submission:

I DO NOT WISH TO BE HEARD ☑
I DESIRE TO BE HEARD PERSONALLY ☐
I DESIRE TO BE REPRESENTED BY _____ ☐
(PLEASE SPECIFY)

SIGNED [signature]
DATE 15 - JAN 2019

Responsible Officer: Brendan Fewster
Ends: Wednesday 23 January 2019

If space insufficient, please attach sheets

CATEGORY 3 DEVELOPMENT APPLICATION
DA 211/777/2018 - 30-46 RUTLAND AVENUE, LOCKLEYS SA 5032
STATEMENT OF REPRESENTATION

Pease find below comments/responses in relation to the representations made, during the notification period which closed on 23 January 2019, regarding the proposed upgrade of the northern end of Lockleys Oval.

Representation(s) from the Natural Resources Centre Adelaide and Mt Lofty Ranges (& Ellen Watson)

There are no plans to discharge stormwater into neighbouring waterways.

Representation from Judith Cross and Michael Buckley

Under Council lease or licence protocols operating times for floodlighting of Council owned premises (courts, ovals etc) is generally restricted to 10pm.

Further, Council will ensure that the light design and installation will ensure that light spill is minimised and will address the concerns raised by the representors. Council will also ensure that a timer or similar device is installed to ensure that the floodlighting of the courts ceases at the appropriate/nominated time(s).

Please also note that as part of the consultation process for the Lockleys Oval Masterplan Council made a commitment to seek comments from all adjacent property owners in regard to lease terms and conditions for any new leases or licences prior to them being entered into.

Representation from A C Griffin

Council notes the representor's comments and directs the panel to the attached submission provided by Council's solicitor (Mr Tom Game from Botten Levinson Lawyers) dated 7 December 2018 in regard to the matters raised by the representor.

Representation from Jillian Cooter

The representor's comments are noted.

Representation from Thomas Edward Garland

The representor's comments are noted.

BOTTEN LEVINSON Lawyers

Our ref: THG/218323

7 December 2018

Mr Dean Ottanelli
Manager City Property
West Torrens Council
165 Sir Donald Bradman Drive
HILTON SA 5033

By email: dottanelli@wtcc.sa.gov.au

Dear Dean

Advice – proposed tree removal – Lockleys Oval redevelopment – Rutland Avenue, Lockleys

You have sought my advice on the proposed removal of one significant and two regulated trees as part of the redevelopment of Lockleys Oval.[1]

For the reasons that follow, in my opinion the removal of the three trees is warranted in the circumstances, on the basis that the trees restrict or prevent the reasonable and expected development of the land.

Relevant documents

In considering this proposal I have reviewed the following documents:

1. Site Plan – Overall prepared by Walterbrooke, being drawing number WD012 revision B, dated 20 July 2018;
2. Demolition Plan – Overall prepared by Walterbrooke, being drawing number WS034 revision A, dated 20 July 2018;
3. Pre-development Arboricultural Impact Assessment prepared by Treevolution, dated 7 June 2018 (**Treevolution Report**).

Background

Lockleys Oval is currently used as a sports and recreation facility including ovals accommodating cricket, soccer, football and baseball, two tennis courts, a riding club, the Lockleys Baseball clubrooms, the SA Badminton Association, a bowls club and associated car parking and landscaping.

The Council intends to upgrade and consolidate the facilities at the northern end of the oval for the user groups and to enhance the amenity of the site.

Level 1 Darling Building
28 Franklin Street, Adelaide
GPO Box 1042, Adelaide SA 5001
t. 08 8212 9777
f. 08 8212 8099
e. info@bllawyers.com.au
www.bllawyers.com.au

[1] 30-36 Rutland Avenue, Lockleys, comprised in CT 5738/376.

Broadly, the proposal includes the demolition of the existing sporting facilities and construction of new clubrooms hosting change rooms, offices, a gymnasium and function amenities, sporting facilities for football, baseball, soccer, cricket and tennis and additional and reconfigured car parking areas.

Most relevantly, at the northern end of the site, the proposal includes six additional tennis courts[2] and a reconfigured car parking area, to accommodate the relocation of the Mellor Park tennis club to the oval.

The proposal at this northern end of the site requires the removal of one significant and two regulated trees. You seek advice about the planning merits of the removal of those three trees, which I describe further below.

The three trees to be removed

According to the Treevolution Report, there are currently 58 trees on the site.

The proposed development initially involved the removal of eight regulated or significant trees. It has since been amended so that only three regulated or significant trees are now proposed to be removed, all being River Red Gums (*Eucalyptus Camaldulensis*) and identified as Tree 18, Tree 40 and Tree 50, as shown on the Demolition Plan. In particular:

(i) **Tree 18** – is regulated and is growing immediately west of the existing riding club grounds. Its removal is required to establish two new tennis courts, tennis court fencing and an access gate between those two courts; and

(ii) **Tree 40** – is regulated and is growing in a bitumenised area associated with the oval's car park a short distance south-west of the two existing two tennis courts at the site. Its removal is required in order to establish the re-configured car park as it inhibits access to a number of proposed new car parking spaces.

(iii) **Tree 50** – is significant and is growing immediately to the east of the existing oval, adjacent to the toilet block. Its removal is required in order to establish the re-configured car park as it would inhibit turning within the car park.

The Development Plan "test"

The Development Plan provisions relating to Regulated Trees state two objectives:

1. *The conservation of regulated trees that provide important aesthetic and/or environmental benefit.*

2. *Development in balance with preserving regulated trees that demonstrate one or more of the following attributes:*

   (a) significantly contributes to the character or visual amenity of the locality

   (b) indigenous to the locality

   (c) a rare or endangered species

   (d) an important habitat for native fauna.

[2] Four additional full-sized courts and two half-sized courts.

The Development Plan provisions relating to Significant Trees state two objectives:

1. *The conservation of significant trees, in Metropolitan Adelaide, that provide important aesthetic and environmental benefit.*

2. *The conservation of significant trees in balance with achieving appropriate development.*

The Development Plan seeks to protect regulated and significant trees that provide important aesthetic benefits. It does not seek to protect all regulated and significant trees. The Development Plan also seeks the preservation of regulated and significant trees "**in balance with**" appropriate development. The retention of the trees is not therefore sought at all costs, and it is necessary for the Council to weigh the competing considerations in determining whether to grant consent for their removal.

If a tree does not provide an important aesthetic or environmental benefit (and therefore does not warrant protection under the above objectives) it is not necessary to consider the criteria for removal. As stated in *Summers v City of Unley*[3]:

> *It could not be the intended consequence of the Development Plan provisions that every tree, regardless of species, characteristics, benefit provided, contribution to amenity, should be retained, unless it is diseased and will die, presents a safety risk to persons, buildings or valued structures…that cannot be the intended consequence of the Development Plan provisions; one can readily imagine examples to show how ridiculous such a result would be, and it would fly in the face of the objects of Development Plans.*

The criteria in the objectives above must be considered to assess whether a regulated or significant tree is worthy of retention.

In the present case it is assumed that the three trees are prima facie worthy of retention, at least on account of being of a species which is indigenous to the locality. It is therefore necessary to consider the criteria for removal contained in Regulated Trees PDC 2 (a) – (e) and Significant Trees PDC 3 (a) – (e).

Regulated Trees PDC 2

Criterion (d) relevantly includes situations where:

> *(d) development that is reasonable and expected would not otherwise be possible*

The effect of this provision is that if the trees are preventing the reasonable development of the land, their removal is justified. What is 'reasonable and expected' falls to be determined by reference to the planning controls and policies applicable to the land[4].

The land is located within the Residential Zone and Low Density Policy Area 21.

The Zone and Policy Area provisions both envisage:

> *… small scale non-residential use that serves the local community, for example:*
>
> *…*

[3] [2002] SAERDC 113 at [32].
[4] *Reetz v City of Onkaparinga* [2009] SAERDC 26; *Savoy Developments Pty Ltd v Town of Gawler* [2013] SAERDC 32

- *open space*

...

- *recreation area*

The proposed redevelopment of the Lockleys Oval is generally envisaged and supported by the Council's Development Plan.

Significant Trees PDC 3

Criterion (a) includes situations where:

ii. the tree represents an unacceptable risk to public or private safety

Criterion (d) includes situations where:

d) it is demonstrated that all reasonably alternative development options and design solutions have been considered to prevent substantial tree-damaging activity occurring

The effect of these provisions are that if the tree poses either an unacceptable risk to public or private safety, or cannot be retained via an alternative, reasonable development option, its removal is justified. What constitutes an 'unacceptable risk' depends on the species and condition of tree, and the frequency and nature of public and private traffic under its crown.[5]

The level of risk of eucalypt trees in very poor structural condition, situated in frequently used car parks, has generally been found unacceptable.[6]

Approach to assessment

It is important in assessing a development application to be mindful that no provision of a Development Plan should be read in isolation and that the provisions of the Development Plan are not mandatory. Rather, the Development Plan contains flexible, advisory planning policy guidelines that must be applied having regard to the factual circumstances of a proposed development.[7]

Therefore the Council, as the relevant authority must exercise a planning judgment to balance the competing interests in the Development Plan. In the Supreme Court decision of *Gibbs v City of Charles Sturt*[8] Justice Bleby commented that:

> *In AG Building and Developments Pty Ltd v City of Holdfast Bay and Tanti*[9] *...I pointed out that there was a need to assess the weight to be given to particular features of non-compliance with a Development Plan in the context of the development as a whole and the overall requirements of the Plan.*[10] *In that case I concluded:*

---

5 *Goode v City of Burnside* [2007] SAERDC 5 at [14]; at [28].

6 *Goode v City of Burnside* [2007] SAERDC 5; *Wood v Mercedes College Springfield & Ors* [2011] SADC 90; *The Anglican Church of Australia Collegiate School of Saint Peter v The Corporation of the City of Norwood, Payneham & St Peters* [2016] SAERDC 11.

7 *Development Assessment Commission v A&V Contractors Pty Ltd* [2011] SASCFC 21 at [77]; *Lakshmann & Anor v City of Norwood, Payneham and St Peters & Anor* [2010] SASCFC 15 at [45].

8 [2010[SASC 26.

9 [2009] SASC 11.

10 Ibid [80]. See also *City of Mitcham v Terra Equities Pty Ltd* [2007] SASC 244, [13], (2007) 249 LSJS 416, 420.

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> *What was needed, and what was lacking, was some assessment of the relevance of any particular supposed departure by reference to other relevant Principles, and an assessment of the effect of the departure on other considerations relevant to that development and its particular location. This, of necessity, required a qualitative assessment which is lacking in the Commissioner's reasons. It required an assessment not of particular issues in watertight compartments, but rather as part of a single complex planning problem – whether the proposal as a whole should be approved.*[11]

A reasonable and expected development

The proposed development is necessary to serve the local community. The tennis courts currently used by Mellor Park tennis club are unsuitable for continued use due to existing safety concerns about the trees at Mellor Park. The proposed redevelopment is required for the Council to continue providing outdoor, sporting and recreation facilities to the community. The Zone and Policy Area envisages facilities such as these to be provided for the community.

The site occupied by Tree 18 is required for the development of additional tennis courts, necessary for the reason explained above. The site occupied by Tree 40 is deep within the proposed car park, and cannot be retained if the proposed development is to provide sufficient car parking for the land. The site occupied by Tree 50 is also deep within the proposed car park and is requires to be removed to enable vehicle manoeuvring.

Due to the need to situate a number of differently shaped and sized sporting facilities within a rigidly defined site and site dimensions, it is understood that the configuration of the proposed development and the position of the various elements cannot be rearranged in a way which retains the trees, without significantly impacting on the functionality, design and suitability of the proposed development.

As there is no reasonable alternative position for these components (new tennis courts and car park) of the proposed development, the removal of the trees is necessary to facilitate development that is reasonable and expected. The proposed redevelopment has been designed (and redesigned) to retain as many trees as possible[12].

All trees that can be retained while still facilitating reasonable development have therefore been retained. It is apparent that Trees 18, 40 and 50 must be removed to enable the reasonable redevelopment of Lockleys Oval.

I further understand that significant additional landscaping is proposed to be established as part of the redevelopment, offsetting the loss of the three trees. This is a relevant consideration in the assessment of the application.

Tree 50

Tree 50 was also identified by the Treevolution Report to be in 'very poor' structural condition but the risk assessment outcome was broadly acceptable. This risk assessment was carried out based on Tree 50's pre-development location, which is away from any pedestrian traffic on the site. The Treevolution Report does not consider the risk that the tree would pose in its post-development location, which would be within a car park.

---

[11] See *Hickinbotham Blue Gum Pty Ltd v Corporation of the City of Campbelltown* (1981) 29 SASR 93, 102, Jacobs J.

[12] The proposed redevelopment initially relied on the removal of Trees 12, 44, 49 and 54. The proposal now seeks to retain these regulated trees.

The Courts have placed emphasis on the significance of the nature of activities that occur beneath the canopy of the trees in determining the foreseeable risk to safety.[13] In the matter of *Goode,* the Court placed emphasis on the "extent to which activities occur beneath the canopy" of trees, and particularly in overhanging areas of private and public "loitering and thoroughfare", granting Development Approval for the removal of two significant trees.[14]

In *Wood v Mercedes College Springfield & Ors,*[15] the District Court considered a claim in negligence arising from the failure of a eucalypt tree in a car park at the school. The Court found that it "must have been reasonably foreseeable" that in the event that a limb, or a portion of that limb were to break off and fall, it might land within the car park and cause injury to any person or damage to any motor vehicle.

Included in the Court findings were that the expert engaged by the College "should have been aware that eucalyptus trees in general, had a propensity to drop branches or limbs without warning".

Given that tree 50 is assessed as being in very poor structural condition, in the circumstances the Council should err on the side of avoiding clear risk to the personal safety of humans.[16] Therefore, in addition to requiring removal for the reasonable and expected development of the land, the removal of Tree 50 is warranted to avoid an unacceptable level of risk of injury.

Conclusion

The proposed development is an envisaged and supported form of development of the land.

It is not possible for the development to proceed in a manner which is reasonable and expected, without the removal of the trees.

For all of the reasons above, the removal of Tree 18, Tree 40 and Tree 50 is warranted to facilitate the proposed development.

Yours faithfully



Tom Game
BOTTEN LEVINSON
Mob: 0419 809 361
Email: thg@bllawyers.com.au

[13] *Wood v Mercedes College Springfield & Ors* [2011] SADC 90 at [39]; *The Anglican Church of Australia Collegiate School of Saint Peter v The Corporation of the City of Norwood, Payneham & St Peters* [2016] SAERDC 11 at [46].

[14] *Goode v City of Burnside* [2007] SAERDC 5 at [14]; at [28].

[15] [2011] SADC 90.

[16] *The Anglican Church of Australia Collegiate School of Saint Peter v The Corporation of the City of Norwood, Payneham & St Peters* [2016] SAERDC 11 at [46].

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Arboricultural Assessment of Significant Tree/s

Development Application No: **211/777/2018**

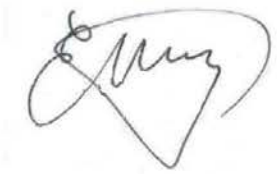
Referral Due Date:

Assessing Officer:	**Brendan Fewster**
Site Address:	**30-46 Rutland Avenue, LOCKLEYS SA 5032**
Certificate of Title:	**CT-CT-5738/376**
Description of Development	**Lockleys Oval Redevelopment - Construction of tennis courts, tennis court lighting, car parking and lighting, signage and removal of a regulated tree**

To be completed by: **TECHNICAL OFFICER ARORICULTURE – CITY WORKS**

ADDITIONAL COMMENTS:

A detailed report has been provided by Colin Thornton of TreeVolution Arboricultural Consultants, outlining appropriate measure to be implemented around all the trees to be retained on site both regulated/significant and other trees.



.....
ENIO TROMBETTA
TECHNICAL OFFICER ARBORICULTURE

ACN 140 147 137
ABN 89 140 147 137
POST PO BOX 114, St Agnes SA 5097
EMAIL colin@treevolution.guru
OFFICE 0423 548 840

URBAN TREE MANAGEMENT
Arboricultural Consultancy
Tree Survey & Maintenance Plans
Hazard & Risk Assessment
Policy & Strategy Development
ARBORICULTURAL TRAINER

COLIN THORNTON MOBILE 0423 548 841
MSc Arb. Adv Dip Arb. H.N.D. Arb. N.D. Arb. Cert IV WT&A. Reg. QTRA

treevolution
ARBORICULTURAL CONSULTANTS PTY. LTD.

DATE: 7th JUNE 2018

PRE-DEVELOPMENT IMPACT ASSESSMENT

CLIENT
Enio Trombetta
Technical Officer Arboriculture
West Torrens City Council
165 Sir Donald Bradman Drive
HILTON
SA 5033

SITE ADDRESS
Lockleys Oval
Rutland Avenue
LOCKLEYS
SA 5032

ARBORICULTURAL CONSULTANT:
Colin S. Thornton MSc Arb, Adv Dip Arb (UK), HND Arb, ND Arb

©Treevolution Arboricultural Consultants Pty Ltd 2018

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URBAN TREE MANAGEMENT
Arboricultural Consultancy
Tree Survey & Maintenance Plans
Hazard & Risk Assessment
Policy & Strategy Development
ARBORICULTURAL TRAINER

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treevolution
ARBORICULTURAL CONSULTANTS PTY LTD

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1.0 REPORT BRIEF

Treevolution Arboricultural Consultants were commissioned by The City of West Torrens to undertake an arboricultural inspection and an Arboricultural Impact Assessment at the site identified as Lockleys Oval, Rutland Avenue, Lockleys, to determine the overall condition of the trees located within the oval that are close to the proposed demolition and redevelopment project, and identify the potential effects that the proposed redevelopment may have on their health and structural stability.

2.0 ABSTRACT

The report was specifically commissioned with the brief to provide an arboricultural assessment of the trees to determine their current condition and structure, and undertake an Arboricultural Impacts Assessment (AIA) to assess the potential development impact damage that would be caused to the trees should the development be undertaken as per the supplied plans.

The report was to provide:

Assessment of the trees condition, structure and crown form, including an assessment of any factors that may be influencing their health or stability.

An analysis of the hazards presented by the trees, from which will be formed recommendations for any action required for their management.

An Arboricultural Impacts Assessment (AIA), based on the supplied site proposal plan, commenting on the impact that the proposal will have on the trees contained within the proposed area of development.

LIMITS OF THE ASSIGNMENT/INVESTIGATION

The findings of this report are based on the material made available at the time of inspection. No planning applications, planning consents and conditions, were made available. It is possible that the contents of such documents may directly affect the findings and recommendations of this report.

A brief tree inspection was undertaken to determine the legislative status of the trees and identify their stem circumferences as part of the requirements of *Australian Standard 4970 – 2009 protection of trees on development sites* (AS 4970).

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3.0 OBSERVATIONS

SITE DESCRIPTION

The site is located on the western side of Rutland Avenue, Lockleys, with the trees being located within different spatial locations throughout the western, northern and eastern aspects of the site. The area identified for development is concentrated in the northern most section of the oval.

The trees are situated around the boundaries of the oval and considered to be in close proximity to the proposed demolition, and subsequent redevelopment. The report includes an assessment of the trees condition and the potential risk that it represents to the locality. The risk assessment uses the Quantified Tree Risk Assessment framework (QTRA).

BACKGROUND

Site plans have been provided highlighting the location of the trees to be assessed combined with both demolition and redevelopment plans, which is shown to be restricted to the northern most aspect of the oval. Refer to site plan (Appendix One).

4.0 QUANTIFIED TREE RISK ASSESSMENT (QTRA)

The inspection includes an individual Quantified Tree Risk Assessment. Ellison (2012) defines QTRA as a system established to quantify the risk of significant harm from tree failure within predetermined risk thresholds.

Values for the targets (people and property), the size of part (size of most likely part to fail) and the probability of failure are derived from an assessment of the tree and its surroundings. The values of these three primary components are then combined to calculate the probability of harm using Monte Carlo simulations (see Appendix Two).

5.0 AS 4970 PROTECTION OF TREES ON DEVELOPMENT SITES

Australian Standard 4970 - 2009 Protection of trees on development sites (AS4970) is the industry standard and current best practice with regard to protecting trees in close proximity to proposed development.

The standard assumes that the development will have considered the apparent site constraints prior to the formulation of any detailed designs. Due to the fragile nature of the trees rooting system and the soil profile in which they are found, this is an essential requirement of any development process.

AS4970 identifies that trees are afforded protection by developing a Tree Protection Zone (TPZ) around the stem of the tree by forming a circle with a given radius. The radius is calculated using

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the stem diameter when measured at 1.4 metres above ground level, which is then multiplied by 12. Clause 3.2 of AS4970 identifies that the TPZ should be no greater than 15 metres.

Clause 3.3.1 further identifies that it may be possible to make variations to the standard TPZ and suggests in clause 3.3.4 TPZ encroachment considerations are identified that should be taken into account when formulating a development design and any form of encroachment into the TPZ. Clause 3.3.4 (g) identifies that the presence of existing structures and obstacles to root growth need to be considered when the development encroaches into the TPZ.

The Structural Root Zone (SRZ) of the tree is identified as an area around the tree that is essential for the retention of roots that contribute to the overall structural stability of the tree. Clause 3.3.5 of AS4970 identifies that the SRZ is formulated using a stem diameter measured immediately above the root buttress and calculated using the formula:

SRZ radius $+(D \times 50)^{0.42} \times 0.64$

6.0 TREE ASSESSMENT

When the trees are considered against the recommendations contained within AS 4970-2009 "protection of trees on development sites", they are shown to have stem diameters that require a Tree Protection Zone (TPZ) and Structural Root Zone (SRZ) at a specified distance from the tree's stem. These are identified in the tables below.

The report includes an initial brief assessment and includes the genus and species, combined with its overall height, crown spread and circumference measurements taken at basal flare, and 1.0 and 1.4 metres above ground level. The following criteria are also briefly assessed:

AGE CLASS

The trees age was categorised as follows Juvenile, Semi Mature, Mature, Over Mature and Senescent. The age classification is indicative of its location within its life span and indicative of the trees overall progression through the mortality spiral.

HEALTH

Tree health is briefly assessed taking into account the total crown coverage, leaf density and annual twig extension. The production of woundwood and occlusion is also indicative of tree health and used as part of the assessment. Health ratings were classed as Good, Fair, Poor, Very Poor and Dead.

STRUCTURAL CONDITION

Structural condition was identified as being Good (no identifiable defects), Fair (minor apparent defects), Poor (defects present and contributing to poor structure), Very Poor (major defects that

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have significantly compromised tree structure) or Structurally Unsound (containing defects that need to be addressed immediately).

SHAPE AND FORM

Shape and form was identified as being Excellent (typical form expected by species with no anomalies), Good (exhibiting typical form for species with minor anomalies), Fair (tree with minor anomalies that detract from its normal form), Poor (major anomalies to normal form) and Very Poor (distinct irregularities from normal form).

LIFE EXPECTANCY

This section provides an indicative time scale in which the tree will contribute to the amenity of the local area. This also identified whether the tree was dead. The remaining classifications are provided as year classifications from <5 years, 5 to 10 years, 10 to 20 years and 20+ years.

DEFECTS

The tree structure was assessed to determine whether any defects were visible from the ground and allocated a yes or no category. If defects were identified then a brief explanation of the defect was included.

LEGISLATIVE STATUS

This section identified whether the trees had a circumference measurement at a point 1 metre above ground level to deem them to be classified as regulated or significant trees when considered against the Development Act 1993 and the Development Regulations 2008. The exemptions contained within section 6A of the Development Regulations were also considered as part of this section assessment.

WORKS REQUIRED

This section identifies whether works are required to address any issues identified in the previous sections. This includes whether the tree should be removed or whether other specific works are required that will address the identified issues.

DEVELOPMENT IMPACTS

The location of the tree is identified and contrasted against the proposed demolition and redevelopment plans provided and categories according to the levels of impact that may occur and the consequences of those impacts identified.

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CROWN CLASSIFICATION

The crown classification demonstrates the trees standing within the local environment and allocated a rating of either Dominant, Co-Dominant, Sub Dominant or Suppressed. This is used to identify the overall visual impact the tree has within the landscape.

RETENTION VALUE

The retention value classification uses a grading system with categories including U and from A to C [see Appendix Three].

TREE PROTECTION ZONE

This indicates the overall tree protection zone allocated to the tree utilising the measurement taken at 1.4 metres above ground level, in line with *Australian Standard 4970 protection of trees on development sites* [AS 4970] and gives a radius measurement from the centre of the tree.

STRUCTURAL ROOT ZONE

This indicates the overall structural root protection zone allocated to the tree utilising the measurement taken at basal flare, in line with *Australian Standard 4970 protection of trees on development sites* [AS 4970] and gives a radius measurement from the centre of the tree.

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Tree No	Genus & Species	Common Name	Height	Circ @ Base	Circ @ 1m	Circ @ 1.4m	Crown Spread			
							N	E	S	W
18	*Eucalyptus camaldulensis*	River Red Gum	14	2.78	2.35	2.3	8	5	2	7

Age Class	Mature
Health	Good
Structural Condition	Fair
Shape and Form	Good
Life Expectancy	20 years +
Defects	No
Legislative Status	Regulated Tree
Works Required	No Works Required
Development Impacts	Tree Identified for removal for development
Crown Classification	Co-Dominant
Retention Value	Category B1
Structural Root Zone	3.14
Tree Protection Zone	8.79

Quantified Tree Risk Assessment

Target	3	Pedestrians	2 per hour to 7 per hour
		Human Occupation	2 mins to 14 mins per day
		Property	$400 to $4,000
Impact Potential	3	Large scaffold branches	
Probability of Failure	6	1/100,000 - >1/1,000,000	
Risk Assessment Outcome		Broadly Acceptable	

Comments

Tree worthy of retention within the development, and protection is required during the demolition and redevelopment phase

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Tree No	Genus & Species	Common Name	Height	Circ @ Base	Circ @ 1m	Circ @ 1.4m	Crown Spread			
							N	E	S	W
33	*Eucalyptus camaldulensis*	River Red Gum	18	4	4	4	8	8	7	7

Age Class	Mature
Health	Very Poor
Structural Condition	Poor
Shape and Form	Good
Life Expectancy	< 5 years
Defects	Yes Major cambial dieback
Legislative Status	Significant Tree
Works Required	No Works Required
Development Impacts	Tree Identifed for removal for development
Crown Classification	Dominant
Retention Value	Category U
Structural Root Zone	3.66
Tree Protection Zone	15.00

Quantified Tree Risk Assessment

Target	3	Vehicles	48 to 470 Per day @ 50kph
		Pedestrians	2 per hour to 7 per hour
Impact Potential	3	Large scaffold branches	
Probability of Failure	3	1/100 - >1/1,000	
Risk Assessment Outcome		Limits of tolerability	

Comments

Tree not worthy of retention

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Tree No	Genus & Species	Common Name	Height	Circ @ Base	Circ @ 1m	Circ @ 1.4m	Crown Spread			
							N	E	S	W
50	*Eucalyptus camaldulensis*	River Red Gum	18	3.02	4	2.23, 1.55, 1.55	10	10	8	10

Age Class	Mature
Health	Fair
Structural Condition	Very Poor
Shape and Form	Fair
Life Expectancy	10 - 20 years
Defects	Yes Major included bark in main stem union
Legislative Status	Significant Tree
Works Required	Maintenance Prune
Development Impacts	Tree Identifed for removal for development
Crown Classification	Dominant
Retention Value	Category C1
Structural Root Zone	3.25
Tree Protection Zone	11.94

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Quantified Tree Risk Assessment

Target	3	Property	$400 to $4,000
		Pedestrians	2 per hour to 7 per hour
		Human Occupation	2 mins to 14 mins per day
Impact Potential	2	Main leaders	
Probability of Failure	5	1/10,000 - >1/100,000	
Risk Assessment Outcome		Broadly Acceptable	

Comments

Tree worthy of retention within the development, and protection is required during the demolition and redevelopment phase

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ARBORICULTURAL IMPACTS ASSESSMENT

7.0 PROPOSED DEVELOPMENT (BRIEF)

The proposal identifies the demolition of the existing football club buildings and toilet blocks, and redevelopment of the site to include the formation of new football club facilities including new club house, car parking and toilets. The redevelopment project also identifies the inclusion of additional tennis courts along the northern boundary adjacent to Netley Avenue.

BELOW GROUND CONSTRAINTS

The location of the trees in relation to the proposed development will have a high potential to suffer root damage during the development phase of the construction.

The proposal identifies the formation of new built structures and sealed surfaces that pass in close proximity to the trees to be retained on site. The site plans provided also identify a range of trees for removal.

ABOVE GROUND CONSTRAINTS

The trees identified as being retained on site currently overhang the buildings, road infrastructure and tennis courts.

However, multiple pruning events have occurred since the site has been occupied, providing adequate clearances over the identified infrastructure, with lower branches having been removed.

The pruning previously undertaken should be sufficient to maintain vehicular access required during demolition works. Vehicle heights should be limited to below 4 metres where possible.

Where there is a requirement for vehicles or construction plant exceeding 4 metres to access the site, the main contractor will notify the appointed project arborist of the nature of the operation.

No pruning should occur on this site without the permission of the council and project arborist.

8.0 SITE DEVELOPMENT – INITIAL ASSESSMENT

The site plans indicate that the new buildings, tennis courts and car park realignment, combined with the excavation required to accommodate these structures, will have the potential to impact on the trees located within the surrounds of the oval.

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The development is shown to pass close to, and through the area occupied by the trees subject of this report.

Based on the interpretation of the supplied designs, the trees have a high potential to be impacted on by the development having a high level of encroachment into their TPZ and SRZ.

The use of "*Australian Standard 4970 – 2009 protection of trees on development sites*" (AS 4970) for the formulation of a Tree Protection Zone (TPZ) and Structural Root Zone (SRZ) is applicable in this instance as development is proposed in close proximity to the trees.

DEMOLITION

The site plans indicate a large area of the oval for demolition, which will include the removal of existing built structures, combined with the removal of the existing kerb line and sealed surfaces associated with the car parking areas. The tennis courts situated on the northern boundary of the site are also identified for removal [see site plans Appendix Four].

Due to the large number of trees identified for retention on this site, adequate protection must be afforded to these trees prior to commencement of the development.

MAIN CONTRACTORS OBLIGATIONS

To ensure the tree protection measures are effective it is essential that all personnel associated with the demolition process are familiar with the measures identified within this Impact Assessment.

A copy of the Impact Assessment report must be retained on site by the main contractor who shall ensure that all site personnel have read and understood the document.

A copy of the impact assessment report shall be on display in the site office in a prominent location so that they are visible to all site personnel.

The following report shall be adopted and followed by the main contractor and all sub-contractors working on the site. The main contractor shall, as part of this Impact Assessment, detail their understanding and compliance with this document.

9.0 TREE PROTECTION ZONES AND DEMOLITION EXCLUSION ZONES

TREE PROTECTION ZONES

AS 4970 provides clear direction for the formulation of a Tree Protection Zone (TPZ) for all trees that are to be retained during the demolition and development phase of any project.

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Clause 3.1 suggests that the TPZ is an appropriate method of providing protection to both the root mass and crown area of each individual tree.

TREE PROTECTION FENCING

Australian Standard 4970 – 2009 Protection of trees on development sites proposes a detail for a protective barrier comprising either chain mesh fencing panels, with shade cloth attached, supported on concrete feet, or plywood fencing panels supported on wooden bracing [see Appendix Five].

Protective fencing, when required, should be installed at the extremities of the Tree Protection Zones for all trees to be retained. Due to the location of the trees in relation to the area of demolition, protective fencing requirements may need to be amended to allow the demolition process to proceed. However, should amendments be required then the project arborist should be consulted to determine the best way forward.

10.0 BUILDING DEMOLITION

This Impact Assessment is specifically related to the demolition process for the redevelopment of Lockleys Oval. Additional plans and impact assessments will be required for any additional works that are proposed, over and above the demolition of the main structures identified in the northern aspect of the site.

SITE SET UP

The potential to cause damage to trees during the initial site set-up is high. The location of all site compounds/cabins, material storage on site, and temporary parking should be clearly identified prior to commencing any form of demolition.

The final location of the site compound will need to be agreed with Council and the Project Arborist.

ACCESS AND EGRESS POINTS

The main contractor has an obligation to develop a traffic management plan specific to project delivery. Any permits required for the use of roads outside the project area will be submitted, by the main contractor, to the relevant authority.

Where there is a requirement for vehicles or construction plant exceeding 4 metres to access the site, the main contractor will notify Council and the Project Arborist of the nature of the operation. If there is the potential for tree canopies to be affected, Council should be notified immediately to address access and egress issues.

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All drivers accessing the project site should be inducted into the site prior to entry, and provided with the site plan clearly showing the route to be taken through the site. No deviation from this route is allowed for these vehicles.

BUILDING DEMOLITION PROCEDURE

The actual demolition of the building structure will also take place in a phased removal process.

The main contractors are required to develop a Construction Environmental Management Plan (CEMP), which will clearly identify how all environmental issues will be managed during the demolition.

The CEMP will need to be prepared in accordance with the Environment Protection Agency (EPA) guidelines and industry standards.

The key items that will be covered within the CEMP include, dust, noise, stormwater, waste management and site contamination issues. Council will review the CEMP prior to demolition commencing.

Once the CEMP has been developed and approved the final demolition process can commence taking a staged approach as follows.

Internal fixture

All internal fixtures and fittings will be removed by hand to create an empty, shell like structure. The disposal of all material will be deposited into the pre-arranged skip bins to be removed from site. This will assist in minimising debris distribution.

Demolition Process

Once all internal fixtures and fittings are removed the removal of the remaining built form can commence. The main contractor should have developed a demolition strategy showing how trees will be protected during the demolition process.

The building demolition process should be undertaken inwards and retained within the building footprint. All material should be removed away from the trees and their protective fencing to provide them with protection from both machinery and falling debris.

Demolition should only occur once all tree protection measures are implemented and vehicle and material storage areas agreed on site and detailed on the approved site plans.

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Dust Nuisance

The potential for dust build-up during the demolition process is considered to be high. To avoid a build-up of dust on the foliage of the trees to be retained they should be monitored on a regular basis.

Should dust build-up be noted then provisions should be made to regularly hose down the trees to remove the dust build up. If this method is deemed necessary, hosing must be effective over the entire crown of the trees regardless of their height.

The overall management of the build-up of dust should be in line with the CEMP developed for this site. The demolition process should also employ some form of damping down process of the section of structure to be demolished before the initiation, and during the days demolition. This could involve the use of sprinklers or other method of water application deemed appropriate.

Storm Water Run Off

As demolition activities will occur over an extended period of time, the potential for contamination of water run-off during storm events and through the winter period is considered high.

The management of storm water during the demolition process should be specifically addressed in the CEMP for this site and managed accordingly. The stormwater management plan within the CEMP should outline details to prevent stormwater run-off from the site, to ensure contaminated water will not enter any adjoining waterways.

11.0 PROPOSED DEVELOPMENT (BRIEF)

The proposal identifies the construction of a new club house building on the western side of the oval combined with a new car parking area that extends around the northern side of the oval and into the area previously occupied by the football club building and public toilet facilities.

12.0 PROPOSED DEVELOPMENT – INITIAL ASSESSMENT

The site plans indicate that the new club house building on the western side of the oval will increase in size and move further north than the existing building. The car parking facilities will incorporate the existing parking area on the northern side of the oval and will extend around to the eastern aspect of the oval incorporating the area of land currently occupied by the football club building.

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The design also identifies the construction of 6 large tennis courts on the northern boundary , and closes off the existing access from Netley Avenue. The existing girl guide building will be removed and replaced by additional soft ball courts.

Based on the interpretation of the supplied designs, the trees to be retained on site have a high potential to be impacted on by the development, which shows a high level of encroachment into their TPZs and SRZs. The car park realignment is also shown to encroach into the SRZs of a large number of the trees assessed.

The following table clearly identifies the level of encroachment the new development will have on the trees identified for retention on this site.

