

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, 8 SEPTEMBER 2020
at 5.00pm

Public access will be by electronic platform only (audio and video).
Public access to the meeting will not be provided in person.

Information on public access to the meeting is available at:
<https://www.westtorrens.sa.gov.au/livestream>

Hannah Bateman
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****1.2 Electronic Platform Meeting****2 PRESENT****3 APOLOGIES****4 CONFIRMATION OF MINUTES****RECOMMENDATION**

That the Minutes of the meeting of the Council Assessment Panel held on 11 August 2020 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 12-20 Arthur Lemon Avenue, UNDERDALE

Application No 211/456/2020

DEVELOPMENT APPLICATION DETAILS

DESCRIPTION OF DEVELOPMENT	Change of use to education establishment (secondary school), additions and alterations to existing building, new storage shed and associated car parking and landscaping
APPLICANT	Nazareth Catholic Community C/o - Darren Bailey
APPLICATION NUMBER	211/456/2020
LODGEMENT DATE	5 June 2020
ZONE	Residential Zone
POLICY AREA	Medium Density Policy Area 18
APPLICATION TYPE	Merit
PUBLIC NOTIFICATION	Category 3
REFERRALS	Internal <ul style="list-style-type: none"> • City Assets • Waste Management
DEVELOPMENT PLAN VERSION	Consolidated 21 May 2020
DELEGATION	<ul style="list-style-type: none"> • Where the Chief Executive Officer or Assessment Manager form the opinion that the relevant application warrants consideration and determination by the CAP.
RECOMMENDATION	Support with reserved matters and conditions
REPORT AUTHOR	Brendan Fewster

SUBJECT LAND AND LOCALITY

The subject land is formally described as Allotment 54 Deposited Plan 67591 in the area named Underdale Hundred of Adelaide, Volume 5948 Folio 226, and is more commonly known as 12-20 Arthur Lemon Avenue, Underdale. The subject site is an irregular shape with a 67.13 metre (m) wide frontage to Arthur Lemon Avenue and a frontage of 72.41m to Witty Court. The land is 5097 square metres (m²) in total area.

While there are no encumbrances or Land Management Agreements on the Certificate of Title, it is noted there are two services easements over the land.

The site currently contains a large two-storey commercial building that was formerly used by the University of South Australia for educational purposes. The building is currently vacant. There is a bitumen car park around the curtilage of the building on the northern, southern and western sides with parking for in excess of 60 vehicles.

The site is relatively flat and is covered almost entirely by the commercial building and hard paved surfaces. There are no Regulated Trees on the subject site, and while there appears to be several Regulated Trees on the adjacent childcare centre site to the north, these trees would not be affected by the proposed development.

The locality includes the former University site that has been redeveloped into a housing estate. To the north is a childcare centre and residential development comprising detached dwellings and two storey residential flat buildings. To the east and south are predominantly detached and row dwellings, while to the west are the grounds of the Underdale High School.

The amenity of the locality is relatively high due to the quality of the surrounding housing stock and the spacious and well vegetated character derived from the school grounds, the Torrens Linear Park and small public reserves.

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



RELEVANT APPLICATIONS

DA Number	Description of Development	Decision	Decision Date
211/791/2019	Combined Land division - Torrens Title; SCAP No. 211/D094/19; Creating five (5) additional allotments, a public road and the construction of five (5) two-storey dwellings	Approved by CAP	14/04/2020
211/913/2017	Construction of five(5) two-storey group dwellings	Withdrawn	
211/903/2017	Land division - Torrens Title; DAC No. 211/D130/17 (Unique ID 58914); Create five (5) additional allotments, the alteration to an existing building and the creation of a public road	Withdrawn	
211/922/2009	Building alterations and internal works including partial demolition and new openings	Approved	09/11/2009
211/1453/2004	Land Division - Torrens Title DAC No. 211/D138/04 Total of 3 allotments	Approved	14/02/2005
211/1452/2004	Land Division - Torrens Title (Lot 889 Holbrooks Rd) DAC No. 211/D137/04 Total of 145 allotments	Approved	23/05/2005
210/P046/92	Distant Education Facility	Approved	

PROPOSAL

The proposal is seeking to change the use of an existing building to an education establishment (secondary school). The proposal also includes an internal fit-out, new canopies and window openings, construction of a new storage shed and modifications to an existing car park.