Tree No.	Genus + Species	TPZ m² Encroachment	TPZ % Encroachment
19	Eucalyptus camaldulensis	101.92	45.97%
20	Eucalyptus camaldulensis	15.15	9.95%
22	Eucalyptus camaldulensis	52.80	17.71%
23	Eucalyptus sideroxylon	41.11	18.99%
24	Corymbia maculata	16.31	21.00%
26	Eucalyptus torquata	33.51	29.62%
27	Corymbia citriodora	4.67	4.07%
30	Corymbia maculata	1.59	2.15%
32	Eucalyptus camaldulensis	181.76	25.71%
39	Eucalyptus camaldulensis	223.6	79.35%
41	Eucalyptus camaldulensis	181.55	76.87%
45	Eucalyptus camaldulensis	93.04	32.47%
46	Eucalyptus camaldulensis	10.76	15.50%
47	Eucalyptus camaldulensis	52.21	44.51%
48	Eucalyptus camaldulensis	54.26	49.28%
51	Eucalyptus camaldulensis	148.35	37.16%
52	Eucalyptus camaldulensis	3.09	2.28%
53	Eucalyptus camaldulensis	24.27	8.28%

When the level of encroachment, shown in the table above, is greater than 10% of the total TPZ, it is identified as major encroachment in AS4970. Due to the level of encroachment there is a high potential for the development to impact on the trees health and long term retention.

The development is also shown to encroach into the SRZ of eight (8) of the trees identified for retention on this site. Development that enters into the SRZ is automatically considered to be major encroachment when considered against AS4970 and has the potential to impact significantly on the structural stability of those trees identified as trees numbered T19, T22, T24, T39, T41, T47, T48 and T51 [see Appendix Six].

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There are a total of 18 trees identified for removal on this site as part of the redevelopment. These are listed in the table below

Tree No.	Genus + Species	Common Name	Legislative status
11	Eucalyptus spathulata	Swamp Mallet	None
12	Corymbia citriodora	Lemon Scented Gum	Regulated
18	Eucalyptus camaldulensis	River Red Gum	Regulated
21	Eucalyptus spathulata	Swamp Mallet	None
25	Eucalyptus globulus	Tasmanian Blue Gum	None
33	Eucalyptus camaldulensis	River Red Gum	Significant
34	Melaleuca nesophilla	Showy Honey Myrtle	None
35	Eucalyptus camaldulensis	River Red Gum	None
36	Melaleuca armillaris	Bracelet Honey Myrtle	None
37	Corymbia citriodora	Lemon Scented Gum	None
38	Eucalyptus sideroxylon	Red Mugga Ironbark	None
40	Eucalyptus camaldulensis	River Red Gum	Regulated
42	Corymbia citriodora	Lemon Scented Gum	None
43	Corymbia citriodora	Lemon Scented Gum	None
44	Eucalyptus camaldulensis	River Red Gum	Regulated
49	Eucalyptus camaldulensis	River Red Gum	Regulated
50	Eucalyptus camaldulensis	River Red Gum	Significant
54	Eucalyptus camaldulensis	River Red Gum	Regulated

When the trees are considered against the Development Regulations with regard to protected trees, out of the 18 trees identified for removal, six were shown to be regulated trees and a further two were considered to be significant.

13.0 GENERAL DISCUSSION

BUILDING CONSTRUCTION

The construction of the new club house building will require the removal of trees numbered 11 and 12, with minimal encroachment identified into the TPZs of the remaining trees along the western aspect of the site.

The building levels are not shown on the designs and any form of land alteration, either cut or fill has the potential to impact on the trees to be retained. Further information should be provided clearly showing existing and proposed levels, combined with the location of utilities and storm water management systems, to allow an accurate assessment of the potential development impacts.

CAR PARK REALIGNMENT/ EXTENSION

The formation of the new car parking facilities has the potential to significantly impact on the large mature trees retained on site. The car parking area is shown to accommodate the

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area currently occupied by the football club building, and those trees contained within the verge area on the southern side of the tennis courts.

The formation of the car park has identified 8 trees for removal (trees numbered 40, 42, 43, 44, 49, 50, and 54) to facilitate construction.

Due to the design of the car park, the area of land available for root colonisation for the trees to be retained, will be significantly reduced. The excavation required for installation of the subbase from the car park will undoubtedly encounter both structural and woody feeder and non woody feeder roots.

The loss of these types of roots will impact on the short to medium term retention of the trees, which will undoubtedly show signs of decline should the parking bays be constructed as shown.

TENNIS COURT CONSTRUCTION

The proposed designs identify the construction of six new tennis courts along the northern boundary of the site, adjacent to Netley Avenue. To facilitate this part of the development 9 trees have been identified for removal (trees numbered 18, 21, 25, 33, 34, 35, 36, 37, and 38).

The formation of the tennis courts identifies the closure of the access from Netley Avenue, and the formation of a small access road/footpath along the western boundary, which extends from Netley Avenue through to the car park area to the west. The potential to impact on the trees to be retained are considered to be high.

The trees along Netley Avenue have the potential to suffer root damage as and when the tennis courts are formed. The trees on the southern side of the courts will be further impacted by the formation of the tennis courts compounding the damage they will sustain during the formation of the car parking area.

GENERAL COMMENTS

The car park realignment and extension shows that the new kerb and water table will be required to delineate the car parking area. This will require the excavation of the area of realignment to a depth of approximately 400mm to provide the consolidated road base to support vehicular movements.

The creation of the realignment will impact significantly on the trees located within the immediate area, and are shown to have major encroachment into their TPZs and SRZs, both of which are considered to be major encroachment.

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The proposed excavation to facilitate the development, where it passes through the SRZ, has a high potential to cause irreparable damage to structural roots creating a potentially hazardous situation and structurally compromised trees.

The remainder of the encroachment is shown to enter the TPZ, with the excavation, compaction and sealing of the road surface and tennis courts having a high probability to significantly impact on tree health and long-term retention.

The excavation has the potential to remove a layer of non woody feeding roots essential for nutrient and water uptake, whereas the compaction of the underlying soil profile, combined with the sealing of the road surface, will result in the suffocation of the remaining non woody roots by restricting the ingress of water and oxygen.

ALTERNATIVE DESIGN SOLUTIONS

A number of the trees identified within the report on which major encroachment is proposed, are also identified as being highly desirable for retention within the redevelopment project. To ensure the trees are retained within the project designs need to be considered to avoid a tree damaging activity occurring.

The level of encroachment proposed is shown to be greater than the 10% identified under AS 4970 – 2009 and is considered to be major encroachment. Therefore, alternative design solutions should be considered, in line with clause 3.3.4 of AS 4970, to avoid potentially damaging the tree's rooting systems.

In line with clause 3.3.3 of AS 4970 any encroachment within the TPZ should be compensated for with undisturbed land area that is equivalent to the amount of encroachment. This should be contiguous with the TPZ.

Should the use of any form of non-destructive techniques for identifying the location and spread of roots be considered appropriate, this must be undertaken by competent and professional operatives to ensure roots are not severed during excavations. Once any root exploration is completed, the project arborist must be given the opportunity to inspect the open trench prior to backfill to determine the extent of any roots.

Alternative design solutions should be considered to ensure tree retention, this could include permeable paving for car parking areas, a reduction in the number of car parking spaces.

The tennis courts are shown to be in close proximity to large significant trees and are currently experiencing damage to the court surfaces. To further increase this area without consideration for trees and their root systems will lead to problems in the future as tree roots further colonise the area covered by the courts.

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ARBORICULTURAL METHOD STATEMENT

14.0 INTRODUCTION

TERMS OF REFERENCE

This Arboricultural Method Statement sets out management and protection details that **must** be implemented to secure successful tree retention.

It has evolved from an original idea described by O'Callaghan & Lawson set out in Trees and Development Conflicts: The Importance of Advance Planning and Site Control in Tree Preservation Plans (Trees and Building Sites – ISA – 1995). It is based on the assumption that the minimum general standards for development issues are those set out in British Standards Institution (2012) BS 5837: Trees in relation to design, demolition and construction – Recommendations. The introduction of *Australian Standard 4970 Protection of trees on development sites (2009)* is more appropriate for Australian conditions having been developed by industry specialists taking direct reference from BS5837 and as such has been used to interpret these references in the context of evolving good practice and the specific circumstances on this site.

The demolition master plan used for the tree related aspect of this re-development has been used to guide the recommendations contained within this report and should only be used for dealing with tree related issues, and all scaled measurements must be checked against the original documents.

The precise location of all protective measures must be confirmed at the pre-commencement meeting before any demolition activity starts. Its base is the existing survey, which has the buildings to be demolished clearly identified. It shows each individual tree and provides a base number that specifically relates to each individual tree. It also shows the locations of the proposed protective measures.

TREE PROTECTION WITH BARRIERS AND GROUND PROTECTION

BARRIERS - Illustrative guidance for barrier design based on AS 4970 recommendations is included as Appendix Two. The TPZs are illustrated on the attached plan. The precise location of any barriers must be agreed with the project arborist on site before any development activity starts.

PRECAUTIONS WHEN WORKING IN TPZs - Any work in TPZs must be done with care as set out in Appendix Three. On this site, special precautions must be taken near trees and summarised below:

Removal of existing surfacing/structures and replacement with new soft landscaping: Trees may be adversely affected by the removal of the existing access roads, footpaths and

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buildings. Any adverse impact must be minimised by following the general guidance set out in Appendix Three.

PROGRAM OF TREE PROTECTION AND SUPERVISION

OVERVIEW - Tree protection cannot be reliably implemented without arboricultural input. The nature and extent of that input varies according to the complexity of the issues and the resources available on site. The project arborist will work within an agreed framework to oversee the implementation of the protective measures and management proposals set out in this arboricultural method statement.

PHASING OF ARBORICULTURAL INPUT – Protection of trees can only be properly budgeted for and factored into the developing work programs if the overall project management takes full account of tree issues once consent is confirmed. The project arborist will be involved in the following phases of the project management:

1. **Administrative preparation before work starts on site** - The early instruction of the project arborist will ensure that tree issues are factored into the complexities of site management and will help ease site pressures through creative approaches to tree protection. Pre-commencement discussions between the project arborist and the development team is an effective means of project managing the tree issues to maximize site efficiency within often difficult constraints. These meetings are scheduled on "as necessary" basis to discuss any tree related issues prior to commencement of any works.

2. **Pre-commencement site visit** - A pre-commencement meeting will be held on site before any of the demolition work begins. This will be attended by the site manager, Council Officers and the project arborist. All tree protection measures detailed in this document must be fully discussed so that all aspects of their implementation and sequencing are understood by all the parties. Any clarification or modifications to the consented details must be recorded and circulated to all parties in writing. This meeting is where the details of the program of tree protection will be agreed and finalised by all parties, which will then form the basis of any supervision arrangements between the project arborist and the developer.

3. **Site supervision** - Once the site is active, the project arborist will visit at an interval agreed at the pre-commencement site meeting. The supervision arrangement must be sufficiently flexible to allow the supervision of all sensitive works as they occur. The project arborist's initial role will be to direct the developer to ensure that appropriate protective measures are designed and in place before any works start on site. Once the site is working, that role will switch to monitoring compliance with arboricultural conditions and advising on any tree problems that arise or modifications that become necessary. Site inspection forms will be used to record all on site meetings/inspections and copied to all relevant parties [see Appendix Seven].

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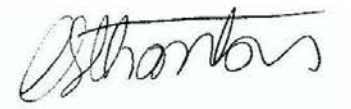
4. **Site management** - It is the developer's responsibility to ensure that the details of this arboricultural method statement and any agreed amendments are known and understood by all site personnel. Copies of the agreed documents must be kept on site at all times and the site manager must brief all personnel who could have an impact on trees on the specific tree protection requirements. This must be a part of the site induction procedures and written into appropriate site management documents.



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National Diploma in Arboriculture (UK) (ND Arb)
Certificate IV Workplace Training & Assessment
Registered QTRA (Quantified Tree Risk Assessment)

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15.0 APPENDIX ONE - SITE PLAN Showing Existing Buildings and TPZ / SRZ



BY	DATE	SCALE 1/500 @ A3	PREPARED FOR City of West Torrens	DATE ISSUED 7th June 2018
		SURVEYED	Lockleys Oval	
		DRAWN	LOCKLEYS	SHEET No.
		CHECKED	DETAILED SURVEY	FILE No.

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16.0 APPENDIX TWO – QUANTIFIED TREE RISK ASSESSMENT METHODOLOGY

QUANTIFIED TREE RISK ASSESSMENT

DEVELOPING THE PROBABILITY OF HARM

TARGET EVALUATION

Target evaluation considers the use and occupancy of the area that would be struck by the defective part. For the purpose of the assessment, targets are considered in three categories:

- People in vehicles
- Other human occupation; and
- Property

The target evaluation is refined to the one category that has the most significant relationship with the tree or trees in the assessment.

Ellison (2012) explains target evaluation as the assessment of repair or replacement value of property or the average occupation of people (vehicles or pedestrians) in the coming year. The assessment is represented as a target range that represents the appropriate property repair/replacement value or the frequency of occupation.

SIZE OF PART

Size of part refers to the likely force of the branch or tree upon impact with the target. Assessment considers only the tree parts that are significant in their relationship with the identified target.

Ellison (2012) states that QTRA categorizes Impact Potential by using the connection between diameter and average mass of the tree parts that are significant to the target in the event of failure.

The size of a branch and therefore its mass is proportional to the amount of damage or injury it can cause in any particular situation.

PROBABILITY OF FAILURE

The probability of failure is an evaluation of the tree's stability that is based on the structural condition of the tree. The estimate of the likelihood that a particular part of the tree will fail within the coming year is represented within a broad numerical range (Ellison).

The probability of failure is a 'reasonably informed judgment' based on the assessor's tree assessment and his knowledge of the species, its structure and form and the impacts of its environment.

The presence of defects such as included bark, decay or cavities and the extent to which they impact the structure of the tree play a part in forming the probability of failure value.

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17.0 APPENDIX THREE - RETENTION VALUE CRITERIA

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TABLE ONE – RETENTION VALUE

CASCADE CHART FOR TREE QUALITY ASSESSMENT

Category and definition	Criteria (including sub categories where appropriate)			Identification on plan
Tree unsuitable for retention				
Category U Those in such a condition that they cannot realistically be retained as living trees in the context of the current land use for longer than 10 years	• Trees that have a serious, irremediable, structural defect, such that their early loss is expected due to collapse, including those that will become unviable after removal of other category U trees (e.g. where, for whatever reason, the loss of companion shelter cannot be mitigated by pruning). • Trees that are dead or are showing signs of significant, immediate and irreversible overall decline. • Trees infected with pathogens of significance to the health and/or safety of other trees nearby, or very low quality trees suppressing adjacent trees of better quality.			RED
	NOTE Category U trees can have existing or potential conservation value which might be desirable to preserve			
	1. Mainly arboricultural qualities	**2. Mainly landscape qualities**	**3. mainly cultural values, including conservation**	
Trees to be considered for retention				
Category A **Trees of high quality** with an estimated remaining life expectancy of at least 40 years.	Trees that are particularly good examples of their species, especially if rare or unusual; or those that are essential components of groups or formal or semi formal arboricultural features (e.g. dominant and/or principal trees within an avenue.	Trees, groups or woodlands of particular visual importance as arboricultural and/or landscape features.	Trees, groups or woodlands of significant conservation, historical, commemorative or other value (e.g. veteran trees)	GREEN
Category B **Trees of moderate quality** with an estimated remaining life expectancy of at least 20 years.	Trees that might be included in category A, but are downgraded because of impaired condition (e.g. presence of significant though remediable defects, including unsympathetic past management and storm damage), such that they are unlikely to be suitable for retention for beyond 40years; or trees lacking the special quality necessary to merit the category A designation.	Trees present in numbers, usually growing as groups or woodlands, such that they attract a higher collective rating than they might as individuals; or trees occurring as collectives but situated so as to make little visual contribution to the wider locality.	Trees with material conservation or other cultural value	BLUE
Category C **Trees of low quality** with an estimated life expectancy of at least 10 years, or younger trees with a stem diameter below 150mm.	Unremarkable trees of very limited merit or such impaired condition that they do not qualify in higher categories	Trees present in groups or woodlands, but without this conferring on them significantly greater collective landscape value; and/poor trees offering low or only temporary/transient landscape benefits.	Trees with no material conservation or other cultural value.	GREY

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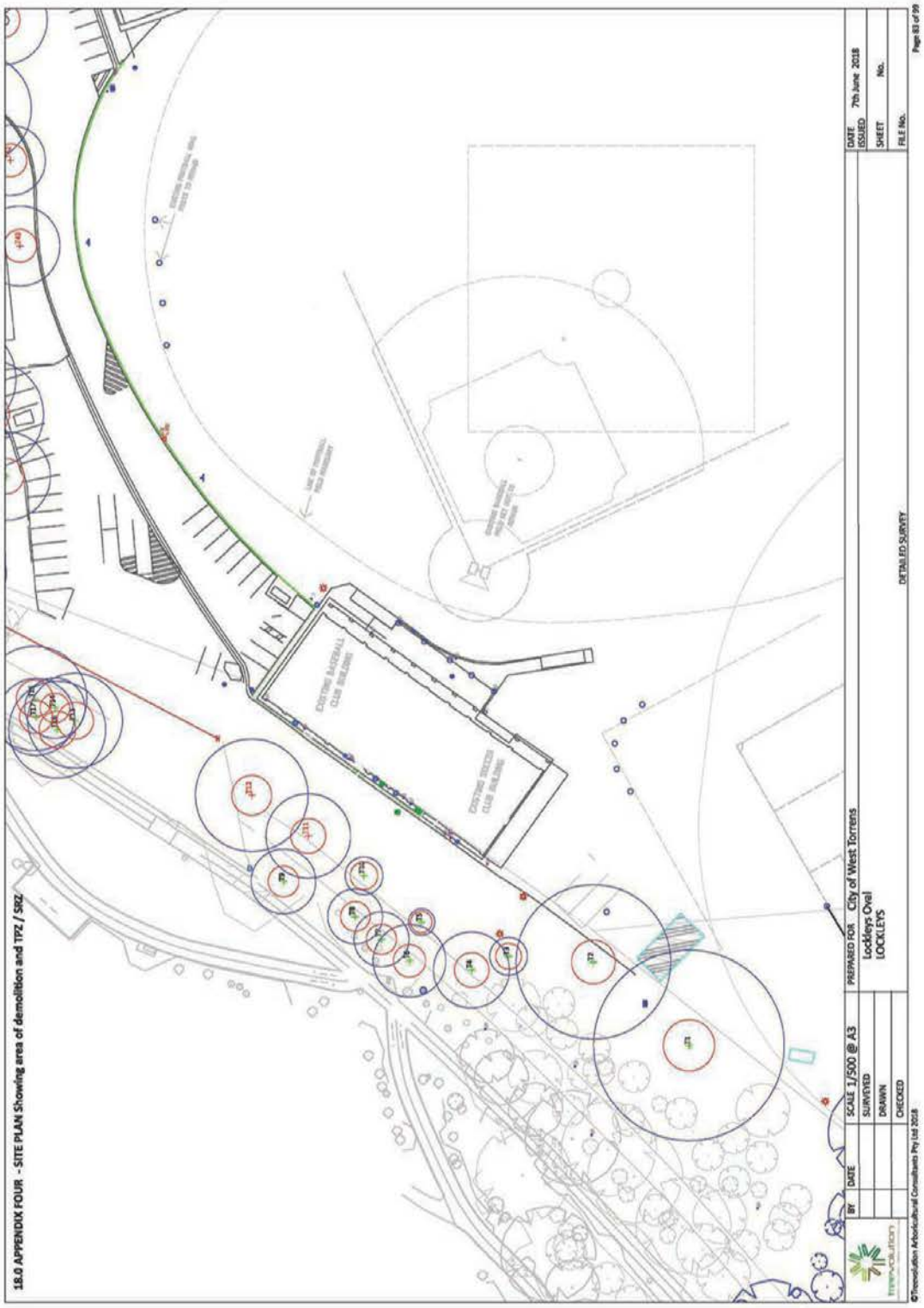
18.0 APPENDIX FOUR - SITE PLAN Showing area of demolition and TPZ / SRZ
PREPARED FOR City of West Torrens
Lockleys Oval
LOCKLEYS
SCALE 1/500 @ A3
SURVEYED
DRAWN
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DATE ISSUED 7th June 2018
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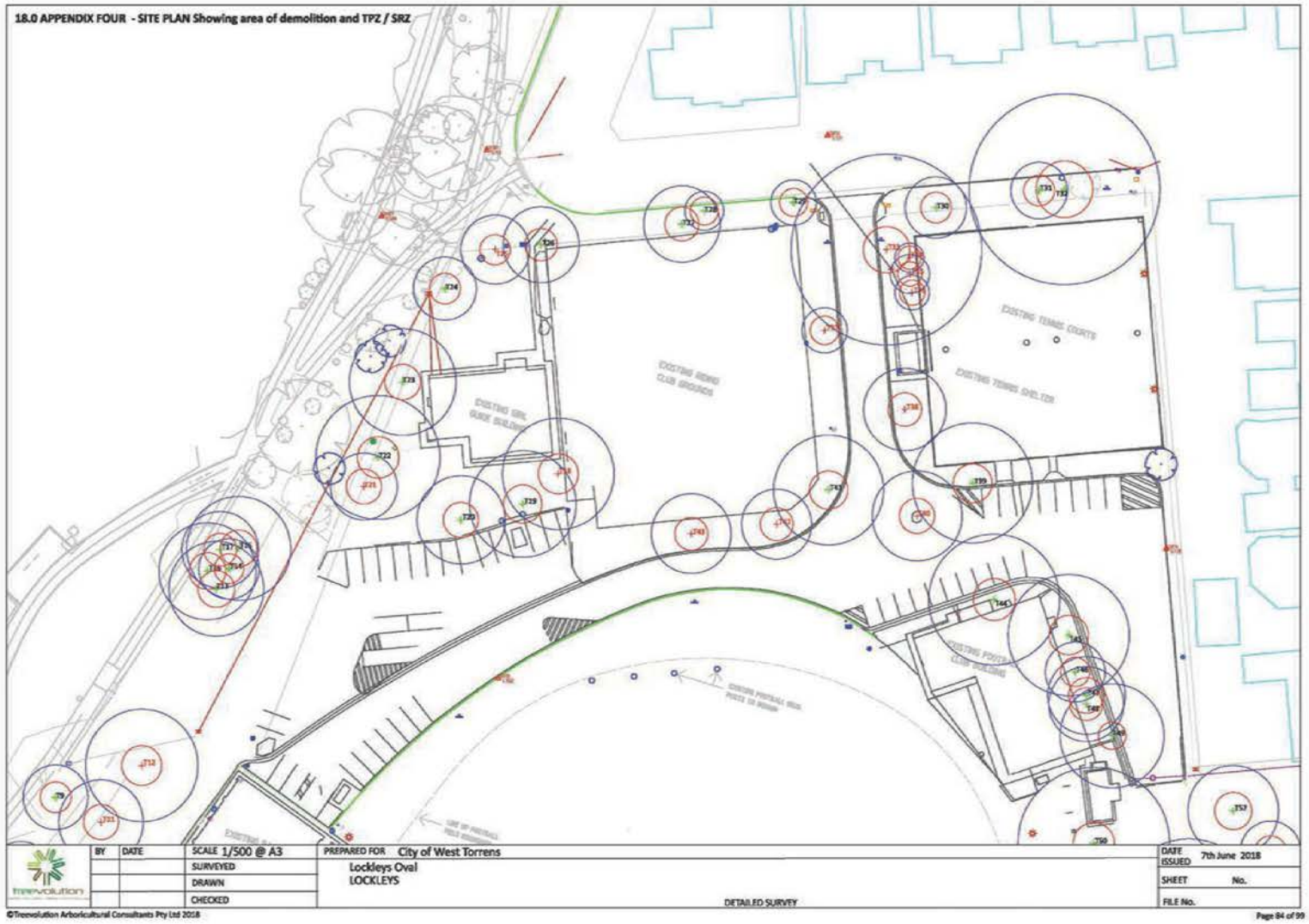
18.0 APPENDIX FOUR - SITE PLAN Showing area of demolition and TPZ / SRZ
EXISTING TENNIS COURTS
EXISTING TENNIS SHELTER
EXISTING NEWS CLUB GROUNDS
EXISTING GIRL GUIDE BUILDING
EXISTING FOOTY CLUB BUILDING
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18.0 APPENDIX FOUR - SITE PLAN Showing area of demolition and TPZ / SRZ
EXISTING TENNIS SHELTER
EXISTING TOILET BUILDING
BY
DATE
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19.0 APPENDIX FIVE - PROTECTIVE FENCING

This specification has been produced in line with the guidance provided within the Australian Standard 4970 (2009) 'protection of trees on development sites'.

All trees, which are being retained on site, must be protected by stout fencing enclosing an area as recommended by the project arborist.

Protective fencing must be erected before any materials or machinery are brought onto the site and before any demolition or construction work, including the erection of site huts, begins.

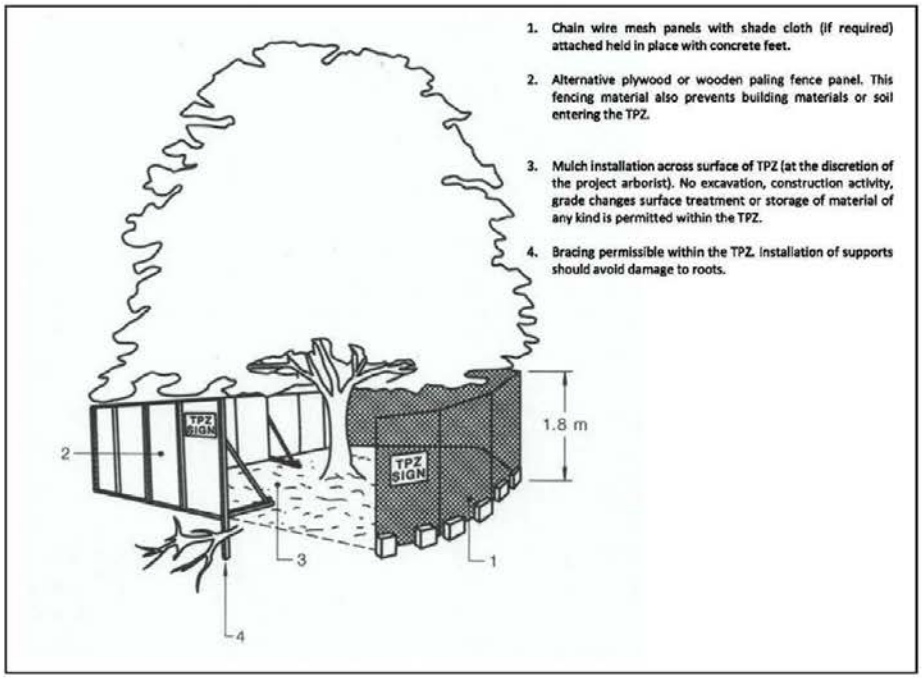
The area around the trees, enclosed by the protective fencing, must be treated as a construction exclusion zone. No access must be allowed to this area, and there must be no storage of site materials, without the authority or supervision of the project arborist.

Once erected, fencing must be regarded as sacrosanct, and must not be removed or altered without prior consultation with the project arborist responsible for the site supervision.

In accordance with the AS 4970, the protective fencing must be at least 1.8m high, comprising of a vertical and horizontal framework of scaffolding, well braced to resist impact, with vertical tubes spaced at a maximum interval of 3m. Onto this, weld mesh panels will be securely fixed with wire or scaffold clamps (see diagram below).

The location of the protective fencing, around the trees to be retained on site, has been calculated using the guidance within AS 4970 and under the direction of the project arborist.

To ensure that the protective fencing is installed in the correct location the site must be marked out by the site foreman under the supervision of the project arborist. This must be done using; either an appropriate 'high visibility' ground marking spray, or wooden pegs to denote the line of the fence.



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Arboricultural Site Considerations

This information to be displayed on notice board in site office and issued to all contractors at their arboricultural site briefing.

The following site considerations must be observed at all times during the development process, from demolition, through construction to landscaping.

- Protective fencing must be regarded as sacrosanct, and must not be removed or altered without prior consultation with the project arborist responsible for the site supervision.
- Damage caused to protective fencing or ground protection must be reported to the site supervisor to ensure efficient repair.
- No materials, chemicals, machinery or vehicles must be stored within the trees Tree Protection Zone.
- No materials must be rested against a tree's trunk or machinery chained to it.
- No pruning of trees may be undertaken by anyone other than a suitably qualified and competent arborist, and all work must be approved by and carried out under a watching brief of the project arborist.
- Any physical damage caused to a tree retained on site must be reported to the site manager and project arborist so remedial work can be undertaken without delay.
- Builder's sand, which contains salt, must not be used to back fill excavation within or in close proximity to tree roots, as this can have a toxic affect. Sharp sand can be used instead.
- Material that will contaminate the soil, e.g. concrete mixings, diesel oil and vehicle washings, must not be discharged within 10m of a tree stem.
- Fires must not be lit in a position where their flames can extend to within 5m of foliage, branches or trunk. This will depend on the size of the fire and wind direction.
- Notice boards, telephone cables or other services must not be attached to any part of a tree.

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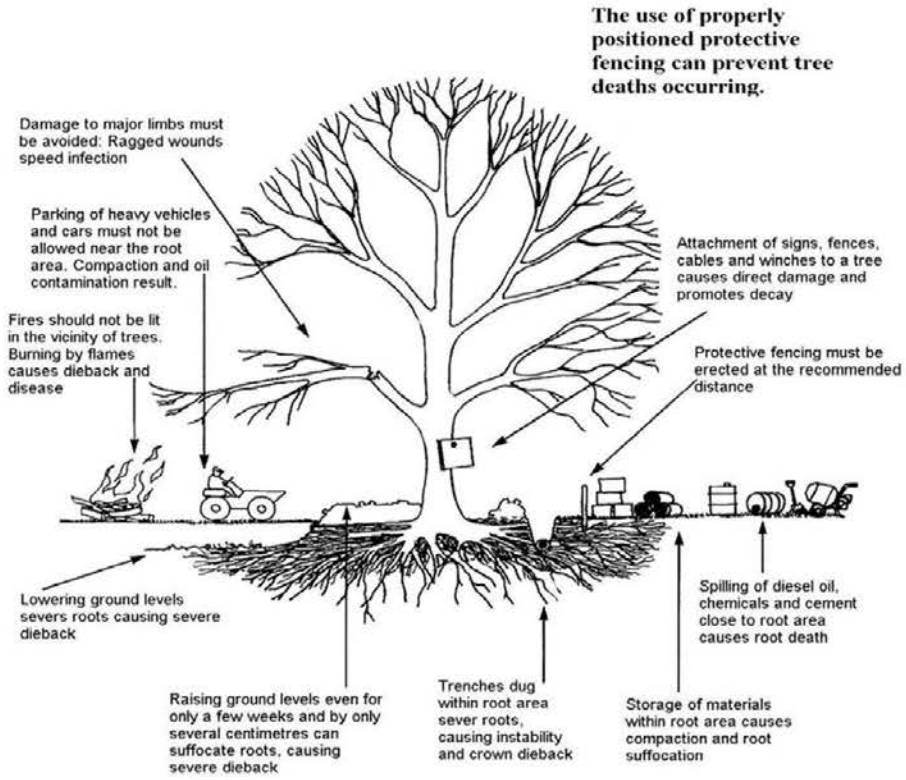
Common causes of Tree Death



Please use copies of this as an on-site poster for personnel

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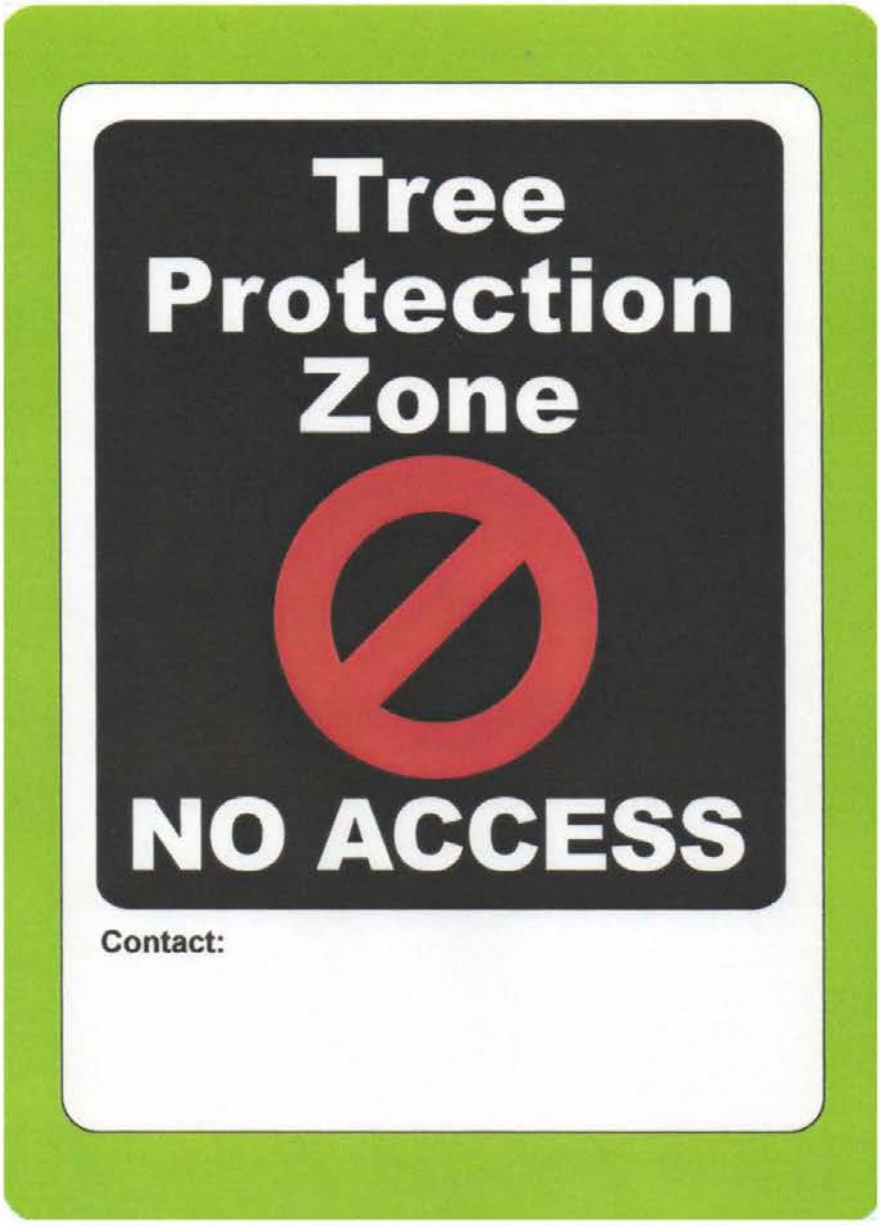

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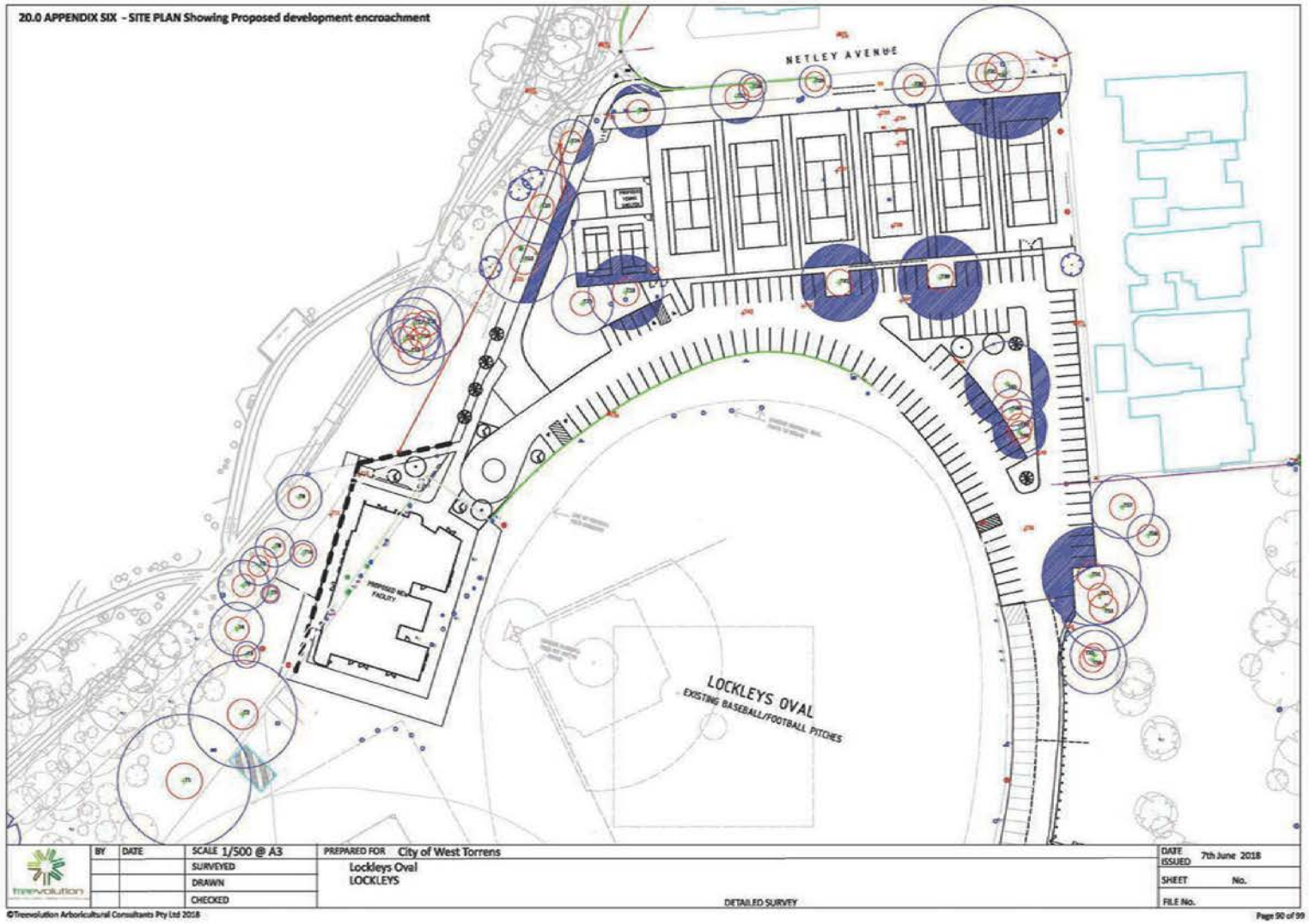
20.0 APPENDIX SIX - SITE PLAN Showing Proposed development encroachment
NETLEY AVENUE
LOCKLEYS OVAL
EXISTING BASEBALL/FOOTBALL PITCHES
BY
DATE
SCALE 1/500 @ A3
SURVEYED
DRAWN
CHECKED
PREPARED FOR City of West Torrens
Lockleys Oval
LOCKLEYS
DETAILED SURVEY
DATE ISSUED 7th June 2018
SHEET No.
FILE No.
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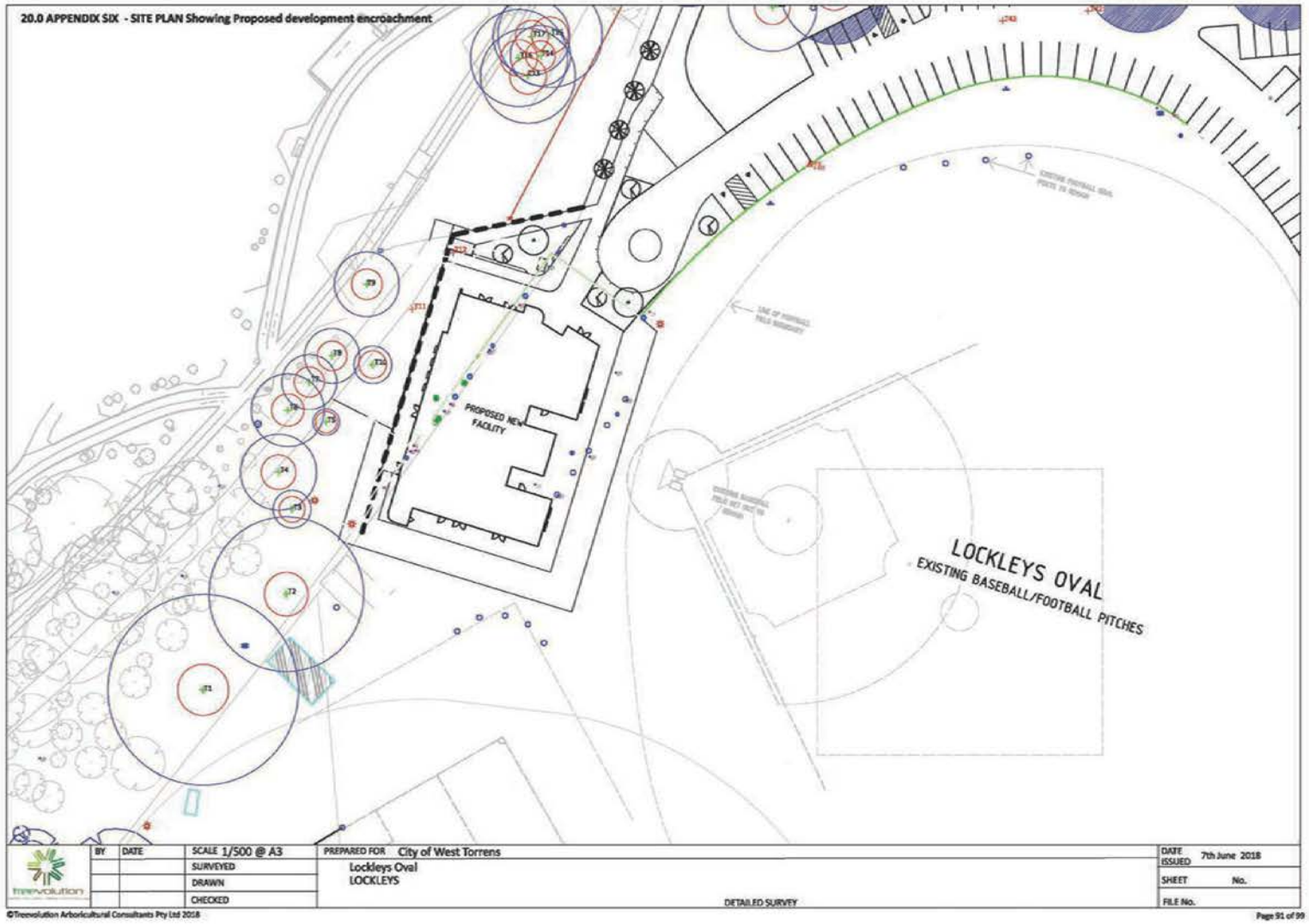
Page 90 of 99


20.0 APPENDIX SIX - SITE PLAN Showing Proposed development encroachment
PROPOSED NEW FACILITY
LOCKLEYS OVAL
EXISTING BASEBALL/FOOTBALL PITCHES
BY
DATE
SCALE 1/500 @ A3
SURVEYED
DRAWN
CHECKED
PREPARED FOR City of West Torrens
Lockleys Oval
LOCKLEYS
DETAILED SURVEY
DATE ISSUED 7th June 2018
SHEET No.
FILE No.
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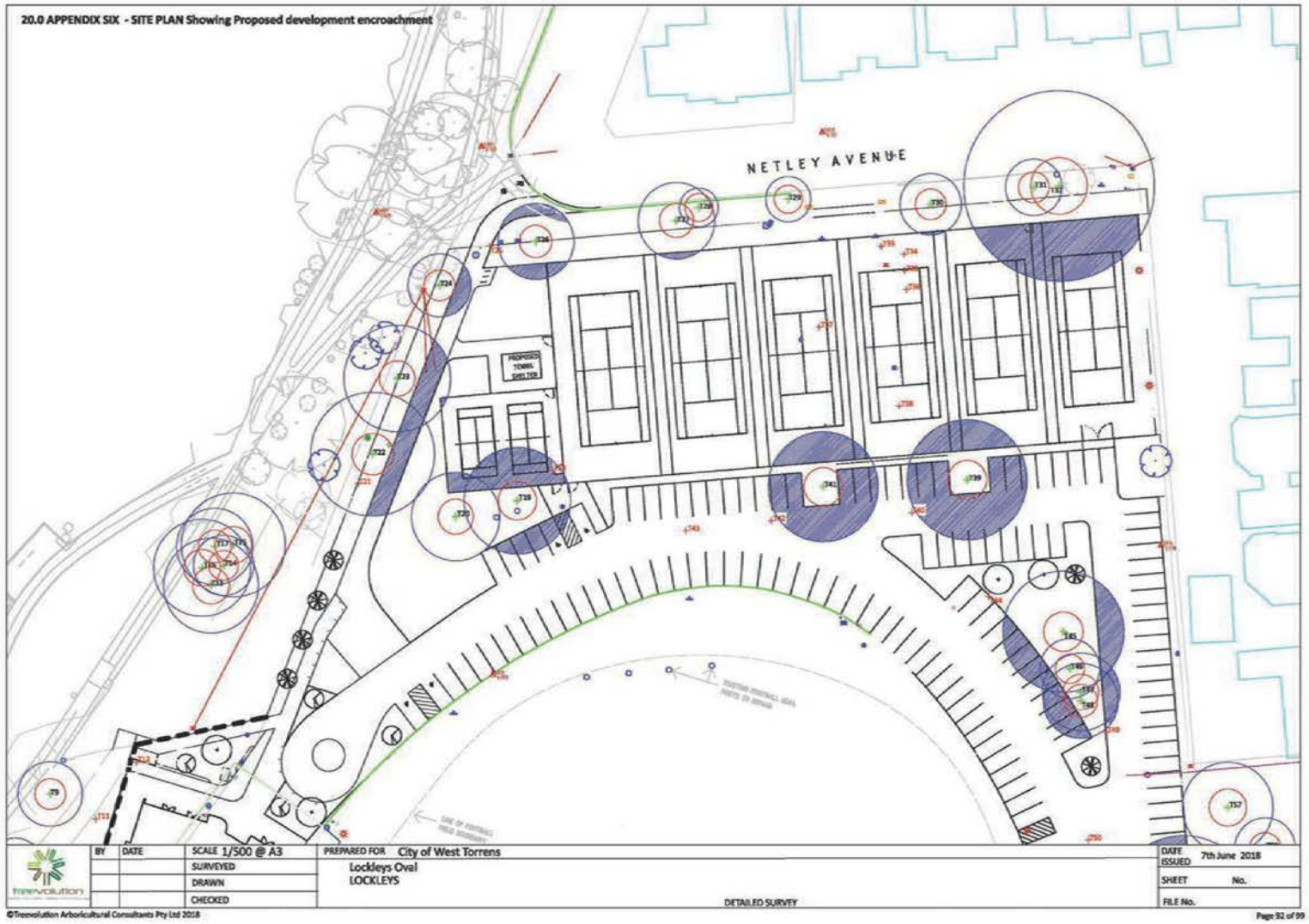
Page 91 of 99


20.0 APPENDIX SIX - SITE PLAN Showing Proposed development encroachment
NETLEY AVENUE
BY
DATE
SCALE 1/500 @ A3
SURVEYED
DRAWN
CHECKED
PREPARED FOR City of West Torrens
Lockleys Oval
LOCKLEYS
DETAILED SURVEY
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SHEET No.
FILE No.
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Item 6.4 - Attachment 4
Council Assessment Panel Attachments
20.0 APPENDIX SIX - SITE PLAN showing proposed development overlaid
LOCKLEYS OVAL
EXISTING BASEBALL/FOOTBALL PITCHES
BY DATE
SCALE 1/500 @ A3
SURVEYED
DRAWN
CHECKED
PREPARED FOR City of West Torrens
Lockleys Oval
LOCKLEYS
DETAILED SURVEY
DATE ISSUED 7th June 2018
SHEET No.
FILE No.
Page 93 of 99
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Page 177
12 March 2019

21.0 APPENDIX SEVEN - REPORTING FORMS

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ACN 140 147 137
ABN 89 140 147 137
POST PO BOX 114, St Agnes SA 5097
EMAIL treevolution1@bigpond.com
OFFICE 0423 548 840

COLIN THORNTON MOBILE 0423 548 841
MSc.Arb. Adv Dip Arb. H.N.D. Arb. N.D. Arb. Cert IV WTBA. Reg. CTRA

treevolution
ARBORICULTURAL CONSULTANTS PTY. LTD.

COPY OF SITE VISIT REPORT FORM

SITE LOCATION:	**DATE OF VISIT:**
SITE MANAGER:	**OTHER PERSONS PRESENT:**

REF	TREE Nos	OBSERVATION	IMPLICATIONS	ACTIONS REQUIRED	PRIORITY	DATE COMPLETED
1						
2						
3						

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COPY OF SITE VISIT REPORT FORM

REF	TREE Nos	OBSERVATION	IMPLICATIONS	ACTIONS REQUIRED	PRIORITY	DATE COMPLETED
4						
5						
6						
7						

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COPY OF SITE VISIT REPORT FORM

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ARBORICULTURAL CONSULTANTS PTY. LTD.

NOTES	SITE CONTACTS	SITE NOTES	DATE

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22.0 APPENDIX EIGHT - REFERENCES

Australian Standards 4970 – 2009 ***"Protection of trees on development sites".***

Lonsdale, D. (1999) Principles of Tree Hazard Assessment and Management. Research for amenity trees No.7. *Office of the Deputy Prime Minister, HMSO, London.*

Mattheck, C & Breloer, H. (1994) *The Body Language of Trees, A Handbook for Failure Analysis.* Research into Amenity Trees No.4, HMSO, London.

Shigo, A. L. (1999) *A New Tree Biology* (ninth edition) Sherwin Dodge Printers, Littlelton, New Hampshire.

Matheny, N.P: & Clark, J.R (1994) *Evaluation of Hazard Trees in Urban Areas.* ISA Publications.

West Torrens (City) Development Plan

Development Act 1993

Development Regulations 2008

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23.0 APPENDIX NINE – LIMITATIONS AND DISCLAIMER

This report only covers identifiable defects present at the time of inspection. The author accepts no responsibility and cannot be held liable for any structural defect or unforseen event/situation that may occur after the time of inspection, unless clearly specified timescales are detailed within the report.

The author cannot guarantee trees contained within this report will be structurally sound under all circumstances, and cannot guarantee that the recommendations made will categorically result in the tree being made safe.

Unless specifically mentioned this report will only be concerned with above ground inspections, that will be undertaken visually from ground level. Trees are living organisms and as such cannot be classified as safe under any circumstances. The recommendations are made on the basis of what can be reasonably identified at the time of inspection therefore the author accepts no liability for any recommendations made.

Care has been taken to obtain all information from reliable sources. All data has been verified insofar as possible; however, the author can neither guarantee nor be responsible for the accuracy of information provided by others.

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Preliminary Traffic, Flooding & Stormwater Assessment

Development Application No: 211/777/2018

Assessing Officer:	Brendan Fewster
Site Address:	30-46 Rutland Avenue, LOCKLEYS SA 5032
Certificate of Title:	CT-5738/376
Description of Development	Construction of new tennis courts, tennis court lighting (12.3 metres in height), new oval light towers (22.3 metres in height), car parking and lighting and removal of two (2) regulated trees and one (1) significant tree

TO THE TECHNICAL OFFICER - CITY ASSETS

Please provide your comments in relation to:

☐ Site drainage and stormwater disposal

☐ Required FFL

☐ On-site vehicle parking and manoeuvrability

☐ New Crossover

☐ Your advice is also sought on other aspects of the proposal as follows:

.....
.....

PLANNING OFFICER - Brendan Fewster DATE 1 March, 2019

City of West Torrens
Between the City and the Sea

Memo

To	Brendan Fewster
From	Andrew King
Date	1 March 2018
Subject	211/777/2018, 30-46 Rutland Avenue, LOCKLEYS SA 5032

Brendan Fewster,

The following City Assets Department comments are provided with regards to the assessment of the above development application:

1.0 Stormwater Management

The applicant has provided a Stormwater Management Concept Sketch design, which includes stormwater management features to service both Stage 2 and Stage 1 of the greater site and precinct development.

The proposed concept nominates features of a nature, scale and locality which would have viability to address the typically desired requirements of Council in association with Development Application assessment. These measures would address stormwater detention, stormwater quality improvement and stormwater harvest and re-use.

It is recommended that based on the reasonableness of the proposed concept, it would be considered supportable for a Reserve Matter to be included in association with any approval for this development which would require the future provision of detailed design information for these stormwater management elements. This information being required to be submitted and assessed as suitable, to the reasonable satisfaction of the Manager City Development, prior to the lodgement for full development approval.

2.0 Traffic and Parking

I have received information and feedback provided by Council's Traffic Consultant in relation to the Stage 1 elements of the greater development of the precinct, which outlined the suitability of the parking provision being accommodated within the Stage 2 works with the demand requirements associated with the Stage 1 development.

In short, in consideration of car parking generation based on floor areas, the comparison of total floor areas between that which is currently present on site

Civic Centre 165 Sir Donald Bradman Drive, Hilton 5033 South Australia **Tel** (08) 8416 6333 **Fax** (08) 8443 5709
E – mail csu@wtcc.sa.gov.au **Website** westtorrens.sa.gov.au

City of West Torrens
Between the City and the Sea

and the Stage 1 facilities, would indicated that the proposed Stage 2 provision of car parking would be no worse off than is currently experienced.

The potential additional car parking generation within the Stage 2 works (over and above that which was considered in the Stage1 commentary) would be the provision of an additional 4 full sized tennis court and 2 half sized tennis courts. Based on a parking demand of 3 spaces per full size court, this would result in an additional demand in the order of 15 spaces.

The additional court are to be located over a portion of the site where horse activities and Girl Guides are currently undertaken. This additional demand would be somewhat offset against the removal from the overall site of the existing parking generation demand of the Girl Guide and horse activities. It is further considered that based on the overall site provision of approximate 140 parking spaces (100 within the Stage 2 works and approximately 40 existing outside of the development scope) the ability for accommodation of these additional spaces within shared demands of uses would be reasonable.

Information has been provided which demonstrates that the proposed car parking design can accommodate the necessary manoeuvrability of the anticipated largest service vehicle for the site, being a waste service vehicle (MRV).

It is recommended that in association with any approval of this development a condition be included limiting the maximum scale vehicle being permitted to service or access the site being limited to a Medium Rigid Vehicle (MRV) as outlined within AS 2890.2 - 2002.

The general layout and design of the proposed carpark appear reasonable and appropriate for the proposed utilisation. Although car parking spaces and aisles are not dimensioned on provided design information, they appear to be able to easy be detail detailed to satisfy standard requirements.

It is recommended that in association with any approval of this development a condition be included requiring carparking spaces and aisles to satisfy the requirements of AS 2890.1 - 2004.

2.0 Road Verge Interface

It is intended from information provided that all stormwater management and discharge from the Stage 1 and Stage 2 works will connect to existing systems within the site, and as such, not require any new connection through road verges.

An existing road access from Netley Ave will be removed in association with this stage of works and would require reinstatement of this location to vertical kerb and water table. Although not specifically nominated on plans, standard notes on Planning Consents would address this requirement.

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A new access to the western end bend in Netley Ave is included within this stage of works. Based on the current concept plans for this access, there are no physical obstruction which would prohibit the provision of an appropriate access in this location.

It is noted that there is the presence of an existing stobie pole adjacent to the new access, for which standard offsets would be necessary an existing shared path connection is located in the new access location. The new access to the site will not only be a vehicle access but will also service as a shared pedestrian space.

It is considered reasonable in the circumstances of this application that based on the Council being the applicant for this development and Council having 'care and control' of the road verge and the shared path management, that future detailing of this access connection point to left to the discretion of Council.

Should you require further information, please contact Andrew King on the following direct extension number 8416 6333.

Regards

Andrew King
Coordinator Engineering

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E – mail csu@wtcc.sa.gov.au **Website** westtorrens.sa.gov.au

CITY OF WEST TORRENS

MINUTES

of the

COUNCIL ASSESSMENT PANEL

held in the George Robertson Room, Civic Centre
165 Sir Donald Bradman Drive, Hilton

on

TUESDAY, 12 MARCH 2019
at 5.00pm

Donna Ferretti
Assessment Manager

6.4 30-46 Rutland Avenue, LOCKLEYS

6.36pm *J Wood declared a perceived conflict of interest in this as she is an Elected Member of the City of West Torrens (the applicant) and left the meeting for the discussion and vote on the item.*

Application No 211/777/2018

Appearing before the Panel were:

Representor: **Judith Cross** of 8 Netley Avenue, Lockleys appeared in support of the representation.

Applicant: **Dean Ottanelli** and **Teresa Desteno** of the City of West Torrens appeared in response to the representation.

RECOMMENDATION

The Council Assessment Panel, having considered all aspects of the report, the application for consent to carry out development of land and pursuant to the provisions of the *Development Act 1993* resolves to GRANT Development Plan Consent for Application No. 211/777/2019 by City of West Torrens to undertake the construction of new tennis courts, tennis court lighting (12.3 metres in height), new oval light towers (22.3 metres in height), car parking and lighting, bicycle parking, and removal of two (2) regulated trees and one (1) significant tree at 30-46 Rutland Avenue, Lockleys (CT 5738/376) subject to the following conditions of consent and reserved matters:

Reserved Matters:

The following information shall be submitted for further assessment and approval by the City of West Torrens as reserved matters under Section 33(3) of the *Development Act 1993*:

1. A detailed stormwater management system and computations for the development. The stormwater management system shall adopt measures outlined in the Stormwater Management Concept dated December 2018 that includes:
   a. Harvesting and re-use of stormwater runoff from the reuse tank adjacent the new clubroom building that is to be designed by a suitably qualified stormwater/civil engineer;
   b. Permeable paving for car parking areas with underground detention and drainage;
   c. Surface runoff from the tennis courts directed to a rain garden and detention storage basin; and
   d. Stormwater quality improvement measures that are demonstrated to satisfy the State Government Water-Sensitive Urban Design policy guidelines.

   Reason: To ensure that adequate provision is made for the collection and dispersal of stormwater.

2. A Construction Management Plan (CMP) for the proposed development. The CMP should identify potential issues and appropriate measures to minimise impacts and disruption to surrounding residents and business owners during the construction phase of the development.

   Reason: To ensure that construction is managed to minimise impacts on surrounding properties and their occupants.

Pursuant to Section 42(1) of the *Development Act 1993*, the Council reserves its decision on the form and substance of any further conditions of Development Plan Consent that it considers appropriate to impose in respect of the reserve matters outlined above.

Development Plan Consent Conditions:

1. The development must be undertaken, completed and maintained in accordance with the plans and information detailed in this Application except where varied by any conditions listed below.

   Reason: To ensure the proposal is developed in accordance with the plans and documents lodged with Council.

2. That all flood lighting for the oval approved herein shall be turned off by no later than 10.00pm on any given day.

   Reason: To ensure that the proposed lighting does not cause undue disturbance, annoyance or inconvenience to adjoining residents or motorists.

3. That all tennis court lighting approved herein shall be turned off by no later than 10.00pm on Monday to Saturday, with no lighting permitted on Sunday.

   Reason: To ensure that the proposed lighting does not cause undue disturbance, annoyance or inconvenience to adjoining residents or motorists.

4. That lighting timers shall be installed for the oval flood lights and tennis lighting approved herein, with lighting controls to be located securely to prevent unauthorised access.

   Reason: To ensure that the proposed lighting does not cause undue disturbance, annoyance or inconvenience to adjoining residents or motorists.

5. That all lighting approved herein shall be designed, positioned and directed so that the light levels at the boundaries of surrounding residential properties are no greater than 10 lux at all times.

   Reason: To ensure that the proposed lighting does not cause undue disturbance, annoyance or inconvenience to adjoining residents or motorists.

6. That all designated car parking areas shall be line marked to delineate the parking spaces prior to the occupation of the development.

   Reason: To provide safe and convenient parking and manoeuvring areas for users of the development.

7. That the maximum size vehicle permitted to service or access the site is limited to a Medium Rigid Vehicle (MRV) as outlined within AS 2890.2 - 2002.

   Reason: To ensure the ongoing use and safety of vehicle parking and manoeuvring areas.

8. That floodlighting within car parks and around the clubroom building shall be restricted to that necessary for security purposes only and be directed and shielded in such a manner as to cause no light overspill nuisance of nearby properties.

   Reason: To ensure that the proposed lighting does not cause undue disturbance, annoyance or inconvenience to adjoining residents or motorists.

9. That all stormwater runoff from roofs and impervious surfaces shall be managed on-site in such a manner that it does not result in the entry of water into a building or adversely affect any adjoining property or public road.

   Reason: To provide adequate protection against the possibility of stormwater inundation to neighbouring properties or public spaces.

10. That the bicycle parking delineated on Site Plan – Overall (Sheet WD012 RevD) dated 21/01/19 prepared by Walter Brooke & Associates Pty Ltd shall be installed prior to occupation of the development.

    Reason: To ensure the proposal is developed in accordance with the plans and documents lodged with Council.

COUNCIL ASSESSMENT PANEL DECISION

The Panel resolved that the item be deferred to enable the applicant to address the following matters:

- Reduced operational hours of the tennis court lighting.
- To demonstrate that alternative options have been explored for the proposed removal of regulated trees across the site.
- Provision of screen planting on the northern edge of the site to reduce the lighting impact on neighbouring properties.
- Provision of final Stormwater Management Plan.

7.06pm J Wood returned to the meeting.

6.5 35 Victoria Lane, MILE END

Application No 211/1076/2018

Appearing before the Panel were:

Representors: **Penelope Long** of 70A Hughes Street, Mile End did not appear in support of the representation.

Frank Debreczeni of 74 Hughes Street, Mile End appeared in support of the representation.

Applicant: **Warwick O'Brien** of Warwick O'Brien Architects appeared in response to the representations.

RECOMMENDATION

The Council Assessment Panel, having considered all aspects of the report, the application for consent to carry out development of land and pursuant to the provisions of the *Development Act 1993* resolves to GRANT Development Plan Consent for Application No. 211/1076/2018 by W O'Brien to undertake the construction of a two storey detached dwelling with double garage under main roof and associated swimming pool and safety fence and front, side and rear fencing (2 metres maximum height) at 35 Victoria Lane, Mile End (CT 6208/449) subject to the following conditions of consent:

Development Plan Consent Conditions:

1. The development must be undertaken, completed and maintained in accordance with the plans and information detailed in this Application except where varied by any conditions listed below:

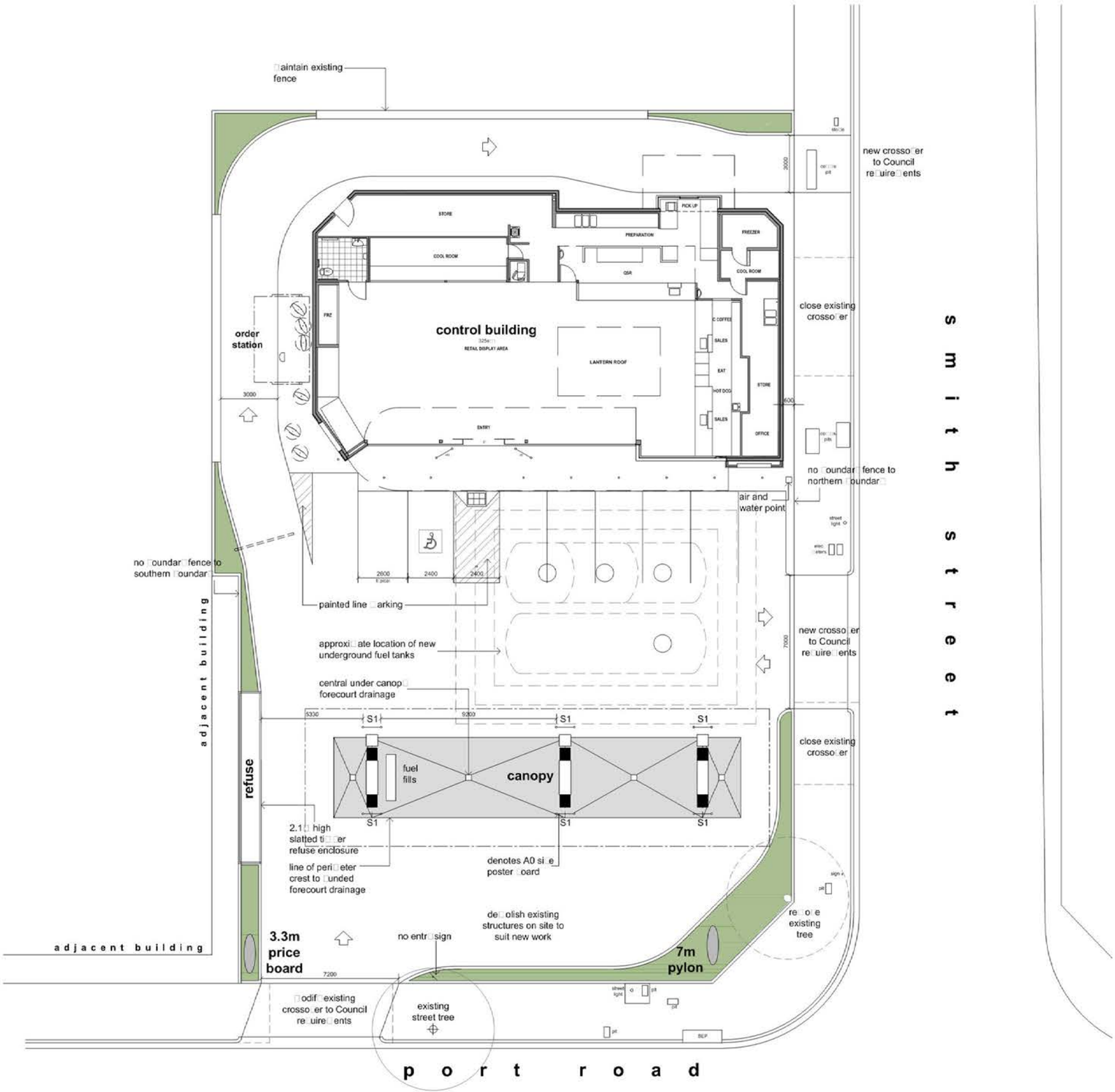
   Reason: To ensure the proposal is developed in accordance with the plans and documents lodged with Council.

2. The roofs of the dwelling approved herein shall be finished in Colorbond© sheeting with a corrugated profile.

   Reason: To maintain the historic character and amenity of the area.

ADDITIONAL DEVELOPMENT PLAN PROVISIONS

General Section		
Advertisements	*Objectives*	*1, 2 & 3*
	Principles of Development Control	*1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 14, 15, 16, 17, 18, 19, 20, 21 & 22*
Crime Prevention	*Objective*	*1*
	Principles of Development Control	*1, 2, 3, 4, 5, 6, 7, 8, 9 & 10*
Design and Appearance	*Objective*	*1*
	Principles of Development Control	*1, 2, 3, 4, 9, 10, 11, 12, 13, 14, 15, 16, 17, 18, 19, 20, 21, 22 & 23*
Infrastructure	*Objectives*	*1, 2 & 3*
	Principles of Development Control	*1, 2, 3, 4, 6, 8, 9, 10, 11, 12, 13, 14, 15 & 16*
Interface between Land Uses	*Objectives*	*1 & 2*
	Principles of Development Control	*1, 2, 3, 4, 5, 6, 8, 9, 10, 12 & 13*
Landscaping, Fences and Walls	*Objectives*	*1 & 2*
	Principles of Development Control	*1, 2, 3, 4, 5 & 6*
Orderly and Sustainable Development	*Objectives*	*1, 2, 3, 4 & 5*
	Principles of Development Control	*1, 3, 6, 7 & 8*
Transportation and Access	*Objective*	*2*
	Principles of Development Control	*1, 2, 8, 9, 10, 11, 12, 13, 14, 23, 24, 26, 27, 28, 30, 32, 35, 36, 37, 39, 40, 41, 42 & 43*
Waste	*Objectives*	*1 & 2*
	Principles of Development Control	*1, 2, 3, 4, 5, 6, 7, 8 & 9*



SITE PLAN
1:100 AT A1

N

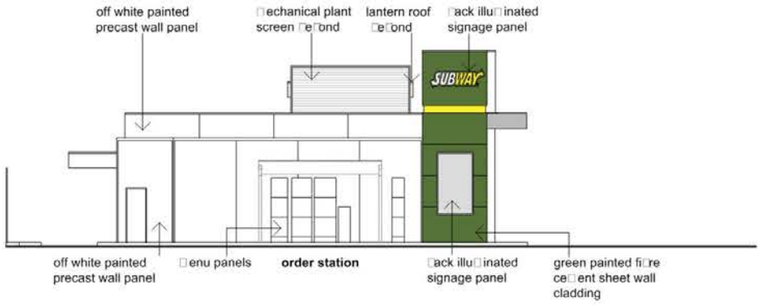
OTR THEBARTON SMITH STREET

51 PORT ROAD THEBARTON

Scale 1:100 at A1

30.11.18
17JN1313sk01f

PLANNING APPLICATION



SOUTH ELEVATION
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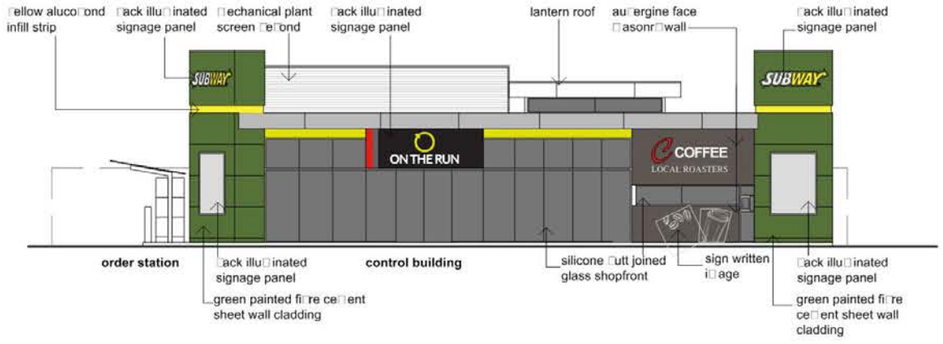
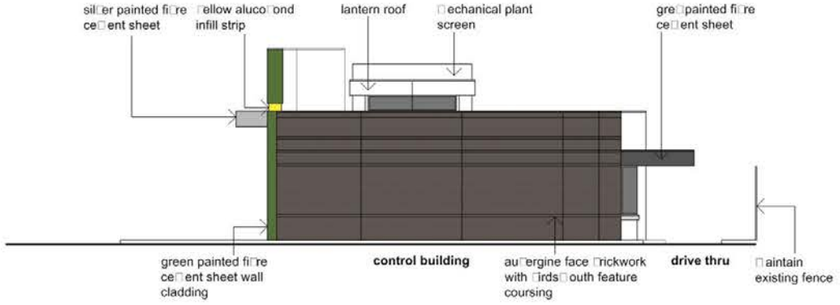
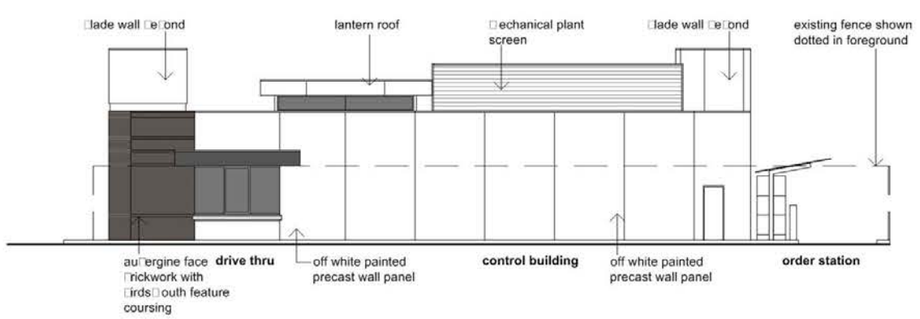