The proposed canopies will be located on the northern and western sides of the existing building and comprise flat and pitched roofs on steel frames. The proposed storage shed is to be located in the north-western corner of the site and will measure 36m² in area and 3.85 metres at its highest point and is of pre-painted sheet metal finish.

No more than 400 students and 30 staff will occupy the site at any one time and no teaching classes will take place after 5.00pm on school days or on weekends.

The existing at-grade car park will be modified to provide a total of 50 car parking spaces for teachers, students and visitors. The main car park comprising 42 spaces is located on the southern side of the building, while a smaller staff-only car park with 8 spaces is located on the northern side. Bicycle racks for the parking of up to 40 bikes are to be provided near the building entrances.

A new set down / pick-up area is to be provided at the western end of the main car park to facilitate student drop-off and pick-up during peak periods.

The proposal includes a landscaping concept for the site comprising a mix of plantings and paving treatments along property boundaries, around the curtilage of the building and within car parking areas.

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

PUBLIC NOTIFICATION

The application is a Category 3 form of development pursuant to Section 38 of the *Development Act 1993*, as the proposal is not assigned to Category 1 or Category 2 and thus defaults to Category 3 for public notification purposes.

Properties notified	43 properties were notified during the public notification process.
Representations	4 representations were received (one withdrawn)
Persons wishing to be heard	1 representor requested to be heard however the representation has since been withdrawn.
Summary of representations	Concerns were raised regarding the following matters: <ul style="list-style-type: none"> • Traffic and parking impacts from student vehicles; • Inadequate bicycle parking provision; • Amenity impacts from pedestrian movements; • Access to existing car parking; and • Need for signage controls.
Applicant's response to representations	Summary of applicant's response: <ul style="list-style-type: none"> • 16 spaces for student parking will be available and regulated via a permit system; • While there may be an increase in traffic during peak periods, the overall traffic generation would be less than the existing use and would not exceed the capacity of the road network; • Bicycle parking for up to 40 bikes is now provided; • A Pedestrian Management Plan has been provided to appropriately manage student movement between the campuses; • Witty Court is not affected by the development; • No third-party use of the car park will be permitted as this is private land; and • There are no smoking areas on the site and appropriate landscaping will be selected near the adjacent child care centre.

A copy of the representations is contained in **Attachment 3**. The applicant's response to the representations is contained in **Attachment 2**.

INTERNAL REFERRALS

Department	Comments
City Assets	<ul style="list-style-type: none"> • The following comments have been provided by Council's Traffic Consultant, Mr Frank Siow: <ul style="list-style-type: none"> ○ The revised plan shows that the car park has been modified to accommodate 50 spaces, which is 6 spaces more than previously shown. The increase in on-site parking is supported. ○ The revised plan includes 40 bicycle parking spaces, located adjacent to Car Park 1 and Car Park 2. This provision is supported. ○ The MFY letter of 3/8/2020 references to some of the 400 students being from Year 11. Generally, Year 11 students are unlikely to drive to school. ○ The School operates a permit system for senior school students who wish to drive to school and that currently 20 students have been issued with such a permit. The School also has the ability to manage those students by allowing some of them to continue to park at the main Flinders Park campus. ○ It is recommended that a condition be included to allow no more than 16 student vehicles to be parked on the subject site and that any excess student parking beyond this number shall be directed to park at the Flinders Park campus. Parking can be controlled via the school's permit system. If such a condition is included, concerns about the student parking would be reasonably addressed. ○ There is already a staff parking requirement of up to 30 spaces for the subject site. Car Park 1 is a small car park, with 1 disabled space and 7 standard spaces. From a traffic management perspective, it is recommend that this car park be designated for use by STAFF and disabled user only and sign-posted accordingly. If left unallocated, some drivers (non-staff) would slow down on Arthur Lemon Avenue to try and view from the street if there are empty spaces available, rather than proceed directly to the much larger Car Park 2, which also has a large turnaround designed at the end of the car park. ○ For Car Park 2, the southern parking row (Spaces 22 to 42) should be specifically allocated for staff parking. This would then free up the northern parking row for student, visitor and drop-off/pick-up parking on the building entrance side, where students exit from the premises. ○ The proposed development should not result in a worsening of the traffic flows in the area, having regard to the previous office land use on the subject site. ○ A condition should be included to require that the waste collection occur after the peak school times, given the manoeuvring area required (which would impact on the drop-off area) by the large truck to turnaround.