EAST ELEVATION
1:100 AT A1



NORTH ELEVATION
1:100 AT A1



WEST ELEVATION
1:100 AT A1

OTR THEBARTON

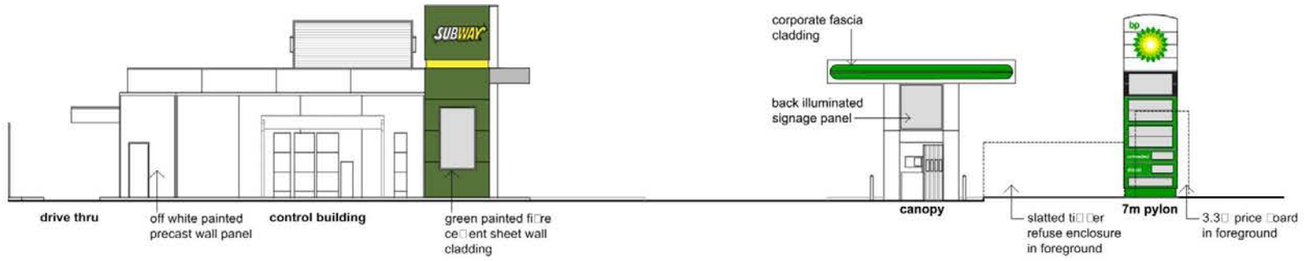
51 PORT ROAD THEBARTON

16.05.17
17JN1313sk02□

PLANNING APPLICATION

0 1 2 5 10□
Scale 1:100 at A1

ADS Architects
93 Gilles Street Adelaide 5000 T:82232244



SOUTH ELEVATION
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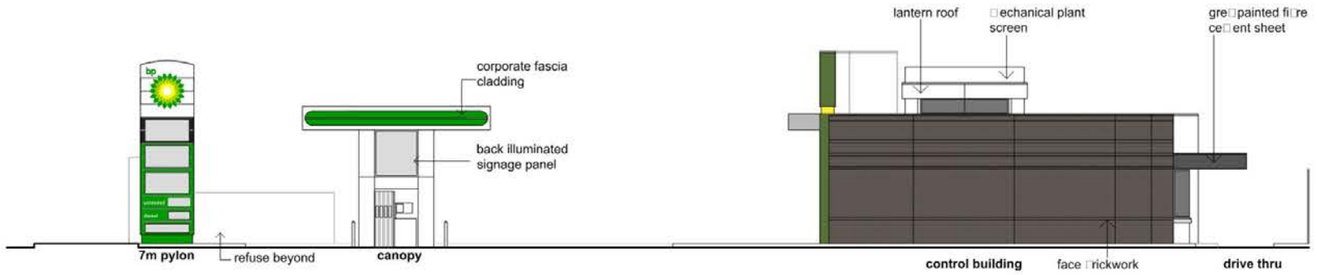


NORTH ELEVATION
1:100 AT A1

OTR THEBARTON

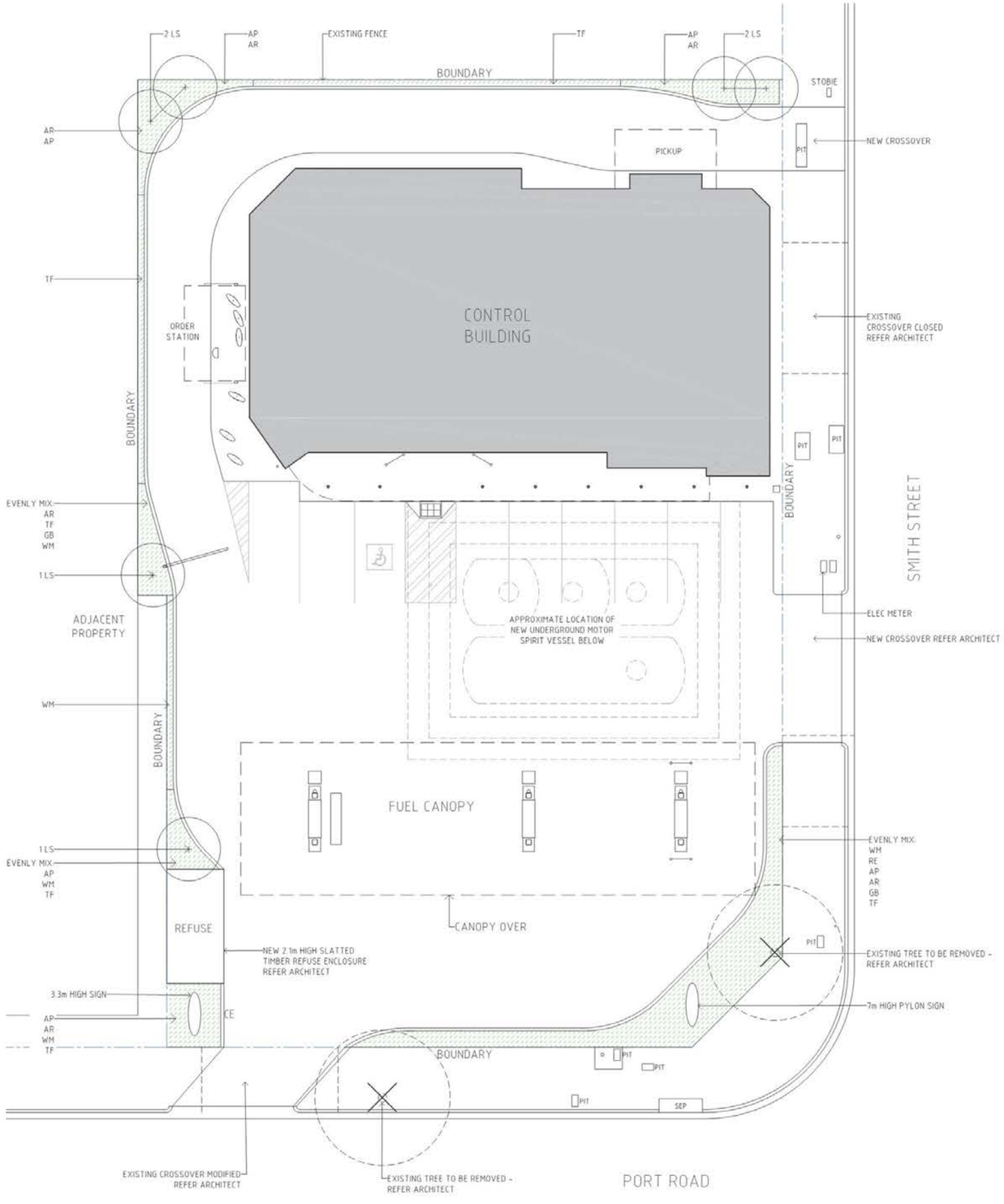
51 PORT ROAD THEBARTON

16.05.17
17JN1313sk03□

NOT FOR PLANNING APPROVAL

0 1 2 5 10□
Scale 1:100 at A1

ADS Architects
93 Gilles Street Adelaide 5000 T:82232244



SPECIES LIST

TREE SPECIES

REF.	BOTANIC NAME	COMMON NAME	INDICATIVE MATURE SIZE
LS	Lagerstroemia indica x L. fauriei 'Sioux'	Crepe Myrtle 3w X 4h	

SHRUB AND GROUNDCOVER SPECIES

REF.	BOTANIC NAME	COMMON NAME
AP	Anigozanthos 'Bush Pioneer'	Kangaroo Paw
AR	Anigozanthos 'Bush Revolution'	Kangaroo Paw
GB	Grevillea 'Bronze Rambler'	Grevillea
TF	Trachelospermum 'Flat Mat'	Chinese Star Jasmine
WM	Westringia 'Mundi'	Native Rosemary
RE	Russelia equisetiformis	Fountain Bush

AVERAGE 3 PLANTS / M²

This drawing must be read in conjunction with all other contract documents including the project specifications, schedules and any instructions issued during the course of the contract. The Contractor must verify all dimensions on site and check the location of services before commencement of work. The Contractor is to notify the Superintendent of any discrepancies between the drawings or specifications. Drawings are not to be used for construction unless identified in the title block as 'For construction'. All drawings to be read at A1 unless otherwise stated. Drawings are intended for digital setout and DWG files will be issued upon request. Copyright Oxigen Pty Ltd.

SCALE
1:100 (A1), 1:200 (A3)
0 1 2 3 4 5m

LEGEND

NEW
- NEW TREE
- PLANTING BED
- PLANTING (OUT OF SCOPE)
- CONCRETE EDGE 150MM WIDE

EXISTING
- PROPERTY BOUNDARY
- EXISTING TREE TO BE REMOVED

NOTES

EXISTING SERVICES
THE CONTRACTOR MUST LOCATE AND MARK ALL UNDERGROUND SERVICES BEFORE COMMENCING WORK ON SITE.

TREE PLANTING
PREPARE TREE HOLES TO A MINIMUM SIZE OF THE DEPTH OF THE ROOTBALL x 1m WIDE AND BREAK THE SUBGRADE TO A MINIMUM DEPTH OF 200MM BELOW. TAKE PARTICULAR CARE TO BREAK UP ANY GLAZING TO SIDES OF TREE HOLE. FINISH THE ROOTBALL LEVEL WITH THE FINAL SURROUNDING SOIL LEVEL AND BACKFILL THE PLANTING HOLE WITH SITE TOPSOIL BLENDED WITH 40% ORGANIC MATTER. PROVIDE A 1m DIAMETER MULCHED WATERING BOWL TO THE BASE OF THE TREE. STAKE TREES WITH 2No. 2500x50x50 HARDWOOD STAKES AND TIE WITH 50mm HESSIAN TIES SECURELY STAPLED TO THE STAKES. ENSURE STAKES AND TIES REMAIN CLEAR OF BRANCHES, FOLIAGE AND ROOTBALL.

PLANTING BEDS
CULTIVATE EXISTING GROUND TO A MINIMUM DEPTH OF 300 MM AND PLACE 300MM IMPORTED HT COMPASS 'ORGANIC MIX'. PLACE PLANTS IN THE CENTRE OF THE PLANTING HOLE AND FINISH THE TOP OF THE ROOT BALL LEVEL WITH THE FINISHED SURFACE OF THE SURROUNDING SOIL. APPLY TERRACOTTEM FERTILISER TO MANUFACTURERS RATES AT TIME OF PLANTING AND AFTER PLANTING PLACE A 100MM MINIMUM CITY OF ADELAIDE PARKLANDS PREMIUM MULCH. THOROUGHLY WATER PLANTS BEFORE AND IMMEDIATELY AFTER PLANTING, AND AS REQUIRED TO MAINTAIN HEALTH AND VIGOUR. AVERAGE 3 PLANTS/M²

IRRIGATION
PROVIDE AN AUTOMATIC IRRIGATION SYSTEM TO ALL PLANTING BEDS, TREES AND LAWN AREAS COMPRISING POP-UP SPRINKLERS IN LAWNS AND IN-LINE DRIP IRRIGATION IN PLANTING BEDS.
DRIP IRRIGATION SPECIFIED AS NETAFIM TECHLINE 16 POLY TUBE 1.6Lph @ 0.5M SPACINGS OR SIMILAR APPROVED.
FOR ALL TREE PLANTING INSTALL AT BASE OF TREE 4No 4Lph PC DRIP EMITTERS ON 19MM POLY LOOP (OR INLINE EQUIVALENT).
ALL POLY TUBING TO BE LAID ON SURFACE AND COVERED WITH MULCH
PROVIDE BACKFLOW PREVENTION, AUTOMATIC CONTROLLER AND OTHER DEVICES AS REQUIRED.

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PROJECT
THEBARTON OTR

drawing title
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ISSUE	DATE	ISSUE	DWN	CHK	APP
A	19.03.19	DRAFT	KB	JB	JH

OTR Thebarton

Environmental Noise Assessment

S5651C2

July 2018

sonus.

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OTR Thebarton
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Document Title	: OTR Thebarton Environmental Noise Assessment
Document Reference	: S5651C2
Date	: July 2018
Author	: Jason Turner, MAAS
Reviewer	: Chris Turnbull, MAAS

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INTRODUCTION

An environmental noise assessment has been made of the proposed OTR facility to be located at 51 Port Road, Thebarton.

The proposed site has frontage to Port Road and is situated amongst existing industrial and commercial land uses. The acoustic environment in the vicinity of the site is heavily influenced by the high volume of traffic and rail activity on Port Road. The closest noise sensitive locations are the existing residences located on Smith Street approximately 70m from the proposed site. It is understood there is potential for future residential development immediately south and west of the site following the closure of the existing Coca-Cola Bottlers facility in 2019. The locations of all relevant noise sensitive locations and the proposed facility are shown and labelled in Appendix A.

The assessment considers noise levels at existing and potential future noise sensitive locations from activity at the proposed facility. Specifically, the following noise sources have been considered:

- On-site vehicle movements;
- General car park activity;
- Drive through activity;
- Rubbish collection;
- Fuel deliveries; and,
- Mechanical plant servicing the facility.

The assessment has been based on:

- ADS Architects drawings for the project "OTR THEBARTON" including:
  - "SITE PLAN" with reference "17JN1313sk01b" dated 16 May 2017; and,
  - "ELEVATIONS" with reference "17JN1313sk02b" dated 16 May 2017;
- GTA Consultants "Site Traffic Compliance Statement" with reference "S139650" dated 14 November 2017;
- Operating hours of the facility being 24 hours per day, 7 days per week;
- The site having no LPG facilities; and,
- Previous noise measurements and procurement of data from similar sites for plant and equipment, car parking activity, drive through activity, and fuel delivery related activities.

CRITERIA

Development Plan

The proposed facility and potential adjacent future residences fall within the Boulevard Precinct of the Urban Corridor Zone within the West Torrens Council Development Plan[1]. Residences "A" and "B", as specified in Appendix A, are in the Business Precinct of the same Zone. Residence "C" is located within the Thebarton Character Precinct within a Residential Zone of the Development Plan. The Development Plan has been reviewed and the following provisions are considered relevant to the noise assessment.

General Section – Interface Between Land Uses

OBJECTIVES

1 *Development located and designed to minimise adverse impact and conflict between land uses.*

2 *Protect community health and amenity from adverse impacts of development.*

3 *Protect desired land uses from the encroachment of incompatible development.*

PRINCIPLES OF DEVELOPMENT CONTROL

1 *Development should not detrimentally affect the amenity of the locality or cause unreasonable interference through any of the following:*

(b) Noise

2 *Development should be sited and designed to minimise negative impact on existing and potential future land uses desired in the locality.*

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

Noise Generating Activities

8 *Development that emits noise (other than music noise) should include noise attenuation measures that achieve the relevant "Environment Protection (Noise) Policy" criteria when assessed at the nearest noise sensitive premises.*

9 *Development with the potential to emit significant noise (e.g. industry) should incorporate noise attenuation measures that prevent noise from causing unreasonable interference with the amenity of noise sensitive premises.*

[1] Consolidated 6 February 2017.

Additionally, all nearby residences (except residence "C") and the location of the potential future residences, are within a Noise and Air Emissions Designated Area. This designation mandates the application of Minister's Specification SA 78B (SA78B).

Minister's Specification SA 78B

SA 78B provides minimum facade construction requirement to address, amongst other things, the impacts of road noise. All future residential developments near the proposed site will be located in the vicinity of Port Road which is a designated sound source (Type A Road) within the West Torrens Council Development Plan (the Development Plan). As such, they *must* be constructed to the requirements specified in SA 78B to address road noise

To achieve acceptable internal noise levels, SA 78B requires acoustic treatment to dwellings based on the *sound exposure category* of the building envelope. The categories range from 1 to 5 depending on the distance from the road and other variables, with Category 5 requiring the highest level of acoustic treatment. SA 78B is based on a standard façade construction providing a 20 dB(A) noise reduction, and each sound exposure category requires a construction which improves the standard sound reduction in 4 dB(A) increments (as shown in Table 1).

Any residential development adjacent to the site would be required to have sound exposure categories ranging from 1 to 4 on the facades facing the proposed development site. Therefore, residential developments in the vicinity will achieve between 4 dB(A) and 16 dB(A) additional noise reduction across their facades in comparison to a standard construction. This effectively increases the allowable outdoor noise level by this amount.

Table 1: *Sound exposure category and corresponding noise reductions to be achieved.*

Sound Exposure Category	Noise Reduction From Outside to Inside
Standard	20 dB(A)
1	24 dB(A)
2	28 dB(A)
3	32 dB(A)
4	36 dB(A)
5	40 dB(A)

Environment Protection (Noise) Policy 2007

Principle of Development Control 8 from the Development Plan references the *Environment Protection (Noise) Policy 2007*, which provides goal noise levels to be achieved at residences from general activity at a site and specific provisions for other activity such as rubbish collection.

The Policy is based on the World Health Organisation Guidelines to prevent annoyance, sleep disturbance and unreasonable interference on the amenity of an area. Therefore, compliance with the Policy is considered to be sufficient to satisfy all provisions of the Development Plan relating to environmental noise.

General Activity

The Policy provides goal noise levels to be achieved at residences based on the principally promoted land use of the Development Plan Zones in which the noise source (the development) and the noise receivers (the residences) are located. Based on the land uses and the "development" nature of the project, the following goal noise levels are provided by the Policy to be achieved at residences:

- Residences within the Business Precinct (residence "A" and "B"):
  - An average (L_{eq}) noise level of 52 dB(A) during the daytime (7am to 10pm); and,
  - An average (L_{eq}) noise level of 45 dB(A) at night (10pm to 7am).
- Residences within the Thebarton Character Precinct (residence "C"):
  - An average (L_{eq}) noise level of 47 dB(A) during the daytime (7am to 10pm);
  - An average (L_{eq}) noise level of 40 dB(A) at night (10pm to 7am); and,
  - A maximum (L_{max}) noise level of 60 dB(A) at night (10pm to 7am).

Future residential development within the Boulevard Precinct will be subject to higher goal noise levels under the Policy, as the sensitivity of these future dwelling occupants (to an existing or approved service station) will be different to that of an existing dwelling occupant, for which the noise source is a new component of the ambient environment. With consideration of the façade constructions required by SA 78B, the following levels are to be achieved at the line of any future residential building facade:

- An average (L_{eq}) noise level of 57 dB(A) during the daytime (7am to 10pm); and,
- An average (L_{eq}) noise level of 50 dB(A) at night (10pm to 7am).

When measuring or predicting noise levels for comparison with the Policy, adjustments may be made to the average goal noise levels for each "annoying" characteristic of tone, impulse, low frequency, and modulation of the noise source. The characteristic must be dominant in the existing acoustic environment and therefore the application of a penalty varies depending on the assessment location, time of day, the noise source being assessed, and the predicted noise level. The application of penalties is discussed further in the Assessment section of this report.

Noise from Rubbish Collection

The Policy deals with rubbish collection by effectively limiting the hours to the least sensitive period of the day. Division 3 of the Policy requires rubbish collection to only occur between the hours of 9am and 7pm on Sundays or public holidays, and between 7am and 7pm on any other day, except where it can be shown that the maximum (L_{max}) noise level from such activity is less than 60 dB(A).

ASSESSMENT

The noise level at the nearby residences from the proposed service station activity has been predicted based on a range of previous noise measurements which include:

- car park activity such as people talking as they vacate or approach their vehicles, the opening and closing of vehicle doors, vehicles starting, vehicles idling, and vehicles moving into and accelerating away from their park position;
- drive through activity such as people ordering at the speaker, queueing and idling while waiting for an order, and collecting and paying for orders at the window; and,
- mechanical plant serving the control building.

General vehicle and fuel truck movements have been excluded from the assessment on the basis that the movements at the site will occur at much lower volumes and reduced speeds compared to movements on Port Road. Therefore, the noise level from a vehicle passing through the proposed site will be lower than noise generated by the large number of existing vehicles passing on the main road and in such a circumstance, cannot adversely impact on the amenity of the existing environment.

The sound power levels for the remaining activities and equipment on the site are provided as Appendix B.

The predictions of noise from use of the facility have also been based on the following operational assumptions for the level of activity in any 15-minute[2] period:

- Day Time (7am to 10pm)
  - Continuous operation of mechanical plant within the designated area;
  - Vehicles continuously idling at each of the refuelling bays (while waiting to use the filling station);
  - Continuous operation of the drive through ordering speaker and use of the collection window with 6 vehicles continuously idling at the drive through ordering speaker or pickup window (while ordering, paying, collecting an order or waiting); and,
  - Vehicle movements into or out of all available car parking bays.

[2] Default assessment period of the Policy.

- Night Time (before 7am or after 10pm)
    - Continuous operation of mechanical plant within the designated area;
    - Vehicles continuously idling at each of the refuelling bays (while waiting to use the filling station);
    - Operation of the drive through ordering speaker and use of the collection window for half the assessment period with 3 vehicles continuously idling at the drive through ordering speaker or pickup window (while ordering, paying, collecting an order or waiting); and,
    - Vehicle movements into or out of half the available car parking bays.

General Activity

The following acoustic treatments are recommended to achieve the goal noise levels of the Policy:

- Construct fences which are a minimum of 1.8m and 2.1m high for the extent shown in Figure 1 as **RED** and **YELLOW** respectively. All fences should be constructed from a minimum of 0.42 BMT sheet steel ("Colorbond" or similar) or a material with the same or greater surface density (kg/m^2). An airtight seal should be achieved at all junctions, including at the ground and other fences;
- Install acoustic absorption material, such as 50mm thick polyester insulation with a minimum density of $32kg/m^3$ in accordance with Figure 2, or a proprietary weather proof product with an "NRC" rating of 0.8 or greater ("Stratocell Whisper" or similar), to the full extent of the pickup on order canopy feature as indicated in **BLUE** in Figure 1;
- Install 50mm thick acoustic insulation with a minimum density of $32\ kg/m^3$ to the drive through fence for the extent shown in Figure 1 as **BLUE**. The insulation should extend for the full practicable height of the fence. The installation should be in accordance Figure 3;
- Reduce noise from any alarms produced by site equipment, such as for compressed air, as far as practical; and,
- Ensure there are no irregularities on the site and all inspection points, grated trenches, etc. are correctly fixed to remove the potential for impact noise being generated when driven over.

OTR Thebarton
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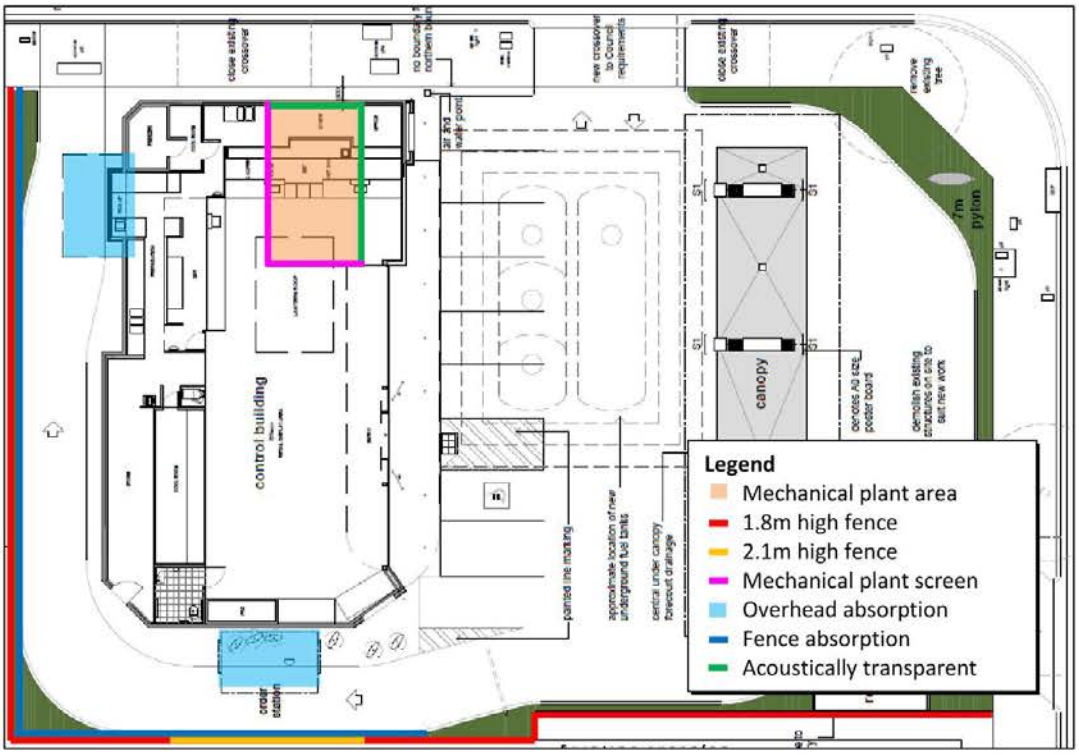


Figure 1: *Site plan with recommended acoustic treatments.*

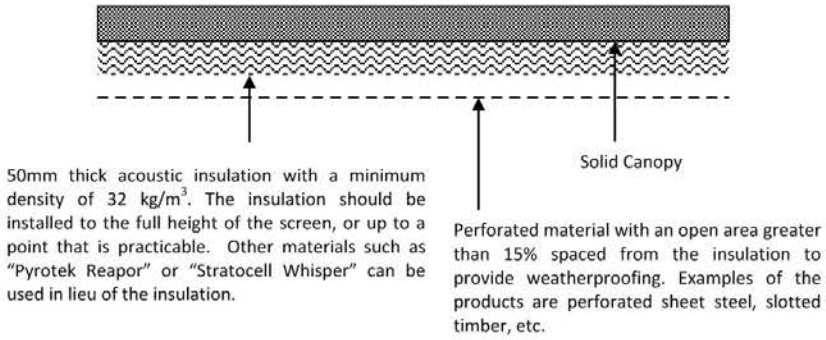


Figure 2: *Canopy absorption construction detail.*

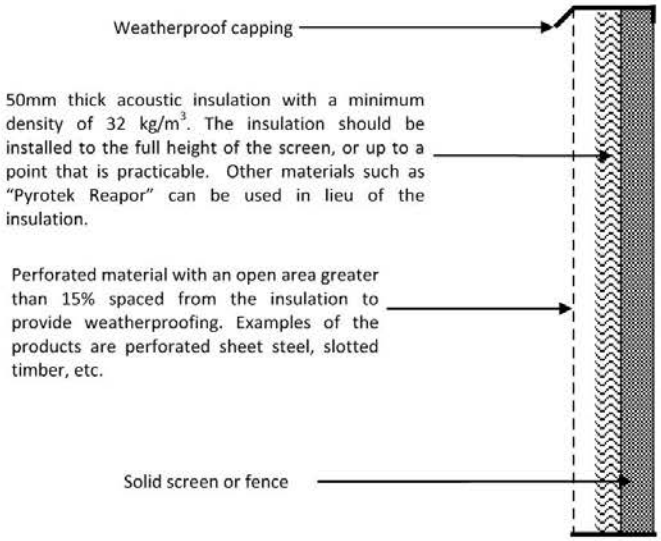


Figure 3: *Fence absorption construction detail.*

Rubbish Collection

In order for rubbish collection to achieve goals of the *Environment Protection (Noise) Policy 2007,* the hours of collection should be restricted to that of Division 3 of the Policy. That is, only between the hours of 9am and 7pm on a Sunday or public holiday, and 7am and 7pm on any other day.

Mechanical Plant

As is typical at the development application stage, the proposed cool room and air conditioning plant units have not yet been designed or selected. The assessment of the mechanical plant has therefore been based on previous noise measurements and procurement data at similar facilities. The subsequent overall sound power level data for the following mechanical plant components are summarised in Appendix C:

- 1 x AP0562GP3/13 exhaust fan with attenuator
- 1 x AP0402AP10/24 exhaust fan with attenuator
- 1 x OPA201RKTYH air conditioning unit
- 1 x OPA186RKTYH air conditioning unit
- 1 x RPA500D evaporative cooling unit
- 1 x Large freezer condenser unit
- 1 x Freezer condenser units
- 1 x Large cool room condenser unit
- 1 x Cool room condenser units

Based on the mechanical plant outlined above, the following acoustic treatments likely to be required in order to achieve the requirements of the Policy:

- Locate the mechanical plant within the area specified in **ORANGE** in Figure 1.
- Incorporate an in-line attenuator to the discharge side of any significant exhaust fan if installed; and,
- Construct the proposed mechanical plant screens on the control building roof and ensure a minimum height of 1.0m above the tallest unit for the extent shown in Figure 1 as **PINK**. All screens should be constructed from a minimum of 0.42 BMT sheet steel ("Colorbond" or similar) or a material with the same or greater surface density (kg/m^2). The barrier should be sealed air tight at all junctions, noting that a small gap may be required from drainage at the roof. The northern side of the screen, indicated in Figure 1 as **GREEN**, may be left open or constructed from an acoustically transparent material such as perforated sheet steel with an open area greater than 15%.

- Install 50mm thick acoustic insulation with a minimum density of 32 kg/m^3 to the unit side of any solid plant screens. The insulation should be in accordance Figure 4 and extend for the full practicable height of the screen.

The noise level and any acoustic treatment associated with mechanical plant should be reviewed during the detailed design phase, should the final equipment selections have different sound power levels or should a different number of units be proposed to those specified within this report.

Combined Noise Level

With the recommended acoustic treatments incorporated and consideration of penalties, the predicted noise levels at residences in the vicinity are shown in Table 2. Therefore, the Policy goal noise levels will be achieved at all residences.

Table 2: *Predicted average (L_{Aeq}) noise levels at residences.*

Residence location	Day Time (7am to 10pm)		Night Time (before 7am)	
	Predicted	Criteria	Predicted	Criteria
Business Precinct (residences "A" and "B")	35 dB(A)	52 dB(A)	32 dB(A)	45 dB(A)
Thebarton Character Precinct (residence "C")	24 dB(A)	47 dB(A)	21 dB(A)	40 dB(A)
Thebarton Character Precinct (potential future residences)	53 dB(A)	57 dB(A)	50 dB(A)	50 dB(A)

A penalty has not been applied at any location as the predicted noise levels from the site are controlled by constant noise sources such as continuously idling vehicles and mechanical plant which do not display any characteristics to warrant a penalty, particularly in an environment dominated by Port Road traffic activity.

Maximum Noise Level

The instantaneous maximum noise levels have been predicted at all residences within the Thebarton Character Precinct (residences "C"). Predicted maximum noise levels have been based on measurements at a variety of different similar sites including;

- KFC Commercial Road Seaford;
- McDonalds Trinity Gardens;
- Hungry Jacks Mt Gambier;
- McDonalds Kings Park;
- Sturt Living Stage 1;
- Yum Sing Express;
- Mary Street Unley; and,
- Q Convenience South Plympton.

The predicted maximum noise level from the development is well below 60 dB(A) due to the large separation distance from the site to *the existing dwellings*, and easily achieves the requirements of the Policy.

CONCLUSION

An environmental noise assessment has been made of the proposed OTR facility to be located at 51 Port Road, Thebarton.

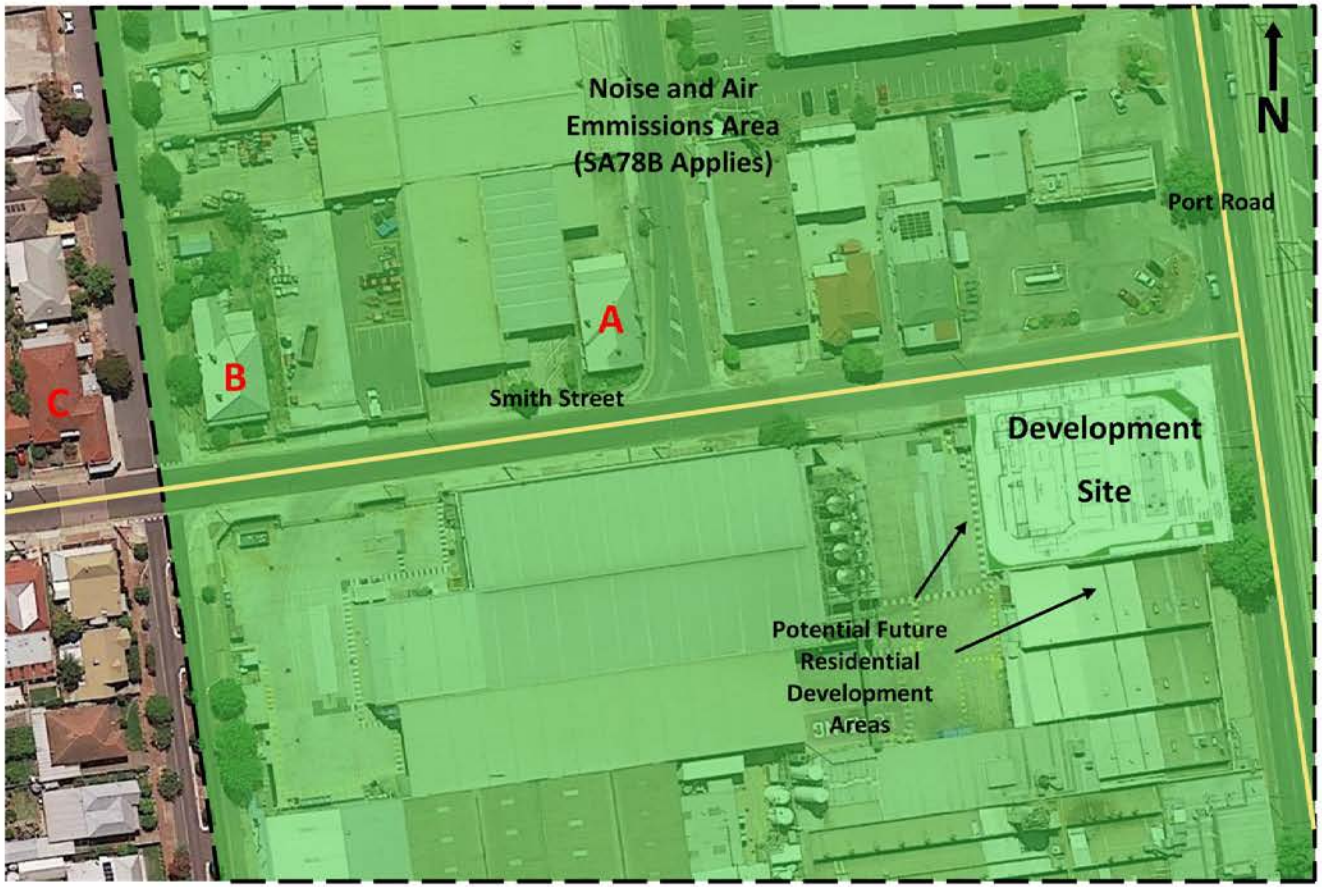
The assessment considers noise at the surrounding residences from operation of mechanical plant serving the control building, vehicle movements, car park activity at the site, drive through activity, fuel deliveries and rubbish collection.

The predicted noise levels from the development will achieve the relevant requirements of the *Environment Protection (Noise) Policy 2007* subject to the treatments in this report and application of SA 78B to all future multi-storey residential developments. Recommended treatments comprise of;

- specific fence heights and constructions;
- screening of the roof mounted plant on the southern and western sides.
- installation of acoustic absorption material on drive through fences, mechanical plant screens, and pickup canopy;
- reducing the noise from any alarms as far as practical;
- ensuring all inspection points, grated trenches, etc. are correctly fixed;
- restricting the times for rubbish collection; and,
- incorporating in-line attenuators to the discharge side of any significant exhaust fan.

It is therefore considered that the facility has been designed to *minimise adverse impacts*, *avoid unreasonable interference on amenity*, and *will not detrimentally affect the locality by way of noise*, thereby achieving the relevant provisions of the Development Plan related to environmental noise.

APPENDIX A: *Site locality and surrounding residences*



APPENDIX B: *Sound power level data.*

Equipment/Activity		Sound Power Level
Car Park Activity	General activity	83 dB(A)
	Idling car	75 dB(A)
Mechanical Plant	AP0562GP3/13 exhaust fan with attenuator	71 dB(A)
	AP0402AP10/24 exhaust fan with attenuator	71 dB(A)
	OPA201RKTYH air conditioning unit	76 dB(A)
	OPA186RKTYH air conditioning unit	76 dB(A)
	RPA500D evaporative cooling unit	80 dB(A)
	Large freezer condenser unit	85 dB(A)
	Freezer condenser unit	75 dB(A)
	Large cool room condenser unit	80 dB(A)
	Cool room condenser unit	76 dB(A)
Drive Through Activity	Ordering speaker	78 dB(A)
	Collection/Pay window	75 dB(A)

GTAconsultants

Reference: #S139650

4 July 2018

Peregrine Corporation
270 The Parade
NOORWOOD SA 5068

Attention: Mr. Tim Beazley

Dear Tim

RE: OTR THEBARTON - 51 PORT ROAD, THEBARTON

RESPONSE TO COUNCIL COMMENTS

I refer to the comments raised by the City of West Torrens in relation to the proposed On The Run (OTR) integrated service station facility at 51 Port Road, Thebarton. GTA has reviewed the comments and the following are the issues raised by Council followed by our responses.

> *The DPTI comments referenced in the GTA report where DPTI have indicated that fuel deliveries will need to be restricted to 9.5m rigid vehicles, as this is the largest fuel delivery vehicle that can enter and exit the site. The GTA report proposes a 10.2m delivery vehicle. While the turn path provided (AT02) shows that a car can bypass the parked tanker to move to the right to access the fuel bowsers, it is noted that the clearance distance between the two vehicles would be limited.*

There has been a change to the delivery fleet since the development of the original advice from DPTI. The increase in size from 9.5 metres to 10.2 meters will have no real impact on the operation of the site. There is approximately 3.5 metres between the corner of the petrol tanker and the garden bed/kerb to the east in which vehicles can pass. This meets the requirements of the Australian Standards for Off-Street Parking for clearance widths of vehicle circulating around a car park. It is noted that the tanker is shown in the "worst" position, where in reality it would sit slight further west which would provide additional clearance for vehicles to pass.

> *It is understood that usually the area around the parked tanker is coned off during unloading of fuel for safety reasons. Given the 'tightness' of the design layout, there may not be sufficient clearance distance possible if this safety zone encroaches into the path of the bypass vehicle.*

The exclusion zone around the tanker is essentially the edge of the tanker itself around the perimeter – the main exclusion zone is where the hoses are connected. The tanker will not prohibit vehicles from entering the site.

> *The turn path diagram (AT02) shows the position of a car that would be parked adjacent to the southern-most bowser. There would be inadequate space available for a car to bypass this refuelling vehicle on the left, when coming in from Port Road and wishing to directly access the QSR drive-thru order point. It would be less desirable for cars wishing to access the drive-thru to have to travel through the main refuelling area between stopped vehicles on both sides and then undertake a left/right manoeuvre to reach the order point. The access to the drive-thru should be redesigned accordingly.*

It is noted that a vehicle may not be able to pass a vehicle at the southern-most bowser (depending on vehicle size and actual stopped position) to enter the drive-thru lane.

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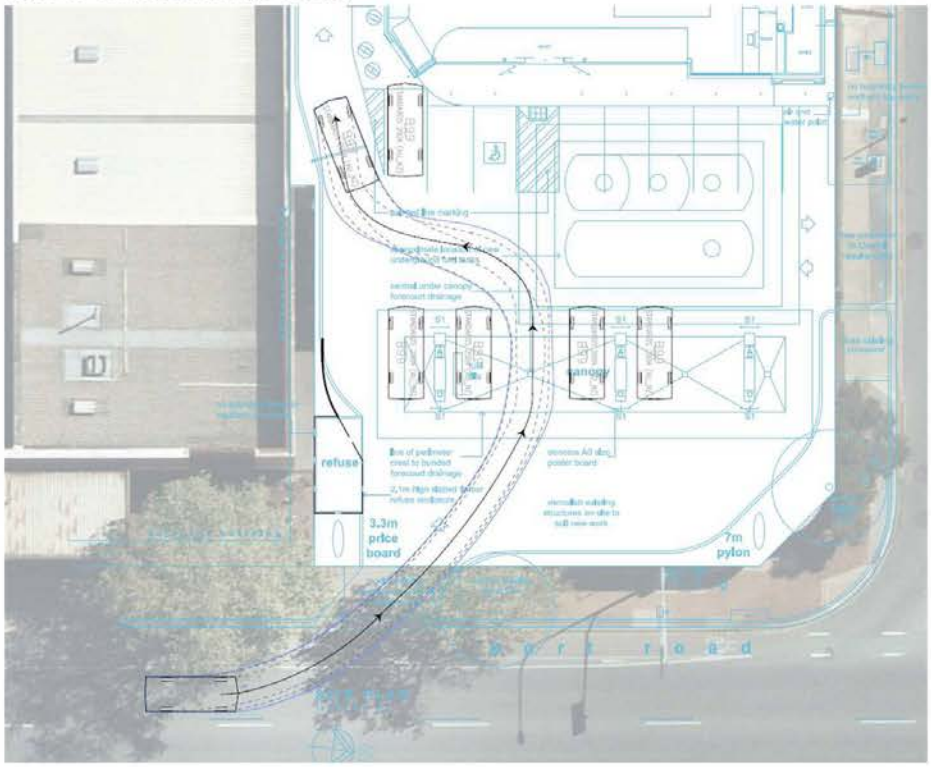
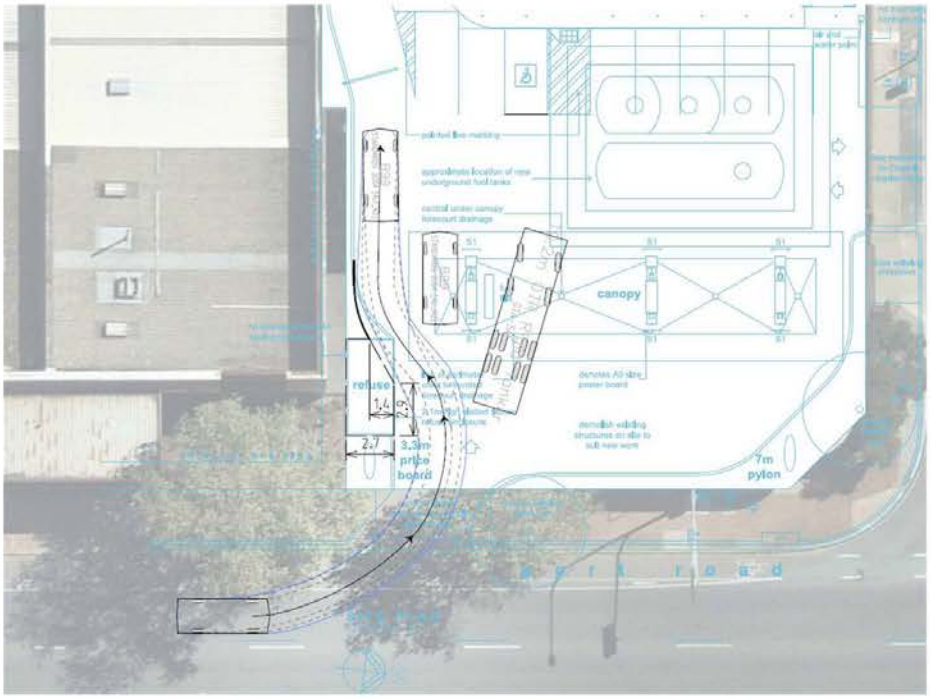
However, the wide gap between the two southern bowsers will permit vehicles to enter the site with vehicles at each bowser, as outlined in Figure 1, which would provide access to the drive-thru lane.

Figure 1: B99 Access through Canopy



As a worst-case scenario (during fuel delivery), to enable a vehicle to access the drive-thru past a refuelling vehicle at the southern-most bowser, the refuse area could be reduced. Figure 2 outlines the minimum reduction required to the refuse area to accommodate a passing B99 vehicle.

Figure 2: B99 Access Past Southern-most Bowser Requirements



A minimum 2-car queue distance is usually required by Council, between the boundary and fuel bowsers, to minimise the potential impact on the adjacent road. This requirement is consistent with the long-standing DPTI requirement for integrated service station sites. The GTA report refers to an 8m distance being provided. This length is considered to be inadequate, particularly when vehicles are queued to use the southern-most bowser, and potentially could affect or block entry movements from Port Road, which is the main entry point for the customers using the facility. It could also result in the pedestrian path on Port Road being obstructed. The internal layout should be redesigned accordingly to address the queuing requirement.

Surveys undertaken at OTR sites in 2017 found that queues at OTR Fullarton and OTR Surrey Downs (both featuring starter gate bowser layouts similar to the proposed development) recorded typically a maximum queue of 1 vehicle at each bowser. The proposed development will have a bypass lane between the southern bowsers (extra wide spacing) which will enable vehicles to enter if others are queued at the southern-most bowser.

There appears to be limited queuing distance to the order point of the QSR between the boundary and Port Road direction. If the QSR were to attract significant custom, there is potential for the vehicles accessing the QSR drive-through to obstruct the main entry point to the subject development from Port Road.

The drive-thru provides access for OTR Eat ordering which comprises essentially of "coffee and cake" styles of foods. It will not be a fast food restaurant at this location. The number of vehicles using this service is very low in comparison to the typical fast food drive-thru system. There will be no need for provision of long queues at this drive-thru. Furthermore, OTR are implementing online

ordering systems which will enable drivers to effectively "click and collect" with the online system telling the driver when the goods are available.

The refuse bin area is proposed close to the main entry point to the subject development from Port Road. Refuse bin areas are commonly located to the side or rear of the building to minimise impact on customers. The turn path diagram (AT04) shows that the refuse truck would park close to the Port Road entrance. The driver is then required to wheel the bins out across the aisle way to the southern bowsers. It would be more appropriate if the refuse truck were to be parked alongside the southern boundary away from the main refuelling area so as not to impact on entry movements from Port Road.

It is understood that waste collection will occur out of peak hours which will minimise the impact on the operation of the fuel canopy.

In the event that the order for the drive-thru customer is delayed, there is no provision for a waiting bay on-site for the affected customer.

As discussed earlier, the amount of queueing in the drive-thru will be very low with online ordering and only OTR Eat range of food and beverages available for sale through the drive-thru. It is noted that there is space for up to 6 vehicles between the ordering point and the collection window. This would more than adequately cater for queueing and waiting of vehicles for this type of drive-thru.

Please contact me at the Adelaide office if you have any questions,

Yours sincerely

GTA CONSULTANTS

Paul Morris
Director

GTAconsultants



OTR Service Station Generic Parking and Traffic Management Report (updated July 2017)

Client //	OTR
Office //	SA
Reference //	S1177712
Date //	29/11/2017

OTR Service Station Generic Parking and Traffic Management Report (updated July 2017)

Issue: 3 29/11/2017

Client: OTR
Reference: S1177712
GTA Consultants Office: SA

Quality Record

Issue	Date	Description	Prepared By	Checked By	Approved By	Signed
1	27/06/2017	Final	Paul Morris	Paul Morris	Paul Morris	PMO
2	13/07/2017	Minor text changes	Lydia Kairl	Paul Morris	Paul Morris	PMO
3	29/11/17	Minor text changes	Paul Morris	Paul Morris	Paul Morris	

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1. Introduction

1

1.1 Purpose

The purpose of this report is to provide an update to traffic and parking demands for OTR Integrated Service Station sites from the previous Traffic Management Report (GHD, 23 December 2014).

The Traffic Management Report (2014) provided recommendations based on data collected at the time of that study as well as relevant guidelines including Austroads and best engineering knowledge at the time.

This report will supersede the previous report and inform development applications for new sites and provide guidance on appropriate levels of parking and access arrangements for each site. This report will be based on new surveys of recently developed OTR sites to provide a comparison to the previous traffic and parking demands, and determine if revised application rates should be considered.

This report considers three different OTR petrol station sites in Fullarton, Surrey Downs and Thorngate.

1.2 Methodology

1.2.1 Objectives

- Review the parking demand at each site and subsequent peak parking demand rates
- Review the traffic movements and subsequent generation rates at each site
- Review the degree of queuing

1.2.2 Site Inspections

Observations of the sites were made on Thursday 25th May 2017 with video recordings of each site by AusTraffic. These observations over a 24-hour period enable a record of:

- Parking demand at each site;
- Traffic movements to and from the site at each access point;
- Use of the drive-thru lane (where present);
- Queuing at the bowsers.

1.3 Scope and Limitations

The following report sets out the results of the analysis of three sites – Fullarton, Surrey Downs and Thorngate. Surrey Downs site is further from the Adelaide CBD whereas Fullarton and Thorngate sites are in reasonably similar proximity to the CBD. The opinions, conclusions and any recommendations in this report are based on the conditions encountered at each of these sites and the information reviewed for the preparation of this report. Three sites are not generally considered sufficient to draw conclusions regarding trends or patterns of car parking behaviour, traffic generation or queuing characteristics.

These surveys and analysis are based on metropolitan sites which may have a different operation to regional sites.

2. Site Selection and Characteristics

Three sites have been selected to be analysed as part of this assessment. Details of the three sites are set out in the following sections.

2.1 OTR Fullarton

OTR Fullarton is located at 390 Fullarton Road in Fullarton, on the north-eastern corner of Fullarton Road and Fisher Street. The location of the Fullarton site and its surrounds is shown in Figure 2.1 and layout shown in Figure 2.2.

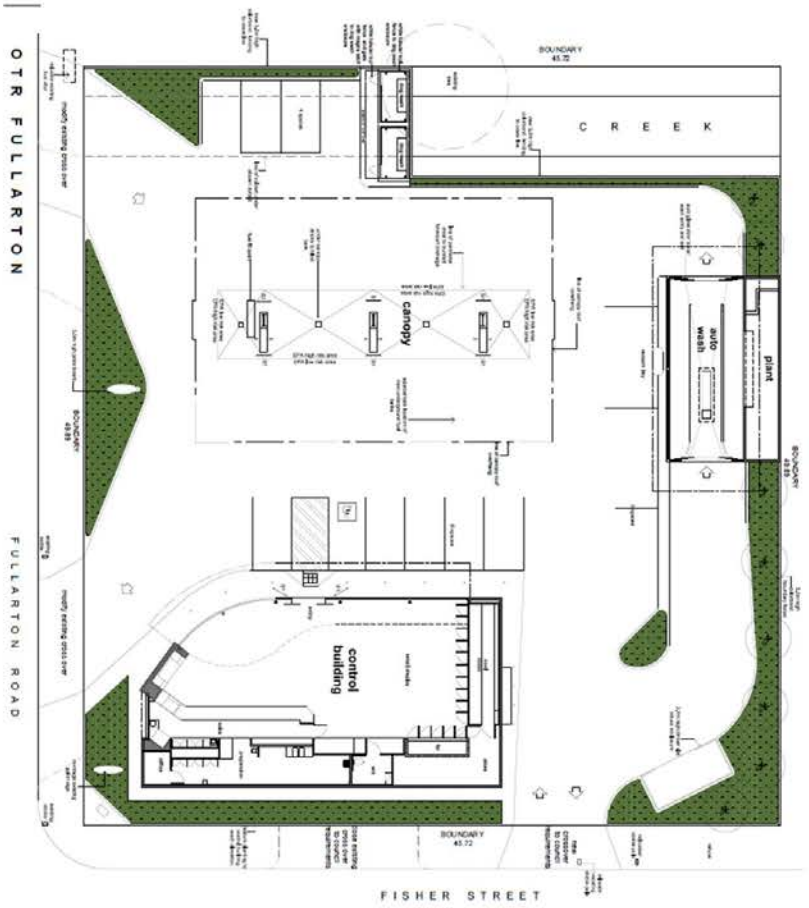
Figure 2.1: OTR Fullarton Site and Surrounds



Access to the site is via two one-way crossovers to Fullarton Road (one ingress and one egress) and one two-way crossover to Fisher Street. The site includes a Brumby's, Moe's Dog and Shake, Happy Wash and C Coffee.

The site is configured as a three pump "starter gate" parallel to Fullarton Road providing six petrol filling positions under one canopy area, as shown on the site plans (Figure 2.2). Six parking spaces are provided immediately adjacent the control building, with another four spaces available adjacent the dog wash on the northern edge of the site. The site also includes an auto carwash with vacuum bays on the eastern boundary.

Figure 2.2: OTR Fullarton Site Layout



Fullarton Road carries approximately 25,500 vehicles per day (DPTI Annual Average Daily Traffic Volumes, dated 14 September 2015).

2.2 OTR Surrey Downs

OTR Surrey Downs is located at 665 Golden Grove Road in Surrey Downs on the eastern side of Golden Grove Road to the north of Grenfell Road. The location of the Surrey Downs site and its surrounds is shown in Figure 2.3 with the site layout shown in Figure 2.4.

Figure 2.3: OTR Surrey Downs Site and Surrounds

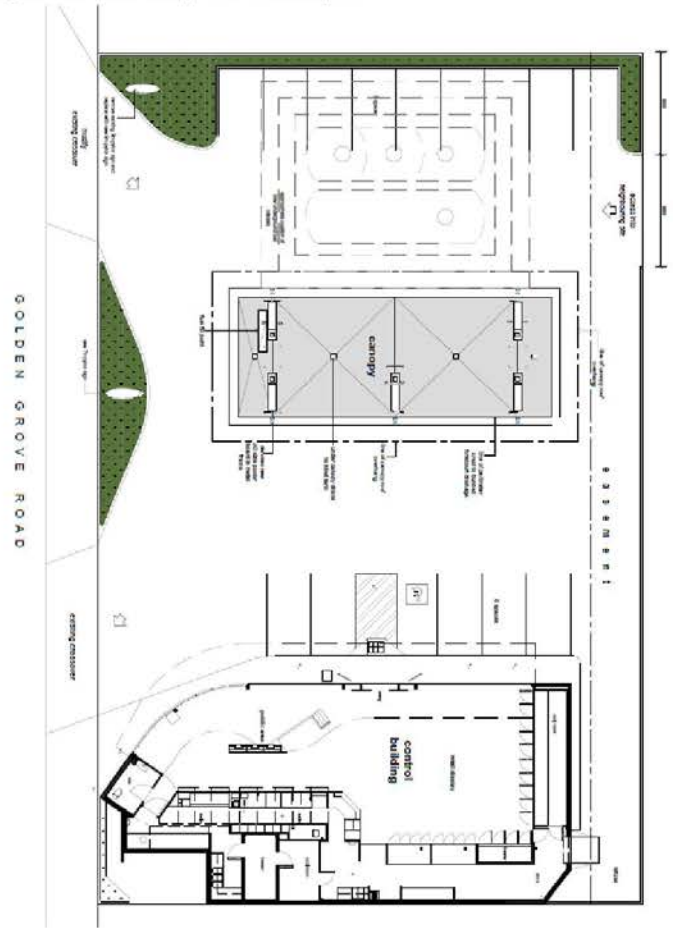


This site includes a Wok in a box (QSR), Moe's Dog & Shake, EAT Bakery, C Coffee and CHILL. Access to the site is via two one-way crossovers to Golden Grove Road (one ingress and one egress).

The site is configured as a six pump "starter gate" perpendicular to Golden Grove Road providing twelve petrol filling positions under one canopy area, as shown on the site layout.

A total of 15 parking spaces are provided with six parking spaces are provided immediately adjacent the control building, with another nine spaces available on the north-eastern edge of the site.

Figure 2.4: OTR Surrey Downs Site Layout



Golden Grove Road carries approximately 15,800 vehicles per day (DPTI Annual Average Daily Traffic Volumes, dated 14 September 2015).

2.3 OTR Thorngate

OTR Surrey Downs is located at 20A Main North Road in Thorngate on the western side of Main North Road on the corner of Carter Street. The location of the Thorngate site and its surrounds is shown in Figure 2.5 with the site layout shown in Figure 2.6.

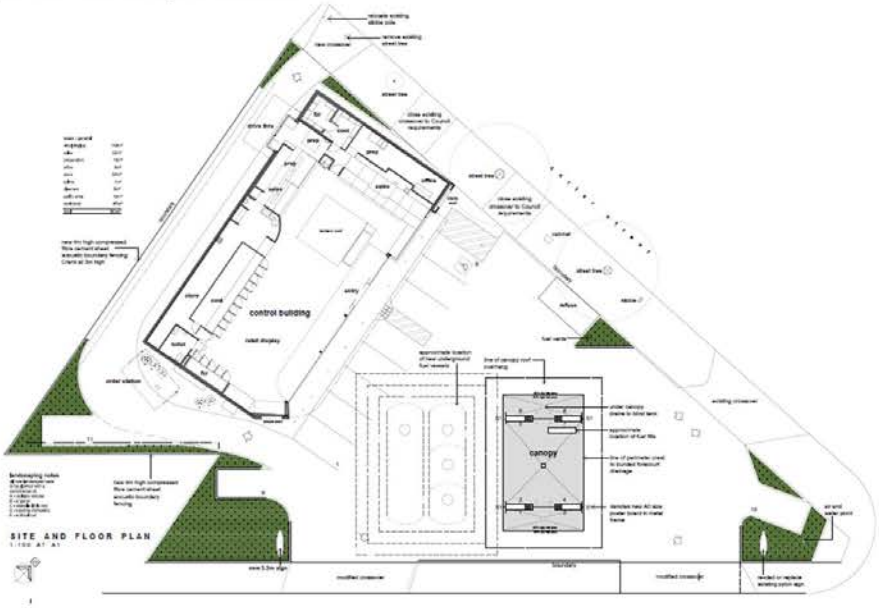
Figure 2.5: OTR Thorngate Site and Surrounds



This site includes an Oporto (Drive-thru, QSR), C Coffee, Moe's and EAT. Access to the site is via two one-way crossovers to Main North Road (one ingress and one egress) and one two-way crossover and one one-way egress (drive-thru) crossover to Carter Street.

The site is configured as a four pump "domino" perpendicular to Main North Road providing eight petrol filling positions under one canopy area, as shown on the site layout. Eight parking spaces are provided immediately adjacent the control building, with another two spaces singularly placed in landscaping areas. The site includes a drive-thru (for Oporto) which exits onto Carter Street.

Figure 2.6: OTR Thorngate Site Plans



Main North Road carries approximately 52,900 vehicles per day (DPTI Annual Average Daily Traffic Volumes, dated 14 September 2015).

2.4 Site Summary

Table 2.1 and Table 2.2 summarise the site details for each of the three sites.

Table 2.1: Land Use Details

Site Location	Retail Floor Area	Total Floor Area	Site Area	No Refilling Positions	Parking Spaces
OTR Fullarton	150 sq.m	276 sq.m	2,050 sq.m	6	12
OTR Surrey Downs	164 sq.m	310 sq.m	1,575 sq.m	6	15
OTR Thorngate	143 sq.m	363 sqm	1,600 sq.m	8	10

Table 2.2: Services at Each Site

Site Location	Brumby's	Moe's Dog and Shake	Happy Wash	C Coffee	EAT Bakery	CHILL	Wokinabox (QSR)	Oporto (with Drive-Thru) (QSR)
OTR Fullarton	•	•	•	•				
OTR Surrey Downs		•		•	•	•	•	
OTR Thorngate		•		•	•	•		•

3. Car Parking

3.1 Car Parking Supply

The car parking provision, as well as the different areas of the site for comparison, at each of the three OTR sites is summarised in Table 3.1.

Table 3.1: Car Parking Supply

Site Location	Floor Areas			No Refilling Positions	Car Parking Supply		
	Retail Floor Area	Total Floor Area	Site Area		Retail	Vacuum Bays	Total
OTR Fullarton	150 sq.m	276 sq.m	2,050 sq.m	6	10	2	12
OTR Surrey Downs	164 sq.m	310 sq.m	1,575 sq.m	6	15	0	15
OTR Thorngate	143 sq.m	363 sqm	1,600 sq.m	8	10	0	10

3.2 Car Parking Demand

Based on the surveys undertaken Table 3.2 summarises the peak parking demands observed at each site.

Table 3.2: Peak Car Parking Demand

Site Location	Spaces Available	Peak Parking Demand	Surplus Spaces	Peak Parking Time	Parking Occupancy
OTR Fullarton	12	9	3	8:15 AM	75%
OTR Surrey Downs	15	10	5	7:00 PM	67%
OTR Thorngate	10	6	4	12:00 PM	60%

Based on the above peak parking rates Table 3.3 sets out the peak parking demand rates based on these survey results. Rates have been calculated for spaces per 100sq.m of retail floor, gross floor and site area.

Table 3.3: Peak Car Parking Rates

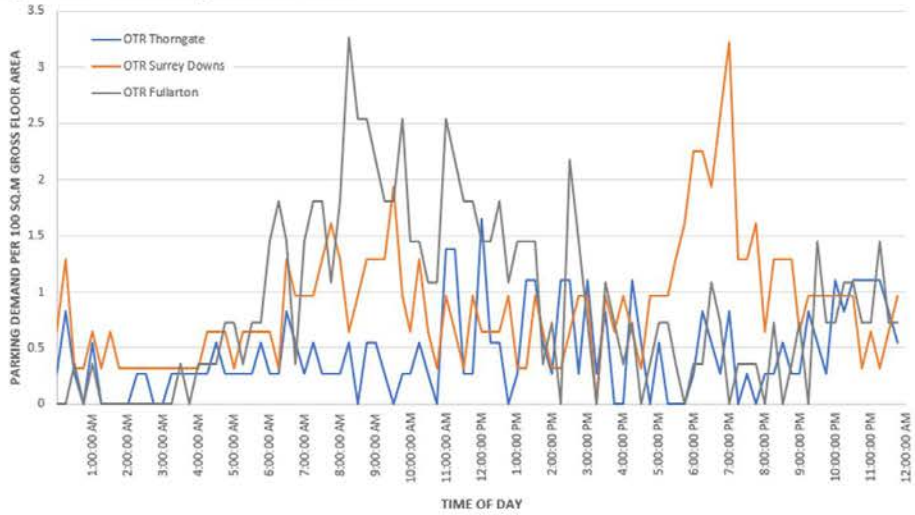
Site Location	Spaces per 100sq.m Retail Floor Area	Spaces per 100sq.m Total Floor Area	Spaces per 100sq.m Site Area
OTR Fullarton	6.0	3.3	0.4
OTR Surrey Downs	6.1	3.2	0.6
OTR Thorngate	4.2	1.7	0.4

3.3 Temporal Car Parking Profiles

3.3.1 Demand Profiles

Figure 3.1 compares the car parking rates for the three sites across the 24-hour period surveyed.

Figure 3.1: Car Parking Demand Profiles



The above shows that the daytime period is generally busier than the very late night and very early morning for all sites. The Fullarton site sees a large peak in the morning at around 8:25am which coincides with the morning commuter peak hour.

The Surrey Downs site has a significant evening peak at 7:00pm likely due to the fact this site also contains a Wokinabox which would provide a dinner service.

While Thorngate has Oporto, this offers a drive-thru option which Wokinabox does not.

Thorngate does not have a significant spike in parking.

3.3.2 Car Parking Demand Rate

By way of comparison the GHD report considering 8 different OTR sites resulted in the following car parking generation rate;

- 2.5 spaces per 100sq.m GFA for sites < 300sq.m without quick service restaurant
- 3.3 spaces per 100sq.m GFA for sites between 300sq.m and 400sq.m with quick service restaurant
- 1.8 spaces per 100sq.m GFA for sites > 400sq.m with quick service restaurant

The above was based off a 99th percentile parking generation rate but excluded staff parking.

Table 3.4 summarises the comparison of the above rates when applied to the three sites assessed within this report.

Table 3.4: Car Parking Rate Comparison

Site Location	Total Floor Area (sq.m)	No. Fuel Points	Peak Demand (spaces)	Spaces per 100sq.m Total Floor Area
OTR Fullarton	276	6	**9**	3.3
OTR Surrey Downs	310	6	**10**	3.2
OTR Thorngate	363	8	**6**	1.7

Table 3.4 shows how the Thorngate sites peak parking demand differs significantly from the other 2 sites when relating simply to Total Floor Area.

3.4 Summary

Peak parking was recorded at each site as follows;

- **OTR Fullarton** peak parking demand 9 spaces of 12 at 8:15am
- **OTR Surrey Downs** peak parking demand 10 spaces of 15 at 7:00pm
- **OTR Thorngate** peak parking demand 6 spaces of 10 at 12:00pm

Peak parking was calculated at each site as the following parking rates;

- OTR Fullarton
  - 3.3 spaces per 100sq.m Total Floor Area
- OTR Surrey Downs
  - 3.2 spaces per 100sq.m Total Floor Area
- OTR Thorngate
  - 1.7 spaces per 100sq.m Total Floor Area

Given the available sample, it is recommended to use apply peak parking rates of:

3.3 spaces per 100sq.m Total Floor Area for sites without drive-thru, and

2.5 spaces per 100sq.m Total Floor Area for sites with drive-thru.

4. Traffic Generation

4

These sections set out the observed traffic generation relating to the operation of petrol pumps and facilities, excluding drive through. Drive-thru is considered in Section 4.3 for the one site that had drive-thru facilities.

4.1 Traffic Generation

Table 4.1 sets out the recorded traffic generation for each site. This includes daily volumes (24 hour), the AM and PM road network peak hours (approximately 8:00am to 9:00am and 5:00pm to 6:00pm respectively) as well as the site AM and PM site peak periods where they differ from the network peaks.

Table 4.1: Surveyed Traffic Generation

Site Location	Daily	Road Network AM Peak Hour	Road Network PM Peak Hour	AM Site Peak Hour		PM Site Peak Hour	
				Time	Trips	Time	Trips
OTR Fullarton	2260	230	165			2:30-3:30pm	179
OTR Surrey Downs	1953	144	166				
OTR Thorngate	1550	56	80	11am-12pm	107	2:30-3:30pm	141

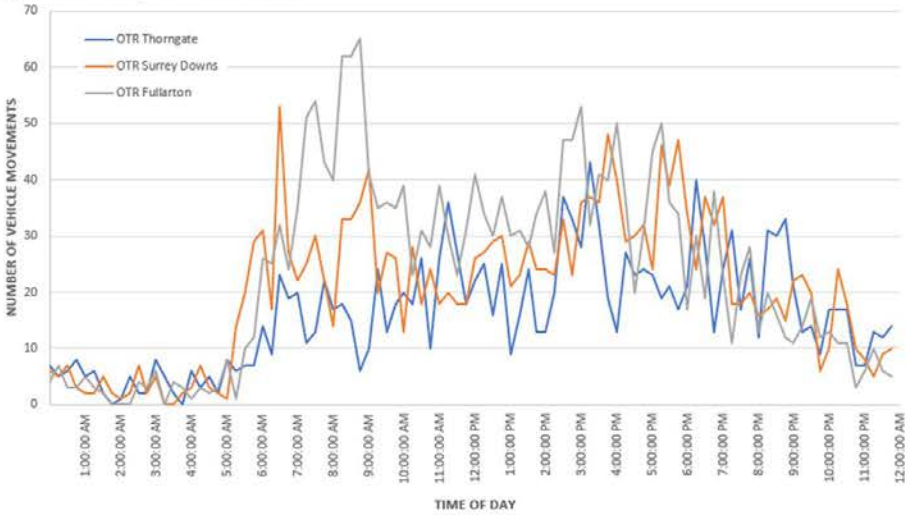
Based on the above survey results the following is noted;

- daily traffic generation ranges from 1,550 vehicles per day to 2,260 vehicles per day for the sites surveyed;
- the AM road network peak ranges from 56 to 230 vehicles per hour;
- This correlates to a maximum PM peak hour generation of 0.83 trips per square metre of total floor area;
- the PM road network peak ranges from 80 to 165 vehicles per hour;
- this correlates to a maximum PM peak hour generation of 0.6 trips per square metre of total floor area;
- Thorngate had a peak in the AM between 11:00am and 12:00pm;
- Fullarton and Thorngate both had a peak in the PM with up to 179 vehicles per hour between 2:30pm to 3:30pm.

4.2 Temporal Traffic Profile

Figure 4.1 shows the temporal traffic profile across the 24-hour period surveyed, in 15 minute intervals for the three sites surveyed.

Figure 4.1: Temporal Traffic Profile



The above shoes that while the overall trend is similar across all three sites, the Fullarton site has a clear peak between 8am and 9am, which corresponds to the commuter peak period. The Surrey Downs site has a peak during the network peak, but also has a substantial peak at 6:30am.

4.2.1 Traffic Generation Rate Comparison

The Traffic Management Report (2014) referred to the RTA Guide for traffic generation rates for service stations (petrol stations) as follows;

Evening peak hour vehicle trips = 0.04 A(S) + 0.3 A(F).

Or Evening peak hour vehicle trips = 0.66 A(F)

Where A(S) = area of site (m2) and A(F) = Total Floor Area of convenience store (m2).

Hence, a typical OTR store has been previously calculated to generate in the order of 260 trips in the evening peak hour based on the RTA Guide.

Analysis of the highest PM Network Peak (165 trips) for OTR Fullarton suggests a similar relationship to the RTA Guide based on Total Floor Area (A(F) below) of 276 sq.m:

OTR evening peak hour vehicle trips = 0.6 A(F)

Based on the analysis across three sites, it was established that a similar relationship to the RTA Guide exists with the sites ranging from 0.22 to 0.6 times the Total Floor Area. All three sites were recorded as lower than the RTA Guide calculations.

4.3 Drive-Thru Traffic Generation

The below drive-thru traffic analysis has been undertaken based on surveys conducted by AusTraffic at the OTR Thorngate site's Oporto drive-thru, as well as data provided by OTR for the number of customers served through the drive through window on an hourly basis for the 12 June 2017. GTA notes these consider number of vehicles utilising the drive-thru, which corresponds to two trips per vehicle (one entry and one exit movement per vehicle).

4.3.1 Oporto

Table 4.2 summarises the traffic generation of Oporto drive-thru sites based on the surveyed Thorngate site and three other sites provided by OTR.

Table 4.2: Oporto Drive-Thru Traffic Generation

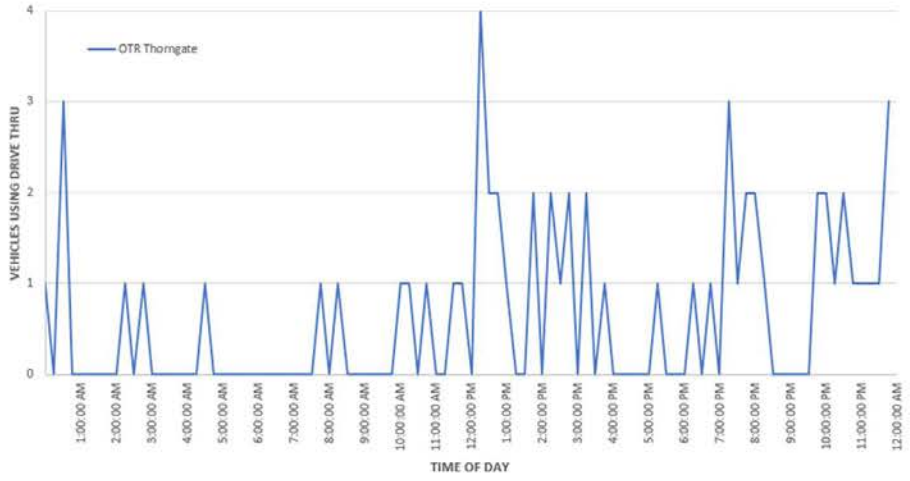
Site Location	Daily Volume	Network Peak Volume		Site Peak Volume	
		8:00am to 9:00am	5:00pm to 6:00pm	Time	Peak Volume
Thorngate	118	1	1	12:15pm-1:15pm	9
Glenside	123	1	10	4:00pm-5:00pm	13
Mawson Lakes	125	0	10	6:00pm-7:00pm	12
Pulteney Street	134	0	7	12:00pm-1:00pm	14
MAXIMUM	**134**	**1**	**10**		**14**
AVERAGE	**125**	**1**	**7**		**12**

Based on the above the use of Oporto drive-thru's are very low, particularly in the network peak periods. Of the sites two peaked during the lunchtime period, and the other two around the evening period but just outside of the typical network peak.

Temporal Use

Figure 4.2 shows the temporal traffic profile across the 24-hour period surveyed for the Thorngate Oporto drive-thru, in 15-minute intervals.

Figure 4.2: Drive-Thru Temporal Demand – Every 15mins



4.3.2 Hungry Jacks

Table 4.3 summarises the traffic generation of Hungry Jacks drive-thru sites based on information provided by OTR.

Table 4.3: Hungry Jacks Drive-Thru Traffic Generation

Site Location	Daily Volume	Network Peak Volume		Site Peak Volume	
		8:00am to 9:00am	5:00pm to 6:00pm	Time	Peak Volume
Nuriootpa	373	8	33	12:00pm-1:00pm	53
Aldinga	450	5	46	5:00pm-6:00pm	46
Dry Creek	215	7	14	12:00pm-1:00pm	25
Glen Osmond	360	14	29	12:00pm-1:00pm	33
Murray Bridge Adelaide Road	314	9	28	12:00pm-1:00pm & 1:00pm-2:00pm	38
Renmark	176	3	14	1:00pm-2:00pm	18
MAXIMUM	**450**	**14**	**46**		**53**
AVERAGE	**315**	**8**	**27**		**36**

The above shows that the traffic generation for a Hungry Jacks is significantly more than that of an Oporto, in the order of 3 times the traffic generation. The above also indicates that Hungry Jacks drive-thru's typically peak during the lunchtime period (somewhere between 12:00pm and 2:00pm), although typically still have a reasonable spike in usage during the PM peak.

4.3.3 Subway

Table 4.4 summarises the traffic generation of Subway drive-thru sites, based on information provided by OTR.

Table 4.4: Subway Drive-Thru Traffic Generation

Site Location	Daily Volume	Network Peak Volume		Site Peak Volume	
		8:00am to 9:00am	5:00pm to 6:00pm	Time	Peak Volume
South Plympton	336	7	16	12:00pm-1:00pm	30

Given information for only one Subway drive-thru site was provided the conclusions that can be drawn are limited. The above data suggests that while the daily volume is relatively high (compared to Oporto and Hungry Jacks) the peak periods have lower volumes.

4.3.4 Conclusion

The traffic generation of the drive-thru is much less than suggested by the RTA Guide (typically in the order of 180 trips (90 vehicles) per hour in the PM peak), and as used in current assessments.

The above analysis suggests Oporto drive-thru's have up to 135 vehicles use them per day, and up to 14 vehicles per hour in the site peak hour (10 in the PM peak). For the Hungry Jacks sites, higher volumes were indicated but these still fall well short of the RTA Guide (180vph). Daily Hungry Jacks volumes were recorded up to 450 vehicles per day, with up to 53 in the site peak hour recorded (46 in the PM peak). These volumes are well below the RTA Guide (and current assessment rate) of 180 trips in the PM peak hour.

Based on the above it is recommended that 60 vehicles entering and exiting per hour (corresponding to 120 trips per hour) be used to test the drive-thru facilities in the overall traffic generation of the site. For some uses this may be particularly conservative and is thus an appropriate sensitivity analysis.

4.4 Summary

The traffic surveys indicate that the traffic generation recommended in the Traffic Management Report 2014 are still applicable (based on the RTA Guide) from the sample of sites surveyed for the PM network peak hour. Hence, the calculation of **0.6 trips x (Total Floor Area sq.m)** should be applied for testing the traffic impacts of OTR sites for the PM road network peak hour. During the AM road network peak hour, a calculation of **0.83 trips x (Total Floor Area sq.m)** should be applied.

The recorded traffic generation of drive-thru's is much less than calculated using the RTA Guide rates, and as used in current assessments. Typical development applications for OTR sites with fast food outlets are assessed based on in the order of 180 trips in the evening peak. This is significantly higher than observed use. Hence it is recommended that a sensitivity analysis of **120 vehicles per hour (two-way trips) based on 60 vehicles entering and exiting could be used to test drive-thru facilities**.

Further data should be collected to provide a metropolitan sample suitable for more detailed analysis with regards to traffic generation.

5. Queuing Characteristics

5.1 Introduction

At the same time as the traffic and parking surveys the queues at each bowser were recorded for all three sites. GTA notes that the Fullarton and Surrey Downs sites have their fuel pumps arranged in a "starter gate" arrangement, while the Thorngate site fuel pumps are in a "domino" arrangement.

Figure 5.1 and Figure 5.2 show the two arrangements of fuel pumps.

Figure 5.1: "Starter gate" fuel pump arrangement

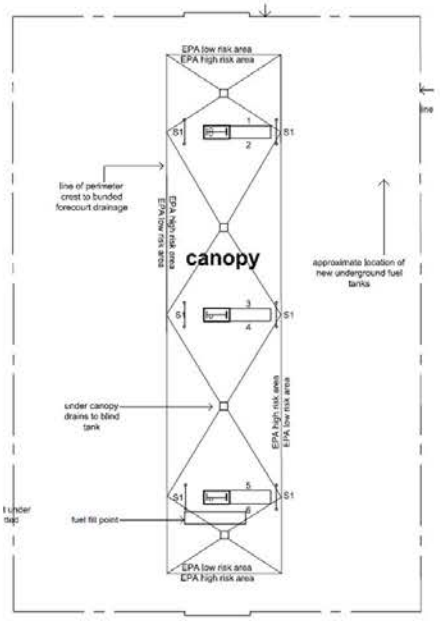
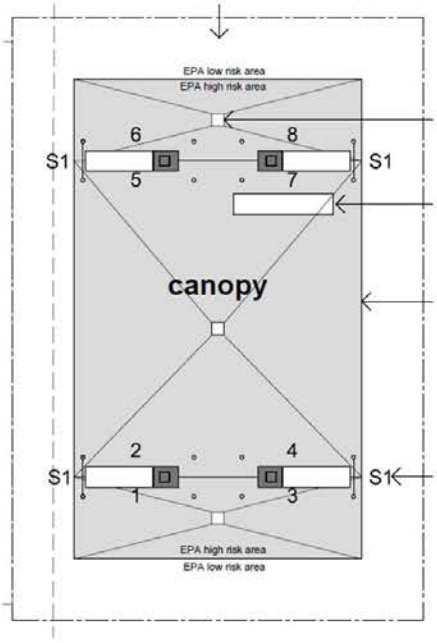


Figure 5.2: "Domino" fuel pump arrangement



5.2 OTR Fullarton

OTR Fullarton's fuel pumps are set out in a starter gate arrangement. Table 5.1 sets out the peak queues observed at each fuel bowser at the Fullarton site and the number of times the peak queue occurred across the 24-hour survey period.

Table 5.1: OTR Fullarton Queuing

Fuel Pump	Peak Queue at Bowser (not including vehicle using fuel pump)	Number of times this length queue occurred
Bowser 1	1	16
Bowser 2	1	5
Bowser 3	1	15
Bowser 4	1	3
Bowser 5	2	1
Bowser 6	1	4

Queue capacity would be technically counted as 1, although would be possible depending on bowser and direction for a second car to queue without blocking access to other bowsers.

The occurrence of queuing was relatively infrequent. Not every bowser had someone waiting to access it at the same time as all the other bowsers had a queue. GTA notes that some queuing would have occurred even when there were free bowsers, given the preference of drivers to have the fuel pump on the same side of the vehicle as the vehicle fill point.

During the AM Network Peak of the 122 inbound vehicles into the site, 19 queued for a pump, meaning 16% of vehicles queued. During the PM Network Peak of the 80 inbound vehicles into the site, 2 queued for a pump, meaning 2.5% of vehicles queued. The queues were not observed reaching the roadway at any point during the 24-hour period surveyed.

5.3 OTR Surrey Downs

OTR Surrey Downs' fuel pumps are set out in a starter gate arrangement. Table 5.2 sets out the peak queues observed at each fuel bowser at the Surrey Downs site and the number of times the peak queue occurred across the 24-hour survey period.

Table 5.2: OTR Surrey Downs Queuing

Fuel Pump	Peak Queue at Bowser (not including vehicle using fuel pump)	Number of times this length queue occurred
Bowser 1	0	-
Bowser 2	2	1
Bowser 3	0	-
Bowser 4	2	1
Bowser 5	0	-
Bowser 6	1	1
Bowser 7	0	-
Bowser 8	0	-
Bowser 9	0	-
Bowser 10	1	6
Bowser 11	0	-
Bowser 12	0	-

Queue capacity would be technically counted as 1, although would be possible depending on bowser and direction for a second car to queue without blocking access to other bowsers.

The occurrence of queuing was infrequent and minor. At this site, many of the bowsers did not have a queue at any point across the day. GTA notes that some queuing would have occurred even when there were free bowsers, given the preference of drivers to have the fuel pump on the same side of the vehicle as the vehicle fill point.

During the AM Network Peak of the 50 inbound vehicles into the site, 0 queued for a pump, meaning 0% of vehicles queued. During the PM Network Peak of the 78 inbound vehicles into the site, 5 queued for a pump, meaning 6.4% of vehicles queued. The queues were not observed reaching the roadway at any point during the 24-hour period surveyed, which was expected given the very low amount of queuing observed.

5.4 OTR Thorngate

OTR Thorngate's fuel pumps are set out in a domino arrangement. Table 5.3 sets out the peak queues observed at each fuel bowser at the Thorngate site and the number of times the peak queue occurred across the 24-hour survey period

Table 5.3: OTR Thorngate Queuing

Fuel Pump	Peak Queue at Bowser (not including vehicle using fuel pump)	Number of times this length queue occurred
Bowser 1	1	1
Bowser 2	2	3
Bowser 3	2	2
Bowser 4	2	1
Bowser 5	0	-
Bowser 6	0	-
Bowser 7	0	-
Bowser 8	1	1

Queue capacity would be technically counted as 1, although would be possible depending on bowser and direction for a second car to queue without blocking access to other bowsers. Queueing into the crossover would be plausible depending on direction of access and how vehicles park in queue, generally though 2 car queues should not spill into crossover/onto adjacent road network.

The occurrence of queuing was infrequent. At this site, several of the bowsers did not have a queue at any point across the day. GTA notes that some queuing would have occurred even when there were free bowsers, given the preference of drivers to have the fuel pump on the same side of the vehicle as the vehicle fill point.

During the AM Network Peak of the 29 inbound vehicles into the site, 0 queued for a pump, meaning 0% of vehicles queued. During the PM Network Peak of the 46 inbound vehicles into the site, 9 queued for a pump, meaning 20% of vehicles queued. The queue was not observed reaching the roadway at any point during the 24-hour period surveyed.

5.5 Drive-Thru Queuing

Peak queues of 3 vehicles queuing in the Thorngate Oporto drive-thru occurred in the following 15 minute blocks;

- 12:15pm-12:30pm
- 7:15pm-7:30pm
- 12:15am-12:45am

A queue length of 3 vehicles is considered minor and was not observed impacting the function of the rest of the site or the road network.

5.6 Summary

In the AM peak period between 0% and 16% of vehicles queued to use a fuel pump. In the PM peak period between 2.5% and 20% of vehicles queued to use a fuel pump.

At all three sites the peak queue was two vehicles waiting for a fuel pump. At the Fullarton site this peak queue occurred once, at Surrey Downs twice and 6 times at Thorngate. As such there was very minimal queuing observed, and at no point was the queue observed impacting upon the surrounding road network.

Based on the above analysis and discussion, a peak bowser queue of **one vehicle should be assessed in the design of OTR sites with a "starter gate" arrangement** of fuel points. A peak bowser queue of **two vehicles should be assessed in the design of OTR sites with a "domino" arrangement** of fuel points.

6. Conclusions

6

The following conclusions are made from the analysis contained in this report:

6.1 Parking

i Peak parking was observed at each site as follows:

- **OTR Fullarton** peak parking demand 9 spaces of 12 at 8:15am
- **OTR Surrey Downs** peak parking demand 10 spaces of 15 at 7:00pm
- **OTR Thorngate** peak parking demand 6 spaces of 10 at 12:00pm

ii Peak parking was calculated at each site as the following parking rates:

- **OTR Fullarton:** 3.3 spaces per 100sq.m Total Floor Area
- **OTR Surrey Downs:** 3.2 spaces per 100sq.m Total Floor Area
- **OTR Thorngate:** 1.7 spaces per 100sq.m Total Floor Area

Given the available sample, it is recommended to use apply peak parking rates of:

3.3 spaces per 100sq.m Total Floor Area for sites without drive-thru, and

2.5 spaces per 100sq.m Total Floor Area for sites with drive-thru.

6.2 Traffic

i Daily Traffic generation was observed as follows for each site;

- OTR Fullarton: 2260 trips
- OTR Surrey Downs: 1953 trips
- OTR Thorngate: 1550 trips

ii AM network peak hour traffic generation was observed as follows for each site;

- OTR Fullarton: 230 trips
- OTR Surrey Downs: 144 trips
- OTR Thorngate: 56 trips

iii PM network peak hour traffic generation was observed as follows for each site;

- OTR Fullarton: 165 trips
- OTR Surrey Downs: 166 trips
- OTR Thorngate: 80 trips

iv The OTR Thorngate site has an AM peak outside of the Network peak;

- 11:00am-12:00pm 107 trips

v The OTR Fullarton and OTR Thorngate sites have a PM peak outside of the Network peak;

- OTR Fullarton 2:30-3:30pm 179 trips
- OTR Thorngate 2:30-3:30pm 141 trips

The traffic surveys indicate that the traffic generation recommended in the Traffic Management Report 2014 are still applicable (based on the RTA Guide) from the sample of sites surveyed for the network PM peak hour.

Hence, the calculation of **0.6 trips x (Total Floor Area in sq.m)** should be applied for testing the traffic impacts of OTR sites during the PM road network peak hour. During the AM road network peak hour, a calculation of **0.83 trips x (Total Floor Area sq.m)** should be applied.

6.3 Drive-Thru

It is recommended that **120 vehicles per hour (two-way trips from 60 vehicles) be applied to the drive-thru** component of an OTR site for a sensitivity analysis, based on assessment of a variety of Oporto, Hungry Jacks and one Subway drive-thru at various OTR sites that revealed the actual generation is significantly lower than assessed in typical traffic impact statements.

6.4 Bowser Queueing

i OTR Fullarton
- "Starter gate" arrangement of fuel points
- 16% and 2.5% of vehicles queued in the AM and PM peak respectively
- Peak queue of 2 vehicles waiting occurred once

ii OTR Surrey Downs
- "Starter gate" arrangement of fuel points
- 0% and 6.4% of vehicles queued in the AM and PM peak respectively
- Peak queue of 2 vehicles waiting occurred twice

iii OTR Thorngate
- "Domino" arrangement of fuel points
- 0% and 20% of vehicles queued in the AM and PM peak respectively
- Peak queue of 2 vehicles waiting occurred 6 times

Therefore, site designs should allow sufficient space for at least to **1 vehicles to queue at each pump aisle where the fuel pumps are in a "starter gate" arrangement**, and at least to **2 vehicles to queue at each pump aisle where the fuel pumps are in a "domino" arrangement**.

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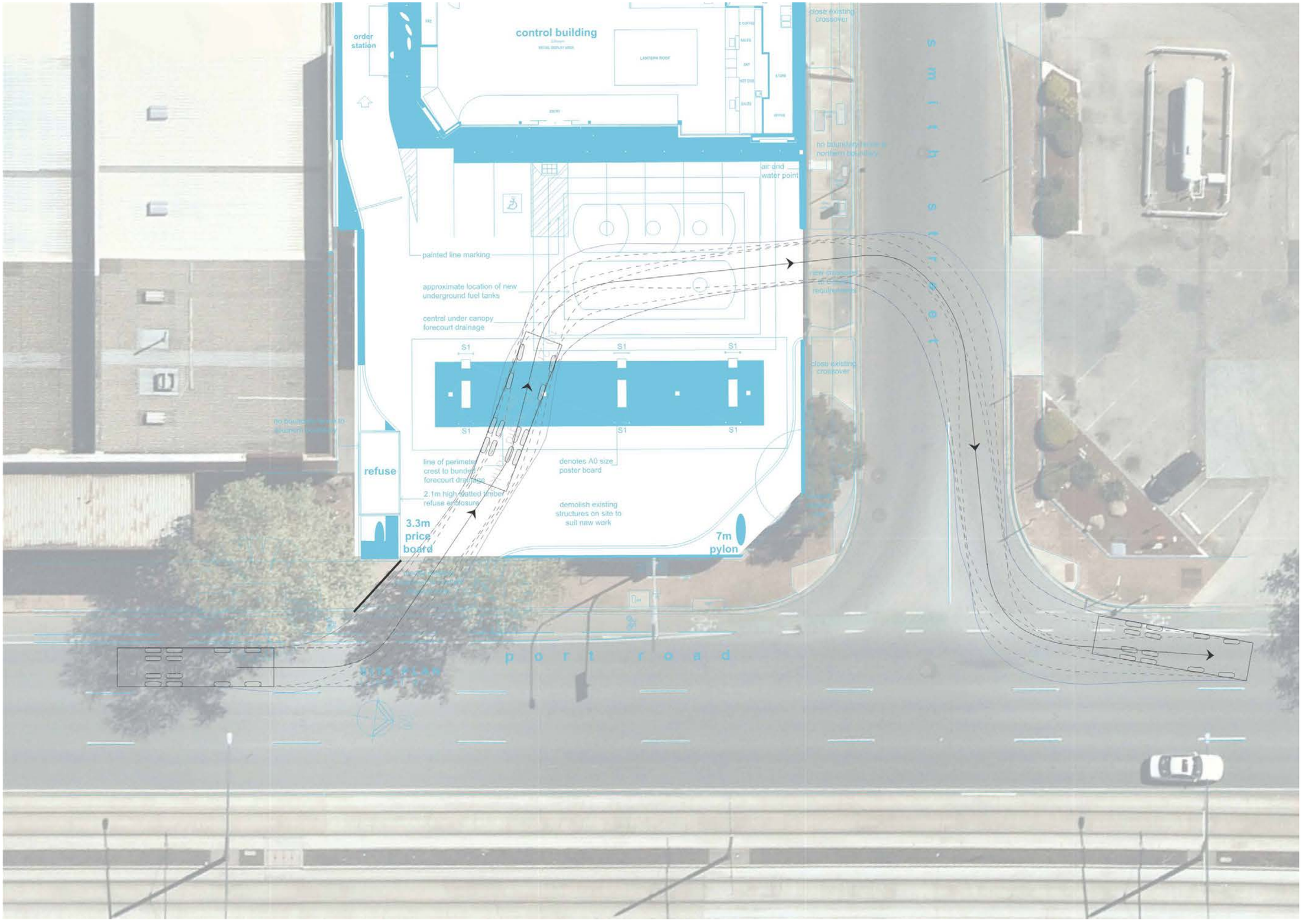
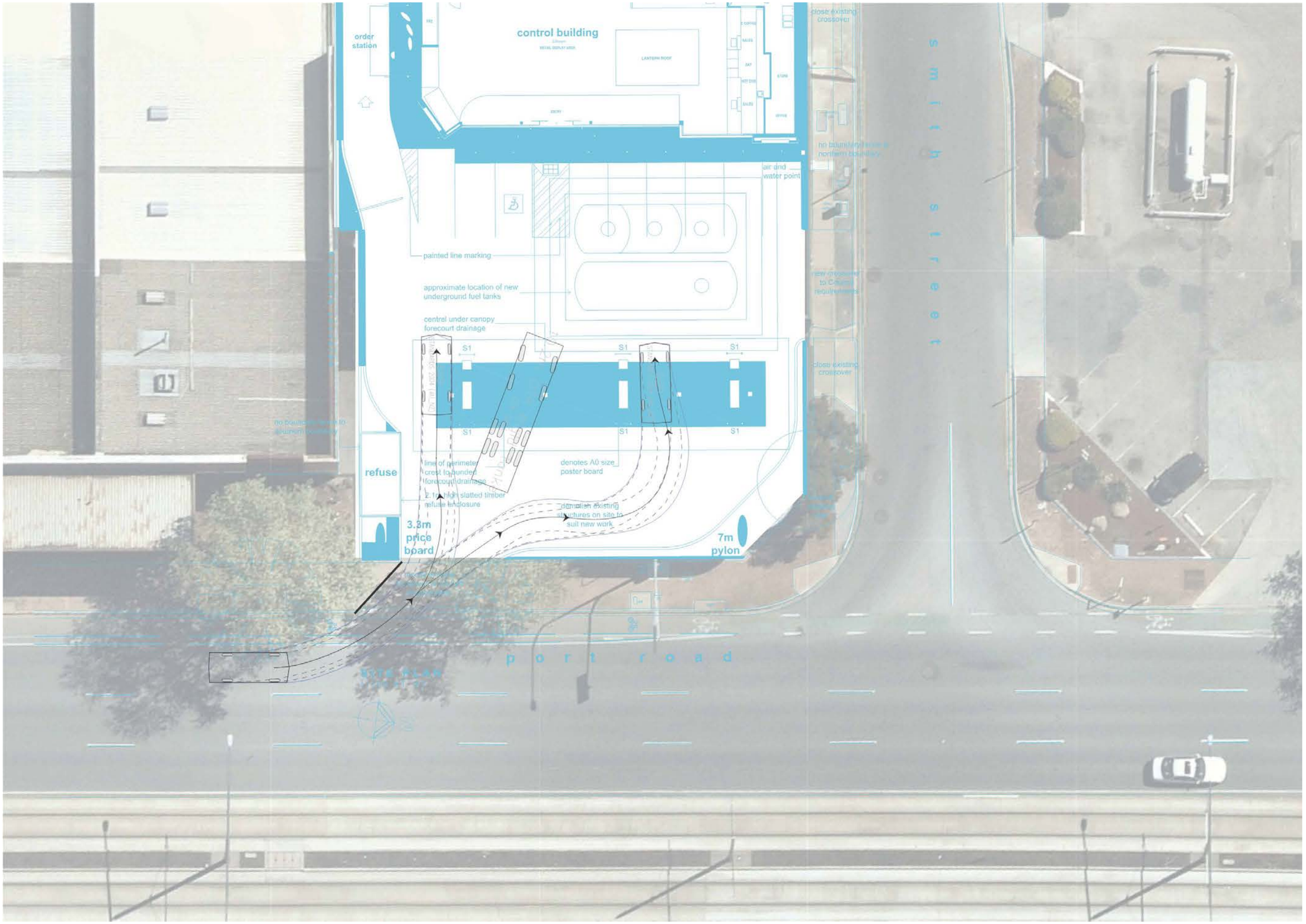
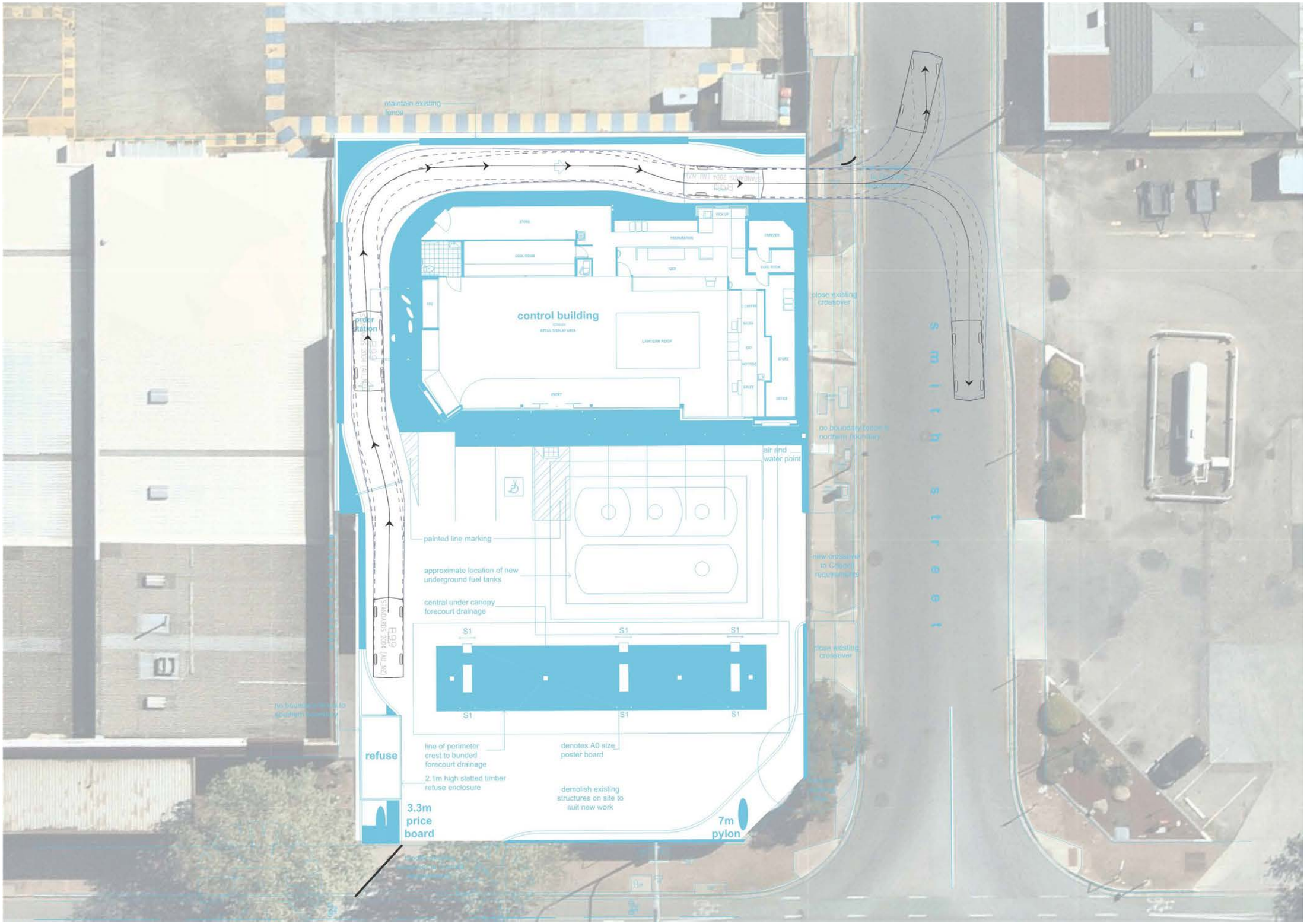
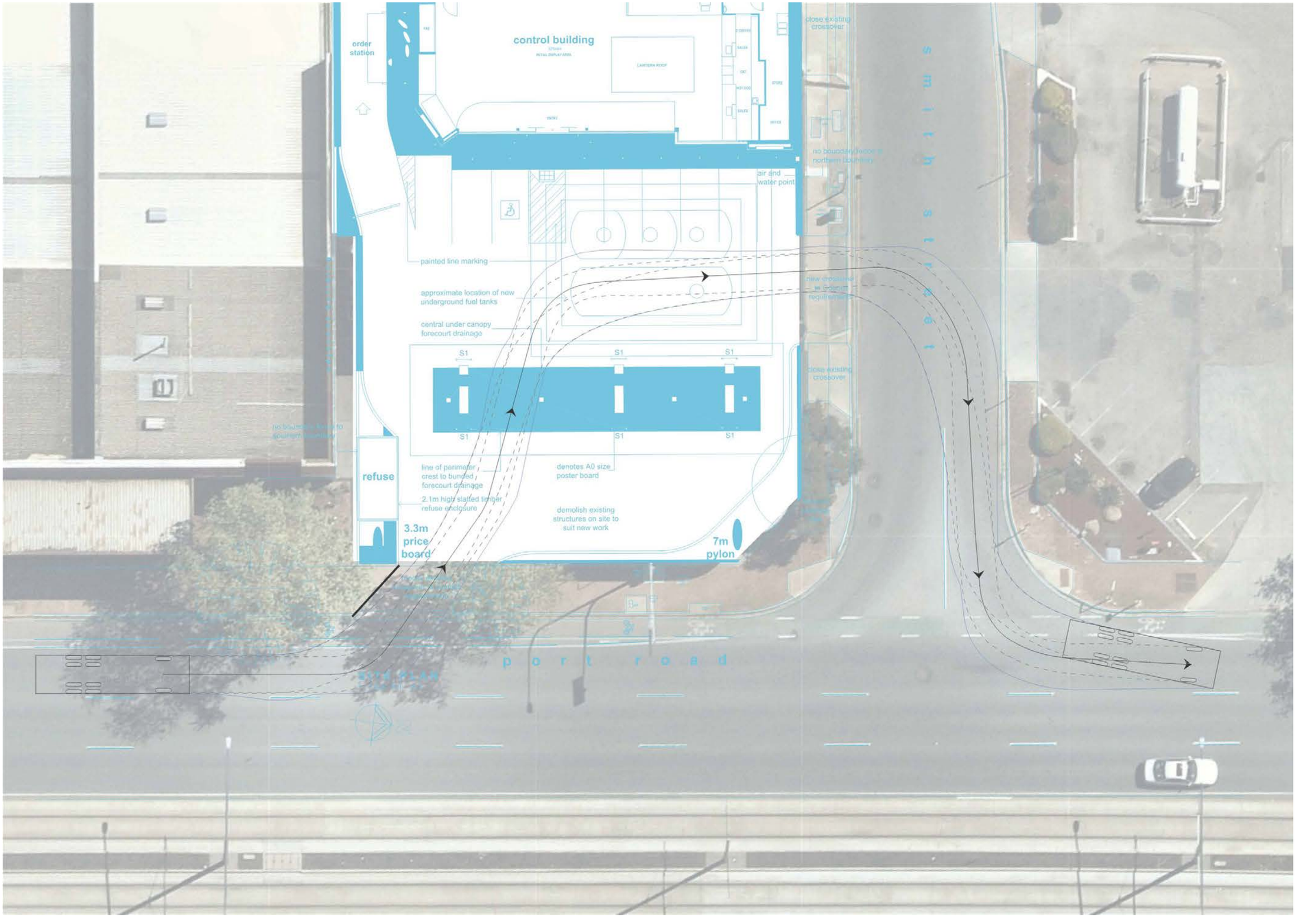

control building
order station
close existing crossover
air and water point
painted line marking
approximate location of new underground fuel tanks
central under canopy forecourt drainage
S1
refuse
line of perimeter crest to bunded forecourt drainage
2.1m high slatted timber refuse enclosure
denotes A0 size poster board
demolish existing structures on site to suit new work
3.3m price board
7m pylon
smith street
port road


control building
order station
close existing crossover
air and water point
painted line marking
approximate location of new underground fuel tanks
central under canopy forecourt drainage
S1
refuse
3.3m price board
7m pylon
demolish existing structures on site to suit new work
close existing crossover
smith street
port road
SITE PLAN


maintain existing fence
control building
close existing crossover
air and water point
painted line marking
approximate location of new underground fuel tanks
central under canopy forecourt drainage
S1
refuse
line of perimeter crest to bunded forecourt drainage
2.1m high slatted timber refuse enclosure
denotes A0 size poster board
demolish existing structures on site to suit new work
3.3m price board
7m pylon


control building
order station
close existing crossover
air and water point
painted line marking
approximate location of new underground fuel tanks
central under canopy forecourt drainage
S1
refuse
line of perimeter crest to bunded forecourt drainage
2.1m high slatted timber refuse enclosure
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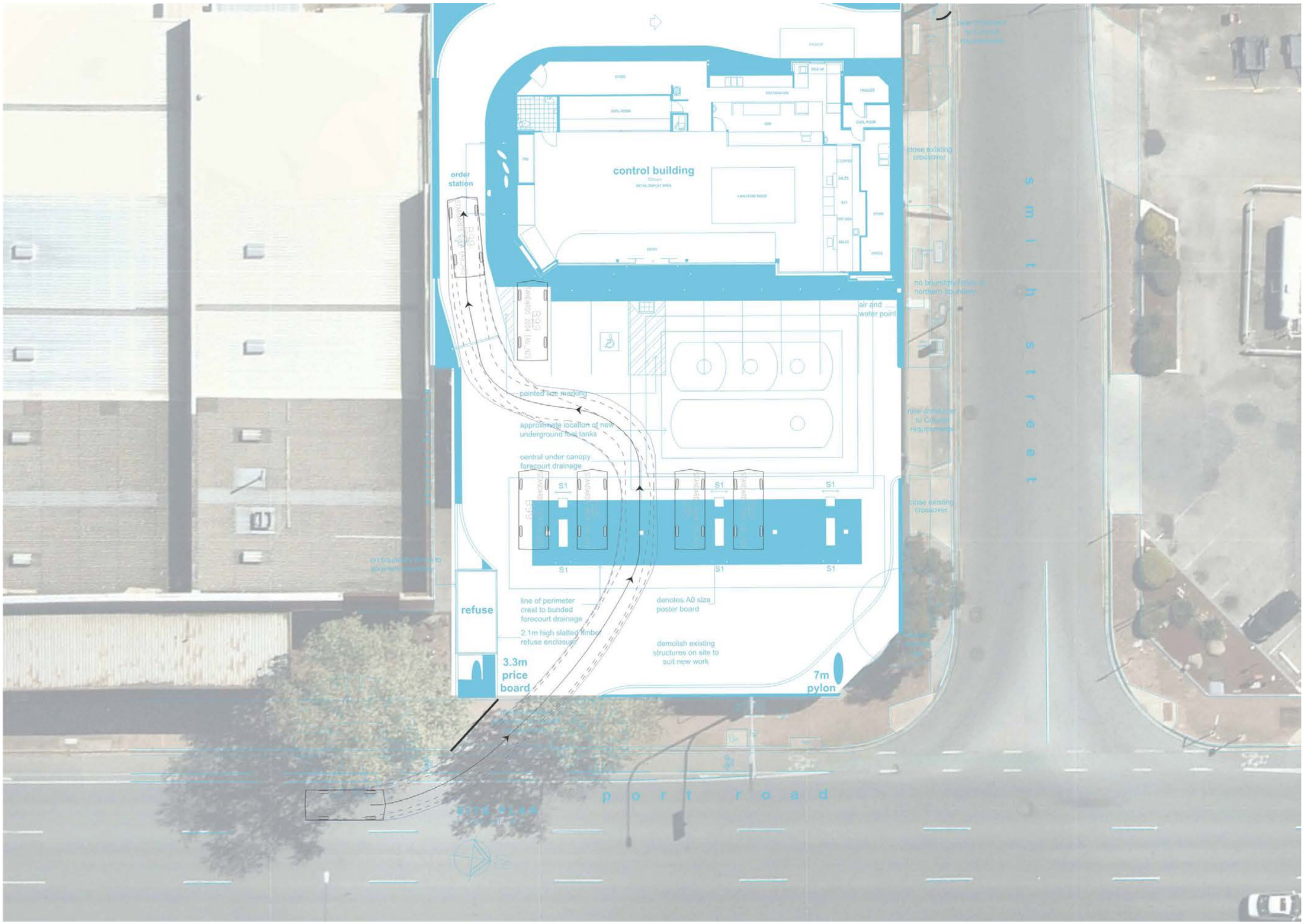
demolish existing structures on site to suit new work
3.3m price board
7m pylon
port road
smith street


control building
order station
painted lane marking
approximate location of new underground fuel tanks
central under canopy forecourt drainage
line of perimeter crest to bunded forecourt drainage
2.1m high slatted timber refuse enclosure
refuse
3.3m price board
denotes A0 size poster board
demolish existing structures on site to suit new work
7m pylon
air and water point
close existing crossover
new crossover to Council requirements
no boundary fence to northern boundary
s m i t h s t r e e
p o r t r o a d
SITE PLAN

OTR THEBARTON
51 PORT ROAD
THEBARTON
REF NO. SA170104

DRAWING NO.	SHEET TITLE
SA170104 C01	STORMWATER PLAN NOTES LEGEND AND SCHEDULE
SA170104 C02	GRADING PLAN AND DETAILS
SA170104 C03	CONCRETE JOINTS PLAN AND NOTES

DO NOT SCALE

FOR INFORMATION

Issue	Description	Date	Drawn	Chkd
A	ISSUED FOR INFORMATION	17.07.18	PK	RGS

North

Client: PEREGRINE CORPORATION

Architect: ADS ARCHITECTS

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STRUCTURAL

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fax +61 08 8232 8743
A.C.N. 152 095 847

Project: OTR THEBARTON
51 PORT ROAD
THEBARTON

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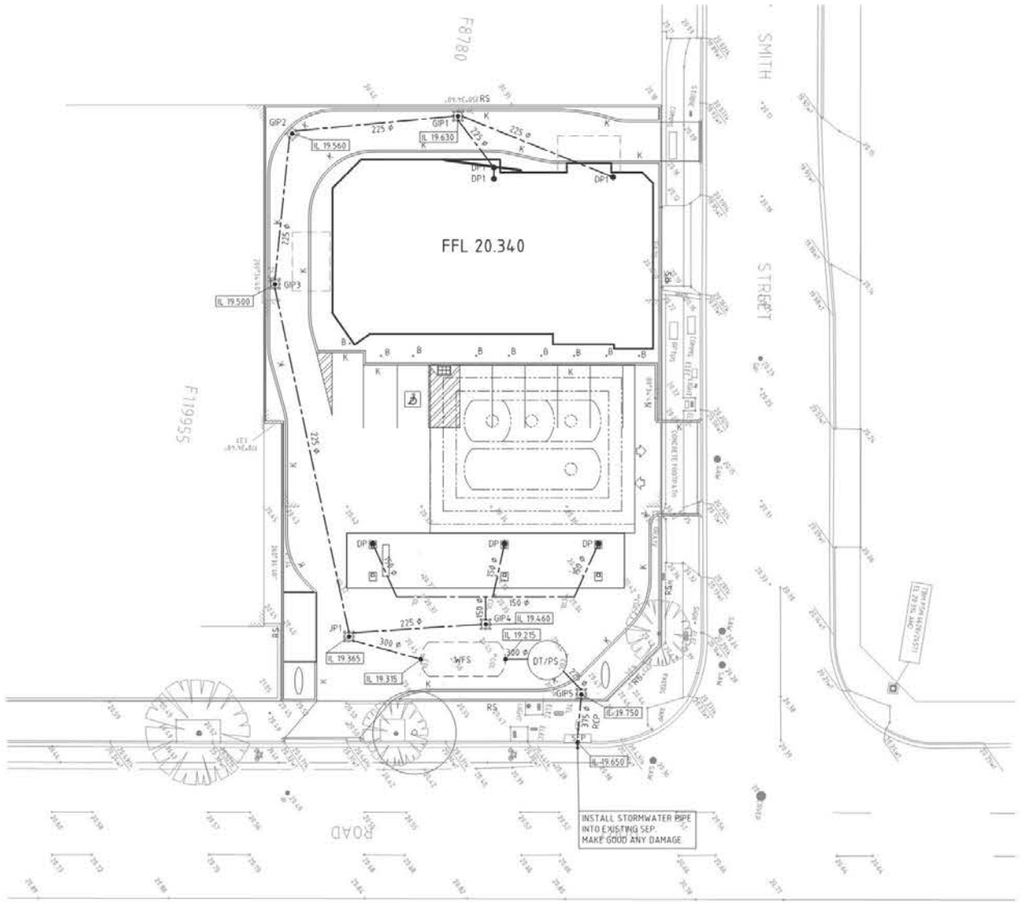
Drawing Title: DRAWING LIST

Drawn	Date	Scale A1	Q.A. Check	Date
PK	JULY 2018	1:200 AND AS NOTED		

Designed	Project No.	Dwg. No.	Issue
RGS	SA170104	C0	A



STORMWATER PLAN

1:200 (metres)

BULK EXCAVATION AND PAVEMENT NOTES

B1. AFTER BULK EXCAVATION HAS BEEN COMPLETED THE FORMED SURFACE SHALL BE PROOF ROLLED AND TESTED IN ACCORDANCE WITH THE SPECIFICATION. AFTER TOPSOIL STRIP IN FILL ZONES HAS BEEN COMPLETED THE SURFACE SHALL BE PROOF ROLLED AND TESTED IN ACCORDANCE WITH THE SPECIFICATION.

B2. ANY SOFT, WET OR UNSUITABLE SUBGRADE MATERIALS, AS DEFINED IN THE SPECIFICATION, SHALL BE REMOVED AND REPLACED WITH AN APPROVED MATERIAL.

B3. ALL SURPLUS EXCAVATED MATERIALS (EXCLUDING TOPSOIL) SHALL BE REMOVED FROM THE SITE AT THE BUILDER's EXPENSE TO A PLACE OF LEGAL DISPOSAL UNLESS DIRECTED OTHERWISE BY THE PROJECT MANAGER.

B4. EXCAVATED MATERIAL WHICH CONFORMS WITH THE SPECIFICATION REQUIREMENTS FOR CLAY FILL MAY BE USED AS FILL REFER SPECIFICATION.

B5. APPROVED FILL MATERIALS SHALL BE PLACED IN UNIFORM LAYERS, COMPACTED ,TESTED AND PROOF ROLLED IN ACCORDANCE WITH THE SPECIFICATION. THE FINISHED EARTHWORKS LEVEL SHALL BE PROOF ROLLED AND TESTED AS SPECIFIED PRIOR TO PAVEMENT CONSTRUCTION.

B6. DURING CONSTRUCTION THE BUILDER SHALL BE RESPONSIBLE FOR CONSTRUCTING AND MAINTAINING A TEMPORARY SITE DRAINAGE SYSTEM AND TO MAINTAIN THE SITE IN A DRY AND STABLE CONDITION. DETAILS OF THE DRAINAGE SYSTEM SHALL BE TO THE APPROVAL OF THE PROJECT MANAGER.

B7. UNLESS NOTED OTHERWISE ALL BATTERS SHAPED TO FINAL PROFILE SHALL BE CONSTRUCTED AT A SLOPE OF 1 IN 4 (CUT AND FILL). TEMPORARY CONSTRUCTION BATTERS SHALL BE LIMITED TO 1 IN 2. STEEPER SLOPES SHALL NOT BE CONSTRUCTED UNLESS APPROVED BY THE PROJECT MANAGER. STABILISATION AND EROSION PROTECTION SHALL BE PROVIDED AS DIRECTED BY THE PROJECT MANAGER, AT THE BUILDER'S EXPENSE. THE BUILDER SHALL BE RESPONSIBLE FOR THE STABILITY OF HIS TEMPORARY WORKS.

B8. ALL UNDERGROUND SERVICES SHALL BE LAID PRIOR TO FINAL SEALING OF PAVEMENTS.

B9. REFER ARCHITECT'S DRAWING FOR PAVEMENT LINEMARKING AND KERB SETOUT.

NOTE:
BEFORE STARTING ANY PAVEMENT AND BUILDING WORKS, ENSURE THE SUB-GRADE COMPACTION IS AS REQUIRED IN THE STRUCTURAL AND CIVIL SPECIFICATIONS. PROOF ROLLING AND OR COMPACTION TESTS SHALL BE CARRIED OUT.

STORMWATER PIT SCHEDULE

PIT No.	SIZE (INERNAL)	TOP R.L.	INVERT R.L.	COVER TYPE
GIP1	600 x 600	20.115	IL 19.630	ALL COVERS CLASS D CAST IRON FRAME AND GRADE
GIP2	600 x 600	20.115	IL 19.560	
GIP3	600 x 600	20.115	IL 19.500	
GIP4	900 x 900	19.960	IL 19.460	
GIP5	600 x 600	20.250X	IL 19.750	
JP1	600 x 600	20.180X	IL 19.365	

X APPROXIMATE R.L. - MATCH TO ADJACENT LEVELS.
XX "ACO" SERIES 600 UNIVERSAL JUNCTION PIT INTEGRAL WITH GD1 OR APPROVED EQUIVALENT.

LEGEND

- EXISTING SPOT LEVEL
- IL 70.190 — INVERT LEVEL GD OR STORMWATER PIPE
- K — CONCRETE KERB 100 HEIGHT
- RS — CONCRETE RETAINING STRIP
- VHK — VARIABLE HEIGHT CONCRETE KERB. HEIGHT VARIES 0 TO 100
- K2 — CONCRETE KERB 100 HEIGHT ON TOP OF PAVEMENT
- BD — CONCRETE BUND. REFER TYPICAL DETAIL ON C02 DRAWING.
- 150 ø — STORMWATER PIPE
- ○B — BOLLARD REFER ARCH. DRAWINGS
- DP — DOWNPIPE - 100 PVC DWV SN6 MIN. AT 1.0% MIN. OR DP SIZE FOR CONNECTION TO DRAIN U.N.O.
- DP1 — DOWNPIPE - 225 PVC DWV SN6 MIN. AT 1.0% MIN. OR DP SIZE FOR CONNECTION TO DRAIN U.N.O.
- SD1 — SPOON DRAIN
- GIP — GRATED INLET PIT
- JP — JUNCTION PIT
- GD1 — "ACO" S200K POWER DRAIN STEPPED CHANNELS WITH CLASS C DUCTILE IRON INTERCEPT GRATES WITH ANTI-SHUNT LUGS AND POWERLOK BOLTLESS LOCKING SYSTEM, OR APPROVED EQUIVALENT.

NOTES

STORMWATER DRAINAGE

1. ALL PIPEWORK TO BE CLASS DWV WITH SOLVENT WELDED JOINTS U.N.O.
2. GIP = REINFORCED CONCRETE PIT WITH CAST IRON GRATE AND FRAME. REFER TO PIT SCHEDULE.
   JP = REINFORCED CONCRETE PIT WITH CAST IRON GRATE AND COVER. REFER TO PIT SCHEDULE.

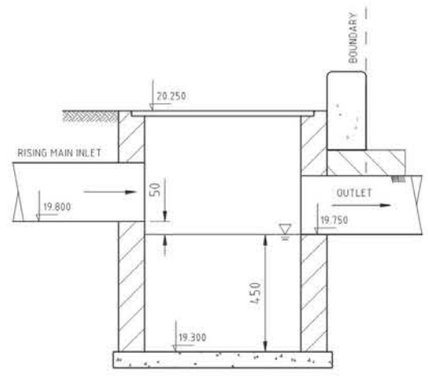
FOR PAVEMENT NOTES REFER DRG. C02

WFS = WASTE WATER FILTRATION SYSTEM

T20
AQUATOR CLASS ONE FULL RETENTION OIL SEPARATOR WITH ALARM. ADDITIONAL RETENTION 15,000 LITRES OR EQUIVALENT.
INLET 19.315
OUTLET 19.215

DT/PS = STORMWATER DETENTION TANK/PUMPING STATION

23 M³ EFFECTIVE DETENTION FROM THE INVERT LEVEL OF THE INLET PIPE.
PUMPING DESIGN BASED ON 2 No. PUMPS WITH DISCHARGE = 10.44 L/S EACH.
USE 2 No. PUMPS IN CASE OF A PUMP FAILURE.
NOTE: DISCHARGE IS A SPLIT SYSTEM.



STORMWATER GRATED INLET PIT - GIP5

DO NOT SCALE

FOR INFORMATION

Issue	Description	Date	Drawn	Chkd
A	ISSUED FOR INFORMATION	13.07.18	PK	RGS

North

Client: PEREGRINE CORPORATION

Architect: ADS ARCHITECTS

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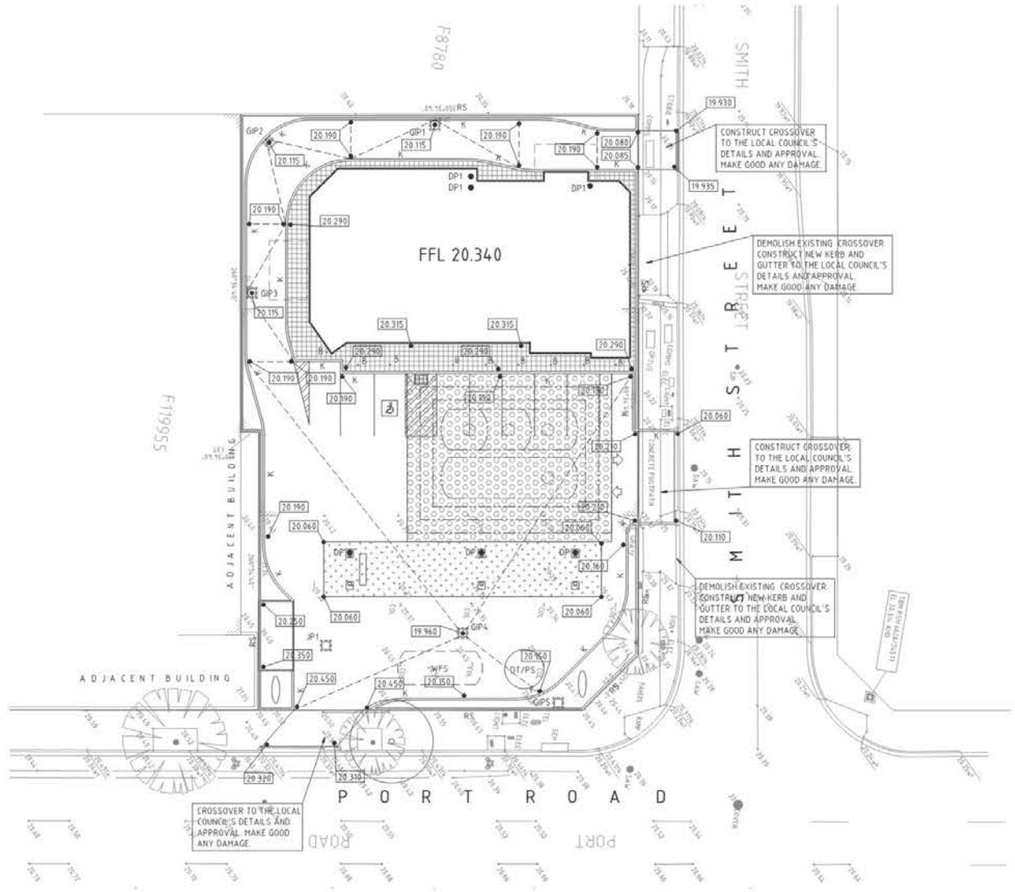
Project: OTR THEBARTON
51 PORT ROAD
THEBARTON

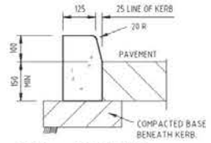
Drawing Title: STORMWATER PLAN NOTES LEGEND AND SCHEDULE

Drawn	Date	Scale A1	Q.A. Check	Date
PK	JULY 2018	1:200 AND AS NOTED		
Designed	Project No.	Dwg. No.	Issue
RGS	SA170104	C01	A



GRADING PLAN

1:200 (metres)



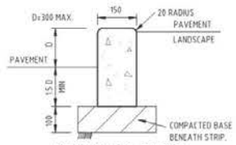
100 mm KERB (K)

SCALE 1:10

FORM JOINTS AT MAX. 2.4m CTS. SEE AS 2876

SHRINKAGE CONTROL JOINTS: (EVERY 2.4M)
50% OF THE AREA OF THE SECTION SHALL BE CUT. THE RESULTANT SLOT IN THE SECTION SHALL BE TOOLED TO A DEPTH OF NOT LESS THAN 20MM, TO PRODUCE A NEAT GROOVE OF NOT LESS THAN 5MM IN WIDTH.

EXPANSION JOINTS: (EVERY 24.0M)
SHALL BE 15MM WIDE AND FILLED WITH AN APPROVED PRESHAPED FILLER, WHICH SHALL EXTEND FOR THE FULL WIDTH AND DEPTH OF THE EDGING.



RETAINING STRIP

SCALE 1:10

FORM JOINTS AT MAX. 2.4m CTS. SEE AS 2876

SHRINKAGE CONTROL JOINTS: (EVERY 2.4M)
50% OF THE AREA OF THE SECTION SHALL BE CUT. THE RESULTANT SLOT IN THE SECTION SHALL BE TOOLED TO A DEPTH OF NOT LESS THAN 20MM, TO PRODUCE A NEAT GROOVE OF NOT LESS THAN 5MM IN WIDTH.

EXPANSION JOINTS: (EVERY 24.0M)
SHALL BE 15MM WIDE AND FILLED WITH AN APPROVED PRESHAPED FILLER, WHICH SHALL EXTEND FOR THE FULL WIDTH AND DEPTH OF THE EDGING.

CONCRETE PAVEMENT NOTES

R1. ALL WORKMANSHIP AND MATERIALS SHALL BE GENERALLY IN ACCORDANCE WITH THE SPECIFICATION.

R2. REINFORCEMENT IS REPRESENTED DIAGRAMMATICALLY AND NOT NECESSARILY SHOWN IN TRUE PROJECTION.

R3. ALL FABRIC LAPS SHALL BE FULL STRENGTH TO AS3600.

R4. WELDING OF REINFORCEMENT IS NOT PERMITTED WITHOUT THE APPROVAL OF THE PROJECT MANAGER.

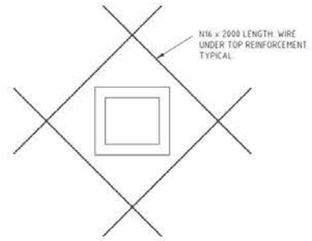
R5. ALL REINFORCEMENT SHALL BE SECURELY SUPPORTED IN ITS CORRECT POSITION DURING CONCRETING BY APPROVED BAR-CHAIR, SPACERS OR SUPPORT BARS.

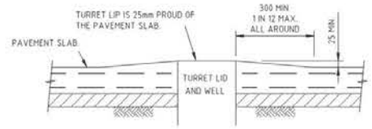
R6. REINFORCEMENT FABRIC SHALL BE IN ACCORDANCE WITH AS1304.

R7. CONCRETE STRENGTH SHALL BE AS FOLLOWS UNLESS NOTED OTHERWISE AND SHALL BE SUPPLIED IN ACCORDANCE WITH AS1379 (READY MIXED CONCRETE)
- CONCRETE VECHICULAR PAVEMENTS..... 32 MPa (28 DAY COMPRESSIVE STRENGTH)
- ELSEWHERE ..... 25 MPa (28 DAY COMPRESSIVE STRENGTH)

R8. DETAILS OF CONCRETE MIX, AGGREGATE SIZE AND COLOUR, METHOD OF CURING AND FINISH ARE TO BE SUBMITTED TO THE PROJECT MANAGER FOR APPROVAL BEFORE.

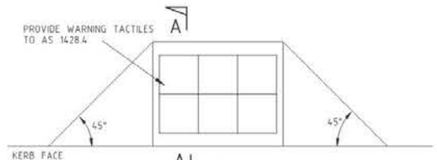
R9. PROVIDE ISOLATION JOINTS TO THE PERIMETER OF ALL PIT LIDS AND VALVE COVERS COMMENCING CONCRETE WORKS.



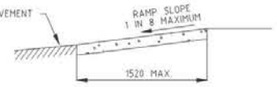


TYPICAL DETAIL AT WELLS, TURRET LIDS AND PITS

N.T.S.



PLAN



SECTION A-A

NOTES

1. SURFACE TEXTURE OF RAMP TO BE NON-SLIP TYPE.
2. ORIENTATION OF RAMP IS TO GENERALLY BE PERPENDICULAR TO KERB ALIGNMENT.

RAMP DETAIL

LEGEND

- 67.45* EXISTING SPOT LEVEL
- • 70.250 DESIGN LEVEL - FINISHED SURFACE
- • TW 70.109 DESIGN LEVEL - TOP OF "RS" OR "RWT"
- • TL 70.799 DESIGN LEVEL - TOP OF TURRET
- K CONCRETE KERB 100 HEIGHT
- K2 CONCRETE KERB 100 HEIGHT ON TOP OF PAVEMENT
- BD CONCRETE BUND. REFER TYPICAL DETAIL ON C02 DRAWING.
- RS CONCRETE RETAINING STRIP
- ○ B BOLLARD REFER ARCH. DRAWINGS
- LM LINE MARKING
- SP1 SPOON DRAIN

NOTES

SET-OUT AND GRADING

1. REFER TO ARCHITECTS DRAWINGS FOR SETOUT.
2. GRADE EVENLY BETWEEN DESIGN SPOT LEVELS.

PAVEMENT LEGEND

CONCRETE PAVING AND DRIVEWAYS
160mm THICK SLAB WITH
SL92T (40 TOP COVER)
GRADE N32 CONCRETE
100mm PM2/200G COMPACTED TO 95% MMDD
COMPACTED SUB-GRADE
JOINTS AS SHOWN

CONCRETE PAVING UNDER COVER
160mm THICK SLAB WITH
SL92T (40 TOP COVER)
GRADE N32 CONCRETE
100mm PM2/200G COMPACTED TO 95% MMDD
COMPACTED SUB-GRADE
JOINTS AS SHOWN
BLACK OXIDE FINISH - REFER SPECIFICATION

CONCRETE PAVING ABOVE TANKS
200mm THICK SLAB WITH
SL92T&B (40 TOP COVER)
GRADE N32 CONCRETE
100mm PM2/200G COMPACTED TO 95% MMDD
COMPACTED SUB-GRADE
JOINTS AS SHOWN
SEE BP STANDARD DESIGN

CONCRETE PEDESTRIAN PAVING
100mm THICK SLAB WITH
SL72T (40 TOP COVER)
GRADE N20 CONCRETE
50mm THICK SAND BASE
COMPACTED SUB-GRADE
TOOLED JOINTS AT 1200mm MAX. CENTRES
EXPANSION JOINTS AT 4800mm MAX. CENTRES

CONCRETE FINISH NOTES

1. ALL PAVED AREAS HAVE BLACK OXIDE FINISH.
2. ALL KERBS, RETAINING STRIPS AND RETAINING WALLS TO HAVE BLACK OXIDE FINISH ON EXPOSED SURFACES.

FOR BULK EXCAVATION NOTES REFER DRG. C01

FOR SIGNS REFER OTHER CIVIL DRAWINGS

DO NOT SCALE

FOR INFORMATION

Issue	Description	Date	Drawn	Chkd
A	ISSUED FOR INFORMATION	13.07.18	PK	RGS

North

Client: PEREGRINE CORPORATION

Architect: ADS ARCHITECTS

SAGERO
CIVIL
STRUCTURAL
253 FLINDERS STREET
Adelaide SA 5000
PO Box 1644
PH +61 08 8100 5000
fax +61 08 8232 8743
A.C.N. 162 095 847

Project: OTR THEBARTON
51 PORT ROAD
THEBARTON

Drawing Title: GRADING PLAN AND NOTES

Drawn		Scale A1	Q.A. Check	Date
PK	JULY 2018	1:200 AND AS NOTED		
Designed	Project No.	Dwg. No.	Issue
RGS	SA170104	C02	A

SAGERO
CIVIL & STRUCTURAL

253 Flinders Street., ADELAIDE SA 5000
Telephone: +61 8 8100 5000
Facsimile: +61 8 8232 8743
A.C.N. 162 095 847

CIVIL STORMWATER CALCULATIONS

REFERENCE NO	**SA170104**
ISSUE DATE	**JULY 2018**
AGENT	**PEREGRINE CORPORATION**
SITE LOCATION	**OTR THEBARTON 51 PORT ROAD THEBARTON SA**

Note:

1. These calculations are to be read in conjunction with relevant Construction Reports, Structural Drawings and Architectural Drawings

2. All work to comply with the Building Code of Australia and relevant Australian and Australian and New Zealand Standards,

AS 1012 - Ready Mixed Concrete
AS 1254 - PVC Pipes and fittings for Storm/Surface Water Applications
AS 1260 - Unplasticised PVC (UPVC) Pipes and Fittings for Sewerage Applications
AS 1289 - Method of Testing Soils for Engineering Purposes
AS 1342 - Precast Concrete Drainage Pipes
AS 1379 - Specification and Supply of Concrete
AS 1415 - Unplasticised PVC Pipes and Fittings for Soil, Waste and Vent Applications
AS 1428.1 - Design for access and mobility
AS 1478 - Chemical Admixtures for use in Concrete
AS 4049.1 - Paints and Related Materials
AS 1646 - Rubber Joint Rings for Water Supply, Sewerage and Drainage Purposes
AS 1742 - Manual of Uniform Traffic Control Devices
AS 2008 - Residual Bitumen for Pavements
AS 2302 - Code of Practice for Installation of UPVC Pipe Systems
AS 2566 - Plastics Pipe Laying Design
AS 2758 - Concrete Aggregates
AS 3500 - National Plumbing and Drainage
AS 3600 - Concrete Structures
AS 3610 - SAA Formwork for Concrete
AS 3725 - Loads on Buried Concrete Pipes
AS 3792 - Portland and Blended Cements
AS/NZS 2890 1 - Parking Facilities - Off-street car parking
AS/NZS 2890 6 - Off-street parking for people with disabilities

SAGERO
CONSULTING ENGINEERS

253 Flinders St., Adelaide SA 5000
Telephone +61 8 8100 5000
Facsimile +61 8 8232 8743

JOB NO : SA179104
DATE : JUL 18
DESIGN : CPS
SHEET : 1 OF :

PRE-DEVELOPED SITE

TOTAL AREA = 1355m²

runoff coefficient = 0.25

ARI = 20 years

t_c = 6 min

$\therefore I_{10}^{20} = 111$ mm/hr

$$Q = \frac{CIA}{3600} = \frac{0.25 \times 111 \times 1355}{3600} = 10.47 \text{ L/s}$$

POST-DEVELOPED SITE

Roof = 425m² $C_{roof} = 0.9 \times 1.2 = 1.0$ max (FCF)

Paving = 834m² $C_{pav} = 0.75 \times 1.2 = 0.90$ (FCF)

Land = 96m² $C_{land} = 0.10 \times 1.2 = 0.12$ (FCF)

ARI = 100 years

t_c = 6 min

$I_6^{100} = 172$ mm/hr

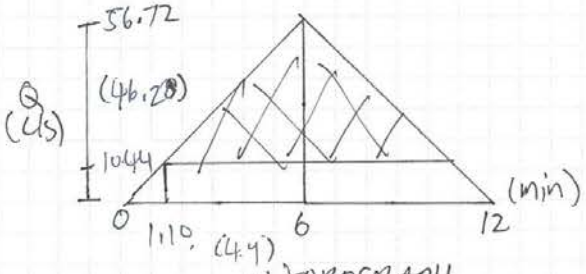
$$Q = \frac{1.0 \times 172 \times 425}{3600} + \frac{0.90 \times 172 \times 834}{3600} + \frac{0.12 \times 172 \times 96}{3600}$$

$$= 20.31 + 35.86 + 0.55$$

$$= 56.72 \text{ L/s}$$

SAGERO
CONSULTING ENGINEERS
253 Flinders St., Adelaide SA 5000
Telephone +61 8 8100 5000
Facsimile +61 8 8232 8743

JOB NO : SA170104
DATE : JULY18
DESIGN : CRS
SHEET : 2 OF :



HYDROGRAPH

Detention Volume = $4.4 \times 46.28 \times \frac{60}{1000} = 13.6\ m^3$

Check for critical Storm

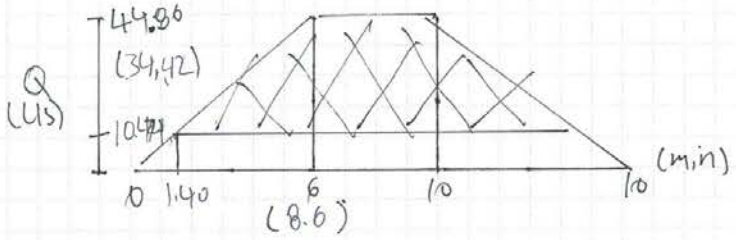
try 10 min duration

$I_{10}^{100} = 136\ mm/hr$

$Q = \frac{1.0 \times 136 \times 425}{3600} + \frac{0.90 \times 136 \times 834}{3600} + \frac{0.12 \times 136 \times 96}{3600}$

$= 16.06 + 28.36 + 0.44$

$= 44.86\ L/s$



HYDROGRAPH

Detention Volume = $8.6 \times 3442 \times \frac{60}{1000} = 17.4\ m^3$

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CONSULTING ENGINEERS
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JOB NO : SA170104
DATE : JUL 18
DESIGN : CPS
SHEET : 3 OF :

Check for critical Storm

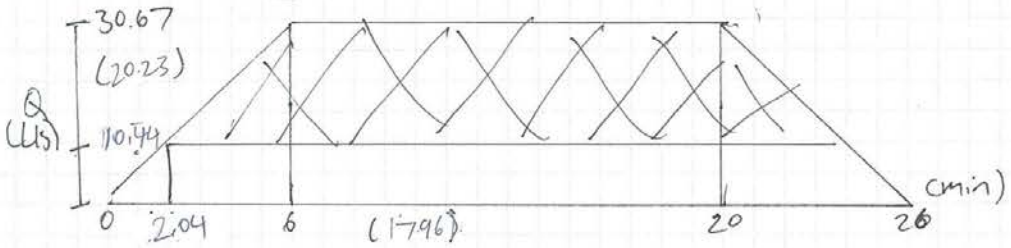
try 20 min duration

$I_{20}^{100} = 93$ mm/hr

$Q = \frac{1.0 \times 93 \times 425}{3600} + \frac{0.90 \times 93 \times 834}{3600} + \frac{0.12 \times 93 \times 96}{3600}$

$= 10.98 + 19.34 + 0.30$

$= 30.67$ L/s



HYDROGRAPH

Detention Volume = $20.23 \times 17.96 \times \frac{60}{1000} = 21.8\ m^3$

Check for critical storm

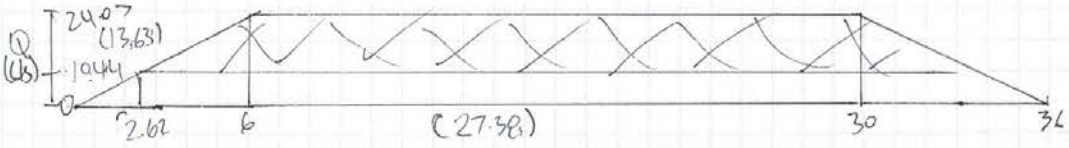
try 30 min duration

$I_{30}^{100} = 73$ mm/hr

$Q = \frac{1.0 \times 73 \times 425}{3600} + \frac{0.90 \times 73 \times 834}{3600} + \frac{0.12 \times 73 \times 96}{3600}$

$= 8.62 + 15.22 + 0.23$

$= 24.07$ L/s



HYDROGRAPH

Ret vol = $27.38 \times 13.63 \times \frac{60}{1000} = 22.4\ m^3$

SAGERO
CONSULTING ENGINEERS

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Telephone +61 8 8100 5000
Facsimile +61 8 8232 8743

JOB NO : SA170104
DATE : JULY 18
DESIGN : CPS
SHEET : 4 OF :

Check for critical Storm

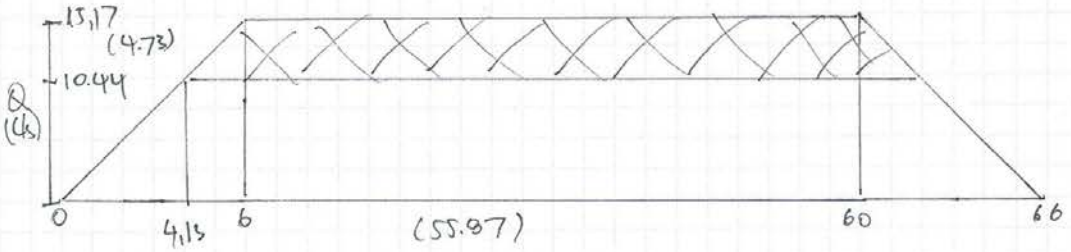
try 60 min duration

$I_{60}^{100} = 146 mm/hr$

$Q = \frac{1.0 \times 46 \times 425}{3600} + \frac{0.90 \times 46 \times 834}{3600} + \frac{0.12 \times 46 \times 96}{3600}$

$= 5.43 + 9.59 + 0.15$

$= 15.17 Ls$

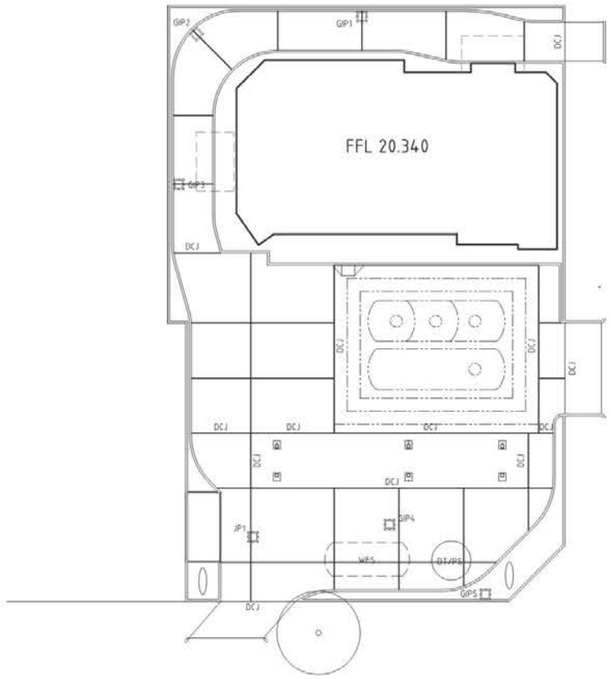


HYDROGRAPH

Detention Volume = $4.73 \times 55.87 \times \frac{60}{1000} = 15.85 m^3$

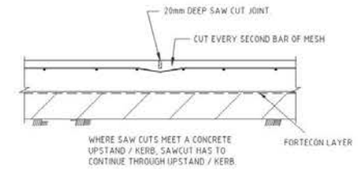
$\therefore$ max volume = $22.4 m^3$

JOINTS NOT NOTED "DCJ" ARE "SCJ"

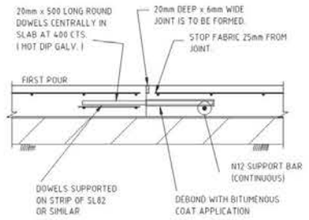


CONCRETE JOINTS PLAN

0 5 10
1:200 (metres)



SAW CUT JOINT (SCJ)



DOWELLED CONSTRUCTION JOINT (DCJ)

NOTES

1. THE DOWEL BARS ARE TO BE HELD HORIZONTAL & PERPENDICULAR TO THE JOINT DURING THE CONCRETE POUR.
2. THE JOINTS ARE TO BE "SAW-CUT" WITHIN 45 MINUTES OF FINISHER'S FINAL PASS.
3. ALLOW 48 HOURS BETWEEN ADJACENT SLAB POURS.



ABUTTING STRUCTURE

E.G. BUILDINGS, COLUMNS, STEPS, SUMPS, MANHOLES, PITS, DOWNPIPES, GULLY TRAPS ETC.

TYPICAL MOVEMENT JOINT DETAIL

NOT TO SCALE

TYPICAL SLAB JOINT DETAILS

1. THE JOINT SHALL BE PROTECTED WITH TAPE UNTIL IT IS SEALED.
2. THE JOINT IS TO BE PREPARED, PRIMED AND SEALED WITH FUEL RESISTANT SEALANT IN ACCORDANCE WITH THE MANUFACTURER'S RECOMMENDATIONS, NO EARLIER THAN 30 DAYS AFTER THE CONCRETE IS POURED.

DO NOT SCALE

FOR INFORMATION

Issue	Description	Date	Drawn	Chkd
A	ISSUED FOR INFORMATION	13.07.18	PK	RGS

North

Client: PEREGRINE CORPORATION

Architect: ADS ARCHITECTS

SAGERO
CIVIL
STRUCTURAL

253 FLINDERS STREET
Adelaide SA 5000
PO Box 1644
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fax +61 08 8232 8743
A.C.N. 162 095 847

Project: OTR THEBARTON
51 PORT ROAD
THEBARTON

Drawing Title: CONCRETE JOINTS PLAN AND DETAILS

Drawn	Date	Scale A1	Q.A. Check	Date
PK	JULY 2018	1:200 AND AS NOTED		
Designed	Project No.	Dwg. No.	Issue
RGS	SA170104	C03	A

In reply please quote 2018/01931/01, *Process ID:*538886
Enquiries to Marc Hryciuk
Telephone (08) 7109 7877
E-mail dpti.luc@sa.gov.au

Government of South Australia
Department of Planning, Transport and Infrastructure

DEVELOPMENT DIVISION
Transport Assessment and Policy Reform

GPO Box 1533
Adelaide SA 5001

ABN 92 366 288 135

19 October 2018

Mr Claudio Barone
City of West Torrens
165 Sir Donald Bradman Drive
HILTON SA 5033

Dear Mr Barone,

SCHEDULE 8 - REFERRAL RESPONSE

Development No.	211/085/18
Applicant	Peregrine Corporation
Location	49-51A Port Road (corner Smith Street), Thebarton
Proposal	Construction of an Integrated Service Station comprising retail outlet, drive-through facility and signage

I refer to the above development application forwarded to the Commissioner of Highways (CoH) in accordance with Section 37 of the *Development Act 1993*. The proposed development involves development adjacent a main road as described above.

The following response is provided in accordance with Section 37(4)(b) of the *Development Act 1993* and Schedule 8 of the *Development Regulations 2008*.

CONSIDERATION

The subject site abuts Port Road, an arterial road under the care, control and management of the CoH and Smith Street, a local road under the care, control and management of the City of West Torrens. The adjacent section of Port Road forms part of the strategically important City Ring Route and is classified as a Major Traffic Route, Primary Freight Route, Major Cycling Route, High Activity Pedestrian Area and Public Transport Corridor under the Department of Planning, Transport and Infrastructure's (DPTI's) '*A Functional Hierarchy for South Australia's Land Transport Network'.* At this location, Port Road carries approximately 69,500 vehicles per day (6% commercial vehicles) and has a posted speed limit of 60 km/h.

Access and Road Safety

The proposed development will have three access points; an entry point from Port Road, a two-way access on Smith Street located approximately 9.5 metres from the tangent point of the Port Road/Smith Street corner and an exit point to Smith Street from the drive-through located adjacent to the western property boundary. Given the strategic nature of Port Road, DPTI's preference is for all access to the site to be via Smith Street. However, as the proposed entry point from Port Road will replace an existing access, and the development would not be able to function without this entry point, DPTI does not object in-principle to this entry point.

#13195917

Notwithstanding the above, there are some concerns with the proposed design of the development. In particular, the location of the refuse enclosure is likely to result in conflict with vehicles entering the site from Port Road. This arrangement also limits the ability to easily bypass the fuel bowsers when a vehicle is queued behind a refuelling vehicle. Given the strategic nature of the adjacent section of Port Road, it is necessary to ensure that vehicles will not queue back onto this road. Consequently, it is strongly recommended that the refuse enclosure be relocated adjacent the proposed control building and the proposed entry be widened by 1.5 metres towards the southern property boundary. This should enable a vehicle to conveniently bypass the bowsers during times of high usage.

Another concern is that a vehicle entering the site via Smith Street and accessing the petrol bowsers may attempt to exit the site via the proposed entry point from Port Road. Accordingly, the design of the proposed entry point from Port Road should incorporate appropriate signage and line marking to reinforce its operation as an entry point only, with a 'No Entry' sign facing internal traffic.

It is noted that the car parking module associated with the development does not line up with the Smith Street access. This may result in vehicles exiting the site not keeping to the left and thus may result in some conflict at this access. Consideration should be given to setting the car park further to the west to ensure that the end of the car parks line up with the access.

The proposed development will be served by 10.2 metres rigid tankers. As the site is not designed to accommodate vehicles larger than this, appropriate conditions will need to be in place to ensure that larger vehicles do not access the site.

Signage

Illuminated signage is proposed on the site, including a 7 metres tall pylon sign and a 3.3 metres price board that appear to incorporate LED technology for the fuel price boards. DPTI has published the *'Advertising Signs Assessment Guidelines for Road Safety (DPTI, August 2014)'* document to assist with the review and assessment of advertising signs abutting the arterial road network. DPTI has assessed the proposed signage against the above guidelines and recommends that appropriate conditions be applied to any approval in the interests of road safety.

CONCLUSION

Whilst DPTI does not object to the proposed development in-principle, the proposed location of the refuse enclosure is likely to result in conflict with vehicles entering the site and also limit the ability to easily bypass the fuel bowsers during times of high usage. Given the strategic nature of the adjacent section of Port Road, it is recommended that the refuse enclosure be relocated adjacent the proposed control building and the entry point from Port Road be widened to the south by 1.5 metres. Furthermore, appropriate conditions should be applied to ensure that the proposed development will operate in a manner that does not undermine the safety or efficiency of Port Road.

ADVICE

The planning authority is advised to attach the following conditions to any approval:

1. The proposed entry point from Port Road shall be located and designed in general accordance with Site Plan 17JN1313sk01d dated 19.07.18. The proposed entry point shall be widened to the south by 1.5 metres, be angled at 70 degrees to the road and be

clearly line marked/signed to delineate the one-way flow through the access. This shall include the use of a 'No Entry' sign facing internal traffic.

2. Any obsolete crossovers/accesses shall be closed and reinstated to Council's standard kerb and gutter at the applicant's cost. This work shall be completed prior to operation of the development.

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

4. All off-street car parking shall be designed in accordance with *AS/NZS 2890.1:2004* and *AS/NZS 2890.6:2009*. All commercial vehicle facilities shall be designed in accordance with *AS 2890.2-2002*.

5. The largest vehicle permitted on-site shall be restricted to a 10.2 metres rigid vehicle.

6. Signage shall not flash, scroll, move or change, with the exception of the LED fuel price signs, which may change on an as-needs basis.

7. Signage shall not be permitted to operate in such a manner that could result in impairing the ability of a road user by means of high levels of illumination or glare. Accordingly, all illuminated signs visible from Port Road shall be limited to a low level of illumination (i.e. <150Cd/m^2), except in the case of electronic signage, which shall be limited to the following stepped luminance levels:

Ambient Conditions	**Sign Illuminance Vertical Component (Lux)**	**Sign Luminance (Cd/m^2) Max**
Sunny Day	40000	6300
Cloudy Day	4000	1100
Twilight	400	300
Dusk	40	200
Night	<4	150

8. Signage shall, in the case of electronic signage, incorporate an automatic error detection system which will turn the display off or to a blank, black screen should the screen or system malfunction.

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

Yours sincerely,

for **MANAGER, TRANSPORT ASSESSMENT AND POLICY REFORM**
for **COMMISSIONER OF HIGHWAYS**

A copy of the decision notification form should be forwarded to dpti.developmentapplications@sa.gov.au

#13195917

Environment Protection Authority
GPO Box 2607 Adelaide SA 5001
211 Victoria Square Adelaide SA 5000
T (08) 8204 2004
Country areas 1800 623 445

EPA Reference: 34285

21 February 2018

Mr Claudio Barone
Development Officer - Planning
City Of West Torrens
165 Sir Donald Bradman Drive
HILTON SA 5033

Dear Mr Barone

ADVICE FOR REGARD - Activity of Environmental Significance

Development Application No.	211/85/2018
Applicant	Peregrine Corporation
Location	A33, A34, A35 FP119952, Hundred Adelaide, 49-51A Port Road, Thebarton SA 5031.
Activity of Environmental Significance	Schedule 8 Item 10(b); Schedule 21 Item
Proposal	Construction of an Integrated Service Station comprising a retail outlet, drive thru facility and signage.

Decision Notification	A copy of the decision notification must be forwarded to: Client Services Officer Environment Protection Authority GPO Box 2607 ADELAIDE SA 5001

I refer to the above development application forwarded to the Environment Protection Authority (EPA) in accordance with Section 37 of the *Development Act 1993*. The proposed development involves an activity of environmental significance as described above.

The following response is provided in accordance with Section 37(4)(a)(i) of the *Development Act 1993* and Schedule 8 Item 10(b) of the *Development Regulations 2008*.

In determining this response the EPA had regard to and sought to further the objects of the *Environment Protection Act 1993*, and also had regard to:

- the General Environmental Duty, as defined in Part 4, Section 25 (1) of the Act; and

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- relevant Environment Protection Policies made under Part 5 of the Act.

Please direct all queries relating to the contents of this correspondence to Robert De Zeeuw on telephone (08) 8204 1112 or facsimile (08) 8124 4673 or email Robert.DeZeeuw@sa.gov.au.

THE PROPOSAL

The proposal is to construct an integrated service station including:

- control building with fast food outlet and associated drive thru facilities
- a primary fuel canopy with six fuel filling positions
- two underground fuel storage tanks (70,000L each)
- new fuel dispensing equipment
- signage
- on-site car parking, landscaping and fences.

It is proposed to operate the integrated service station 24 hours per day, seven days per week.

SITE DESCRIPTION

The site of the proposed development is located at 49-51A Port Road, Thebarton. The site comprises three contiguous allotments known as Certificate of Title 5378/326, 5378/327 and 5378/110.

The subject land is located within the Urban Corridor Zone, Boulevard Policy Area of the West Torrens Council Development Plan (consolidated 19 December 2017).

The subject site currently comprises a commercial building and ancillary car parking. The site is located approximately 130 metres from sensitive receivers (located to the west) and is adjacent to Port Road, another petrol filling station and other commercial land uses.

CONSIDERATION

Advice in this letter includes consideration of the location with respect to existing land uses and is aimed at protecting the environment and avoiding potential adverse impacts upon the locality.

The 'Discussion Relating to Advice' and 'Advice' sections of the following response are provided in accordance with section 37(4)(a)(i) of the *Development Act 1993* and Schedule 8 Item 10(b) of the *Development Regulations 2008*.

It should be noted that the referral trigger to the EPA for assessment was for petroleum storage purposes only, as per Schedule 21 1(3) of the *Development Regulations 2008*. The EPA has therefore only provided an assessment of the potential environmental impacts associated with the proposed petroleum storage activity.

The 'Other Comments' section of this response is to assist the relevant to authority undertake an environmental assessment of those parts of the application outside the scope of the activity of environmental significance that triggered the referral to the EPA.

In assessing the proposed development, the EPA considered the following plans, specifications and reports submitted with the application:

- 'OTR Thebarton Site Traffic Compliance Statement' prepared by GTA Consultants document number S139650
- Plans prepared by ADS Architects and dated 16 May 2017
- Letter and report prepared by Peregrine Corporation dated 25 January 2018

ENVIRONMENTAL ISSUES

Discussions relating to advice

Interface with Existing Land Uses

The EPA publication *Evaluation distances for effective air quality and noise management* (August 2016) recommends an evaluation distance of 200 metres between a service station/retail outlet operating 24 hours a day which is not on a highway/freeway and a sensitive receiver (i.e. dwelling), which the EPA considers to be related to potential noise impacts from the 24 hour operation. From an air quality perspective (human health and amenity), the EPA considers the 50 metre evaluation distance to be appropriate.

It is acknowledged that the closest sensitive receiver is located approximately 130 metres west of the site. In this regard, air quality impacts are considered below. In relation to noise, as the referral trigger to the EPA only relates to petroleum storage, refer to the 'other comments' section below.

This publication is available at:
http://www.epa.sa.gov.au/data_and_publications/search-documents?q=DISTANCE+GUIDELINES&published=&category=&doctype=4

Air Quality

Petrol vapour emissions at retail petrol stations are a significant and growing source of air pollution in South Australia. Emissions of volatile organic compounds contribute to air pollution and are emitted from storage systems holding hydrocarbon (other than diesel and LPG), as well as from tanker deliveries.

Vapour recovery systems are designed to reduce petrol emissions into the atmosphere from underground storage systems. The EPA advises that, as a minimum, a Stage 1 vapour recovery system be fitted to underground storage tanks, including underground storage tank vent pipes being fitted with a pressure vacuum relief valve to minimise loss during the unloading and storage of fuel. The applicant has proposed a Stage 1 vapour recovery system and a condition has been advised in this regard.

Given the distance to the nearest sensitive receivers and the proposed installation of a Stage 1 vapour recover system, the EPA is satisfied that the proposal would not result in unacceptable air quality impacts.

Water Quality

As potentially contaminated stormwater runoff can be generated at retail petrol stations from

the hard surfaced forecourt areas including re-fuelling areas, parking areas, footpaths, loading areas and other trafficable areas, the EPA considers that best management practices for new development involves not increasing stormwater flows above pre-development flows while minimising the quantity of pollutants in the stormwater flowing from the site.

No stormwater management plan was provided with the application which would normally detail both the flood and water quality management at the site. The information provided does not specifically reference that all trafficable areas would be sealed using either bitumen, concrete or other impervious material. A condition to this effect is therefore advised below.

The development application states that all run-off (including spillages) within the 'high risk' areas (located under the canopy), namely the refuelling and fuel delivery areas (fuel fill points) would be bunded and be directed to a blind tank (with alarm) which has a storage capacity of at least 10,000 litres. This is acceptable to the EPA and conditions are advised below in this regard.

Further, the development application states that the blind tank is proposed to be "emptied by contractors when required". The EPA advises that waste must be removed as necessary by a waste transporter licensed by the EPA to carry such material to an appropriate waste facility. A condition to this effect is advised below.

The forecourt canopy is proposed to be designed to extend beyond the bunded areas by one metre for every three metres of canopy height to minimise the entry of clean stormwater. This is acceptable to the EPA. A condition to this effect is advised below.

The new underground storage tanks are proposed to be double contained fiberglass with Automatic Tank Gauging (ATG) installed as a leak detection and monitoring system. In addition, the delivery pipework (tanks to pumps) would be double contained with a mechanical pressure leak detection system which would test the pressure within the fuel lines when the dispensers are not in use. Should the system detect pressure anomalies, it would automatically shut off the fuel pump to prevent fuel from being pumped from the tanks and minimise any potential for fuel leakage. This is satisfactory to the EPA and conditions to this effect are advised below.

The fuel lines from the tanker fill box to the underground storage tanks would be single walled and not fitted with a pressure leakage detection. The potential for leaks would be monitored through visual inspection at the time the fuel is being dispensed from the fuel delivery vehicle to the tanker loading box, and through submitting daily fuel reconciliation data for statistical inventory reconciliation analysis. This is satisfactory to the EPA.

The proposed fuel storage methods and protection measures for minimisation and/or detection of leaks are satisfactory to the EPA.

OTHER COMMENTS

Stormwater - falling on 'Lower Risk" areas

'High Risk' areas are defined as the area under the canopies where refuelling and fuel delivery takes place and is discussed in detail above. 'Lower Risk' areas are defined as all other hard surfaced areas used for short term car parking for the convenience store etc.

The EPA understands that all stormwater falling on the 'Lower Risk' areas would be directed to a gross pollutant trap (GPT) prior to release to the Council stormwater system.

Vehicles that drive through the 'High Risk' areas have the potential to track/deposit hydrocarbons into the 'Lower Risk' areas. Therefore, the EPA advises that untreated stormwater from 'Lower Risk' areas may still divert contaminated material directly into the Council stormwater system. The EPA recommends the planning authority considers how stormwater management of the 'Lower Risk' areas would be managed.

Noise

Integrated petrol/service station complexes comprise many varied noise sources, including the following:

- cars and trucks entering, operating within and leaving the premises
- the closing of vehicle doors, and customer voices
- fuel deliveries and rubbish collection
- operation of fuel pumping equipment
- operation of fixed plant and equipment (including refrigeration and air conditioning plant).

No acoustic assessment report was submitted with the application.

It is proposed that the service station complex would operate 24 hours a day, seven days per week. Whilst it is noted that the nearest dwellings appear to be located 130 metres from the nearest sensitive receiver, the planning authority should still satisfy itself that the service station would comply with the *Environment Protection (Noise) Policy 2007*.

CONCLUSION

Based on the information provided with the application and provided the conditions are implemented below, the EPA is satisfied that the proposed petroleum storage activity would not cause unacceptable environmental impacts.

ADVICE

The planning authority is advised to attach the following conditions to any approval:

1. Prior to operation, all fuel storage tanks (apart from diesel and LPG) must be fitted with a Stage 1 vapour recovery system (which includes underground storage tank vent pipes being fitted with a pressure vacuum relief valve) that directs the displaced vapours back into the tank during filling.
2. All trafficable areas must be sealed using either bitumen, concrete or other impervious material prior to operation.
3. The forecourt canopies must be designed to extend beyond the bunded area by one metre for every three metres of canopy height to minimise the entry of clean stormwater.
4. All runoff (including spillages) from hardstand areas in the refuelling and fuel delivery areas (under the canopy) must be diverted to a blind tank (with alarm) with a minimum 10,000 litre capacity.

5. Any material collected within the blind tank is considered waste and must be removed by an EPA licensed waste transporter.
6. All underground fuel storage tanks must be double-walled fibreglass and fitted with an automatic tank gauging (ATG) system to monitor tank levels and detect leaks.
7. Prior to use, all fill lines between the underground storage tanks and fuel dispensers must be fitted with a pressure leak detection system.

The following notes provide important information for the benefit of the applicant and are requested to be included in any approval:

- The applicant is reminded of its general environmental duty, as required by Section 25 of the *Environment Protection Act*, to take all reasonable and practicable measures to ensure that the activities on the whole site, including during construction, do not pollute the environment in a way which causes or may cause environmental harm.
- EPA information sheets, guidelines documents, codes of practice, technical bulletins etc can be accessed on the following web site: http://www.epa.sa.gov.au
- The applicant is reminded that the blind tank alarm should be set to ensure the tank is serviced to maintain a minimum of 8,000 litres capacity (which in the event of a large fuel spill, would contain the entire contents of a fuel tanker compartment).

Yours faithfully

Courtney Stollznow
Delegate
ENVIRONMENT PROTECTION AUTHORITY

Josh Banks

Subject: FW: 51 Port Road Thebarton DA 211/85/2018
Attachments: D - 85 - 2018 - - Referral to City Assets - REVISED 180911.doc

From: Richard Tan
Sent: Friday, 22 March 2019 2:30 PM
To: Josh Banks
Cc: Andrew King
Subject: RE: 51 Port Road Thebarton DA 211/85/2018

With the brief perusal of previous commentary by Frank and Ming, as well as previous and latest plans, please find the following comments for your information:

- Traffic comment 1. Fuel tanker parking position
  From the site plan (Objectives ID A2285023) you have provided, the refuge area has been redesigned. The redesign has provide sufficient room for non-fuel customer's vehicle coming from Port Road access to the drive-through and shop area if there is vehicle refilling and waiting at the southern-most bowser.
- Traffic comment 2. This issue is still outstanding.
- Stormwater quality comment 5.2 & 5.3 are still outstanding and has been recommended to address these as a Reserve Matter.
- The remaining issues have been assessed as acceptable.

If you have any further queries, please do not hesitate to contact me.

Regards

Richard Tan
Development Engineer
City of West Torrens

From: Andrew King
Sent: Friday, 22 March 2019 12:09 PM
To: Josh Banks ; Richard Tan
Subject: FW: 51 Port Road Thebarton DA 211/85/2018

Josh

Here is the DA feedback from September 2018 in relation to the service station. It would appear that it wasn't added to the system at the time.

Richard - can you please review the feedback in context with the current plan set and provide Josh with a simple email confirmation of where some or any of the previous raised issues have been addressed in any way (from that which has been described to us, there would appear to have been little update to the design)

Many Thanks,

Andrew King
Coordinator Engineering Services
City Assets
City of West Torrens

On Tue, Sep 11, 2018 at 11:42 AM, Frank Siow wrote:

Hi Claudio,

I refer to the amended plans of the proposal and the additional information and turn path diagrams provided by GTA consultants (letter of 4/7/18) in response to my previous concerns about the development. I provided earlier comments about the development in March 2018.

1. Fuel tanker parking position - GTA have shown that an amendment is required to the refuse area to allow a car to bypass a vehicle using the southern-most bowser when there is a tanker parked on-site. However, in this scenario, if there is a car waiting behind the vehicle that is refuelling, access for customers to the drive-through and the shop would not be possible if other bowsers to the north are also being utilised. The proposed layout would not result in convenient access for non-fuel customers.

2. Minimum 2-car queue distance - this Council requirement is consistent with the long-standing DPTI requirement for integrated service station sites. The proposed distance to the southern-most bowsers does not meet this requirement and potentially could affect or block entry movements from Port Road, which is the main entry point for the customers using the facility. It could also result in the pedestrian path on Port Road being obstructed.

3. Queuing distance to the OTR - there is limited queuing distance at the order point (see reference in the Guide to traffic generating developments NSW). GTA stated that the QSR is a 'coffee and cake' style outlet and does not generate the queuing requirements compared to other fast food outlets. I note that the architectural elevations identify a 'Subway' next to the order station. I understand that the approval would be for a generic type fast food outlet, therefore there would not be a restriction on the type of fast food outlets that could occupy the site in the future.

4. Given the location of the bin enclosure being adjacent to the main entrance, refuse truck access should be restricted to off-peak periods only.

5. As previously commented, bicycle parking should also be provided for the development.

In summary, I am concerned with the proposed layout of the development, in particular the potential circulation access issue for non-fuel customers and the inadequate queuing distance between the southern-most bowsers and Port Road.

One way of addressing the circulation access concern is to delete the left hand side bowser (southern-most). This would allow a wider and clear 'roadway' to be provided, which would minimise instances of customers of the drive-through and the shop being blocked, in the event that a tanker is parked on-site and other fuel bowsers are being used. It would also increase the queuing distance to the order point for the drive-through. This suggestion, however, would not address the inadequate queuing distance from Port Road.

Kind Regards,

Frank Siow

City of West Torrens
Between the City and the Sea

Memo

To	Claudio Barone
From	Ming Siow
Date	11/09/2018
Subject	211/85/2018, 49-51A Port Road, THEBARTON SA 5031

Claudio Barone,

The following City Assets Department comments are provided with regards to the assessment of the above development application:

1.0 Traffic Comments

The following comments have been provided by Council's Traffic Consultant

I refer to the amended plans of the proposal and the additional information and turn path diagrams provided by GTA consultants (letter of 4/7/18) in response to my previous concerns about the development. I provided earlier comments about the development in March 2018.

1. Fuel tanker parking position - GTA have shown that an amendment is required to the refuse area to allow a car to bypass a vehicle using the southern-most bowser when there is a tanker parked on-site. However, in this scenario, if there is a car waiting behind the vehicle that is refuelling, access for customers to the drive-through and the shop would not be possible if other bowsers to the north are also being utilised. The proposed layout would not result in convenient access for non-fuel customers.

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3. Queuing distance to the OTR - there is limited queuing distance at the order point (see reference in the Guide to traffic generating developments NSW). GTA stated that the QSR is a 'coffee and cake' style outlet and does not generate the queuing requirements compared to other fast food outlets. I note that the architectural elevations identify a 'Subway'

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next to the order station. I understand that the approval would be for a generic type fast food outlet, therefore there would not be a restriction on the type of fast food outlets that could occupy the site in the future.

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2.0 FFL Consideration – Finished Floor Level (FFL) Requirement

2.1 In accordance with the provided 'Stormwater Plan' (SAGERO - Project No. SA170104 - Drawing No. C01 - Issue A), the FFL of the proposed development (20.340) have been assessed as satisfying minimum requirements (20.340 minimum) in consideration of street level information.

3.0 Verge Interaction (with street tree)

3.1 In association with new development, driveways and stormwater connections through the road verge need to be located and shaped such that they appropriately interact with and accommodate existing verge features in front of the subject and adjacent properties. Any new driveway access shall be constructed as near as practicable to 90 degrees to the kerb alignment (unless specifically approved otherwise) and must be situated wholly within the property frontage.

New driveways and stormwater connections are typically required to be located a minimum 1.0 metre offset from other existing or proposed driveways, stormwater connections, stobie poles, street lights, side

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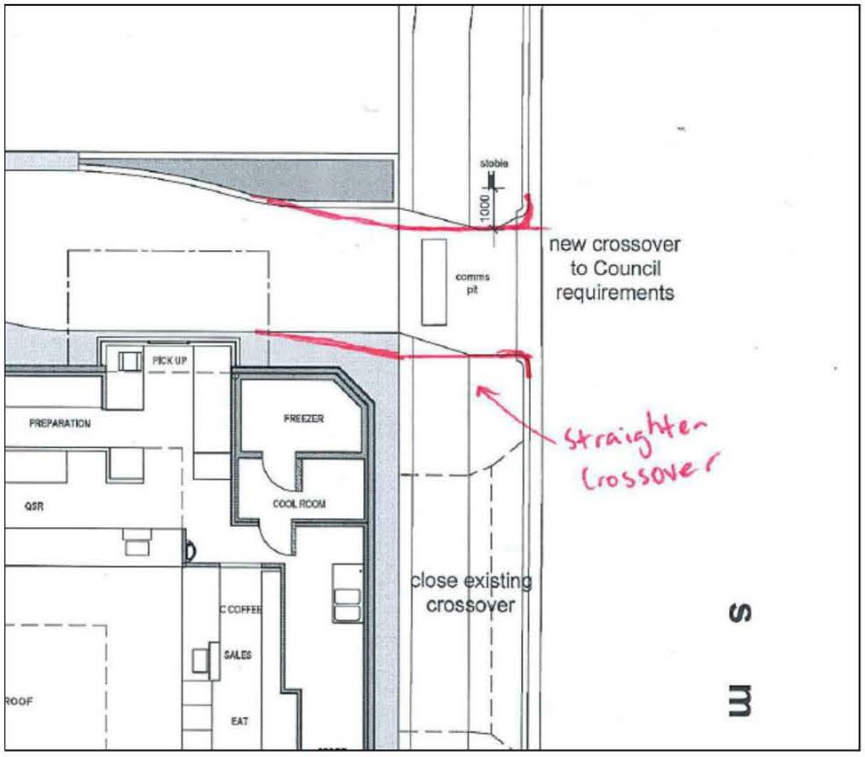
entry pits and pram ramps, etc. (as measured at the front property boundary).

These new features are also desired to be located a minimum of 2.0 metres from existing street trees, although a lesser offset may be acceptable in some circumstances. If an offset less than the desired 2.0 metres is proposed or if it is requested for the street tree to be removed, then assessment for the suitability of such will be necessary from Council's Technical Officer (Arboriculture).

3.2 The westernmost single driveway access would require to be offset at the minimum 1.0m from the existing stobie pole. The current proposal satisfies this, however, the crossover is at an angle through the road verge and will require slight amendment. Please see the attached sketch for a suitable layout.



I understand that Council's arborist requires a minimum offset of 1.5m from the existing street tree on Port Road which appears to have been satisfied.

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4.0 Closing of Redundant Crossovers

It is noted that the portion of existing crossover will be made redundant. This redundant portion of crossover should be reinstated to vertical kerb prior to the completion of any building works at the applicant's expense.

5.0 Stormwater Management Plan

5.1 Stormwater Detention

The stormwater detention calculations show an acceptable stormwater detention system.

It is recommended that a condition similar to the following be included with any approval;

- Prior to occupancy of the site, the 23m^3 stormwater detention tank and associated plumbing to service all toilets and laundry is to be installed and operational.
- The maximum stormwater discharge from the site shall be limited to 10.44L/s

5.2 Stormwater Quality – Commercial Sites

Reference is made to all water or fluid runoff from underneath the canopy being directed to a controlled storage (blind tank) NOT connected to the site stormwater system. The area also being bunded to prevent the exit of potential spills and entrance of stormwater runoff from outside the controlled area.

Council Administration support these measures, however believes that the receipt and assessment of detail level design of the site should be undertaken to ensure this critical separation of runoff is achieved.

It is recommended that a Reserve Matter be included with any approval of this development which would require the detail site design plan to be reviewed and approved by Council, in relation to the appropriate provision of bunding to separate water/spill runoff from the controlled footprint.

5.3 Stormwater Quality Targets

In relation to the remainder of the hard surface area of the site outside of the bunded canopy area, the following standard water quality considerations should be provided.

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Reference is made within the provided supporting documentation that an 'Aquator Class One Full Retention Oil Separator' would be provided to address stormwater quality improvement. This treatment unit would not satisfy the follow stormwater quality requirements (outlined in feedback provided on 13/03/18.

Therefore, a revised plan showing a suitable stormwater quality device is required to be provided to Council.

It is considered within the stormwater industry that the following table outlines current best practice for the targeted improvement of stormwater quality from new developments of scale.

The targets being;

Parameter	***Target***
Litter/Gross Pollutant	Retention of litter greater than 50mm for flows up to the 3 month ARI peak flow.
Oil and Grease	No visible oils for flows up to the 3 month ARI peak flow.
Reduction in Average Annual Total Suspended Solids (TSS)	80% *1
Reduction in Average Annual Total Phosphorous (TP)	60% *1
Reduction in Average Annual Total Nitrogen (TN)	45% *1

*1 - Reduction as compared to an equivalent catchment with no water quality management controls.

Industry standard computer modelling would be anticipated (as a minimum) to be utilised to demonstrate the suitability of the proposed measures to achieve the above nominated targets.

A Reserve Matter could be included with any approval of this development requiring a suitable designed/sized stormwater quality improvement device to be reviewed and approved by Council prior to the lodgement of Building Rules Consent of the development.

Regards

Ming Siow

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Arboricultural Assessment of Street Trees

Development Application No: **211/85/2018**

REFERRAL DUE DATE:

Assessing Officer:	**Claudio Barone**
Site Address:	**49-51A Port Road, THEBARTON SA 5031**
Certificate of Title:	**CT-5378/110, CT-5378/327, CT-5378/326**
Description of Development	**Construction of an Integrated Service Station comprising retail outlet, drive thru facility and signage.**

TO THE TECHNICAL OFFICER – CITY ASSETS

Please provide your comments in relation to:

☐ **The removal of or impact upon the Street Tree**

☐ **Species of Tree:**

☐ **Your advice is also sought on other aspects of the proposal as follows:**

Can you please provide advice on the proposed removal of two street tree in relation to this development?

Cheers Claud

PLANNING OFFICER - Claudio Barone DATE 26 March 2018

FROM THE TECHNICAL OFFICER

I have examined the plans as requested and provide comments as follow.
As with all development applications it must be proven beyond reasonable doubt that all alternatives have been explored so not to hinder the progress of any street tree(s).

Any proposed development that does not consider "AS4970 Protection of Trees on Development Sites", is likely to require revision until all plans accurately correspond with the specific tree information detailed in this standard.

Verge interaction must consider all services that cross council land including stormwater outlets (and other) which will need to be maintained a minimum of 2.0m from any existing street tree (unless existing or otherwise negotiated). All services must be indicated /documented on appropriate plans for Council assessment and approval.

A site investigation together with the information provided has revealed that there is 9.8m from the northern property boundary on Port Road to the existing Platanus x acerifolia (London Plane) street tree.

It is noted in the response from City Assets that the proposed crossover on Port Road is entry only and vehicles are to exit via Smith Street.

Allowing 2.8m for the refuse area and price board location as shown in the plan set and a reduced offset of 1.5m from the Platanus x acerifolia (London Plane) street tree.

It will still be possible to accommodate 6.0mcrossover width at the property boundary and still retain the street tree.

City Operations will support a reduced offset of 1.5m for the (London Plane) street tree but does not support the removal of this street tree.

City Operations expect that some pruning will be required to allow clear access for some larger vehicles, council must be notified via the appropriate customer request, and council staff will perform all works associated with the community asset.

There is an existing Callistemon Harkness (bottlebrush) street tree located on the corner of Port Road and Smith Street.

In this instance City Operations will support the removal of this street tree.

With reference to the City of West Torrens, Fees and Charges Document 2017-2018 "Tree removal for driveway construction", once Council has assessed all circumstances and considered it acceptable that a street tree can be removed, a fee is calculated based on Council's standard schedule of fees and charges.

The fee is used to offsets the loss of the asset (street tree) to the community, with funds received invested in Council's annual Greening Program.

As a result of the proposed development at 51 Port Road Thebarton, City Operations has considered the health, structure, form, useful life expectancy, and age of the Callistemon Harkness (bottlebrush) street tree and will support its removal.

A fee of $1110.00 will be required prior to the commencement of any work.

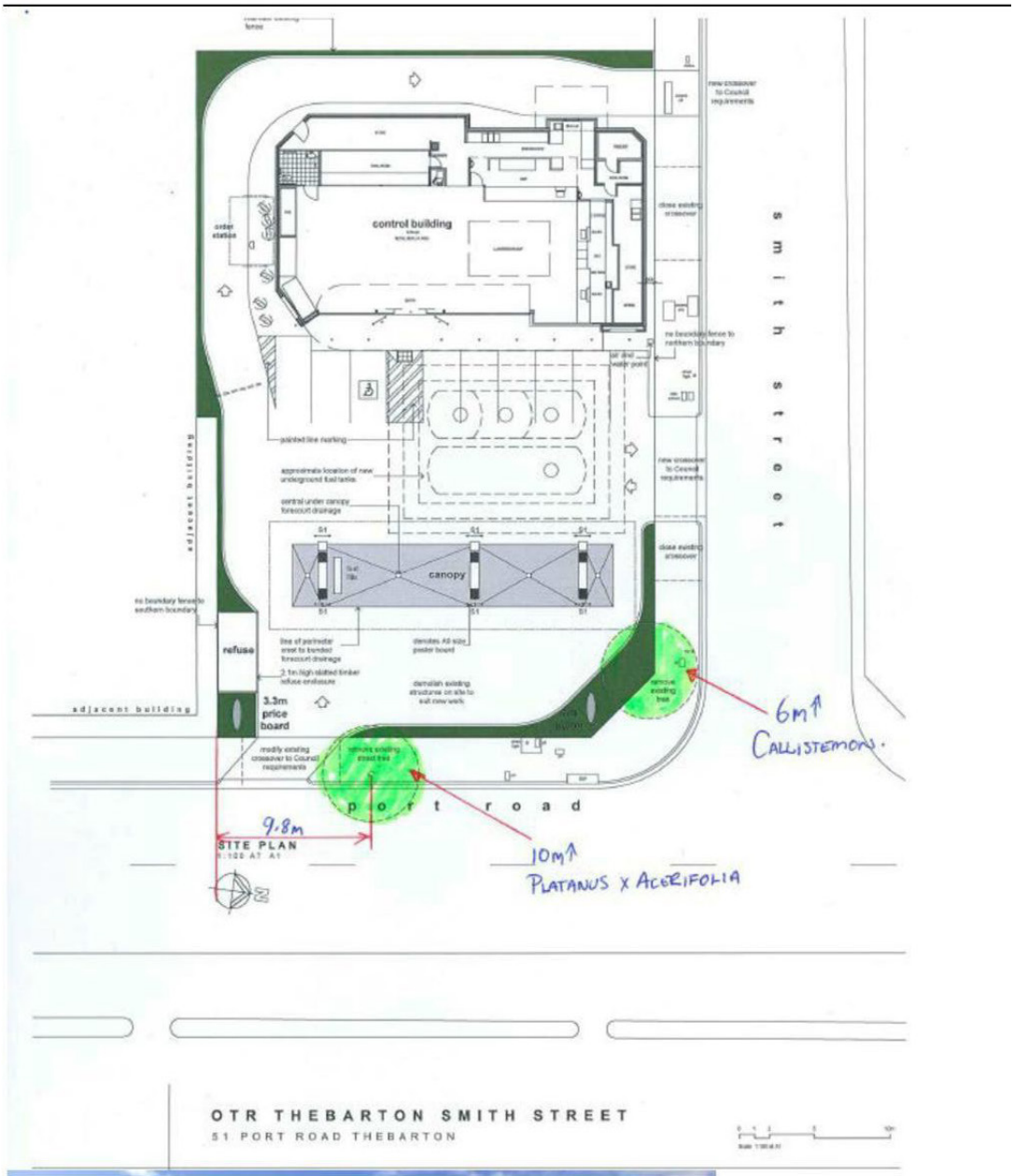
Please note, under no circumstances is any individuals other than council staff permitted to interfere with a street tree. If pruning etc. is required, council must be notified via the appropriate customer request, and council staff will perform all works associated with the community asset.

Final crossover locations will be confirmed once appropriate documentation has been received from the applicant and they have submitted "an application to construct a vehicle crossing place(s) across council land".

Rick Holmes
Arboriculture Assistant
165 Sir Donald Bradman Drive
Hilton SA 5033

Telephone: 8416 6333
Fax: 8443 5709

DATE: 13/04/2018


control building
canopy
refuse
3.3m price board
adjacent building
smith street
port road
6m↑ CALLISTEMON.
10m↑ PLATANUS x ACERIFOLIA
9.8m
SITE PLAN
OTR THEBARTON SMITH STREET
51 PORT ROAD THEBARTON