	<ul style="list-style-type: none"> ○ The additional turn path diagram provided (see Figure 1 of the MFY letter 3/8/2020) shows that the School's mini-bus would be able to utilise the turnaround provided in Car Park 2. ○ The contents of the Pedestrian Management Plan prepared by the School to deal with the issue of students moving between campuses is noted. The management plan includes information on the electronic access system to manage the movements of students and the potential availability of the School's mini-bus to provide transport for these students during inclement weather. The management plan would represent a commitment from the School to ensure that movements between campuses have been considered appropriately. ○ On balance, the proposed development is supported from a traffic and parking perspective, subject to my recommendations in items 1.5, 1.6, 1.7 and 1.9 being included. <ul style="list-style-type: none"> • Given that this is a 'change of use' type of development, the principles to which the WGA report proposes the stormwater quality improvement and stormwater detention are considered reasonable. • There is no referencing within the provided report of supporting information in relation to the harvesting and use of collected stormwater. For developments of this scale and nature, Council typically very strongly encourages the harvest and use of stormwater. • New canopies have been indicated to be located over an existing stormwater drainage easement vested to Council. The recommended notes should be included with any approval. <p>The above concerns have either been addressed by the applicant or included within the recommendation as conditions of consent or reserved matters.</p>
Waste Management	<p>Waste Management considers the proposed waste management plan for 12-20 Arthur Lemon Avenue to be appropriate and suitably addresses the requirements for the provision of waste services for a development of this type. It is acknowledged that there is no data available relating to waste generation for schools and a pro-rata approach is acceptable.</p> <p>The proposed bin enclosure is considered appropriate for the potential volume of waste generated by the facility.</p>

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, within 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 nonresidential 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.

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.

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
CAR PARKING <i>General Section: Transportation and Access</i> <i>PDC 34</i>	1 space per full time employee plus 1 space for wheelchair users plus an additional 10 per cent of the total for visitors 34 required	50 spaces total 30 staff spaces 1 disabled space 3 visitor spaces 16 student spaces Satisfies
LANDSCAPING <i>General Section: Landscaping, Fences & Walls</i> <i>PDC 4</i>	A minimum of 10 per cent of a development site	10% + Satisfies

ASSESSMENT

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

Land Use / Form of Development

The subject land is situated within the Residential Zone of Council's Development Plan. The Residential Zone encompasses the whole of the residential area that surrounds the site, including the grounds of the Underdale High School immediately to the west. The Torrens Linear Park to the north-west is within the Open Space Zone.

The site currently contains a large two-storey commercial building that was formerly owned and occupied by the University of South Australia as a tertiary institution. More recently, the building has been used as a commercial office, however this use ceased several years ago and the building has remained vacant.

While the Objectives for the Residential Zone generally seek different kinds of residential development, the Development Plan provisions do not preclude non-residential uses within residential areas or zones, particularly if such uses are demonstrated to be small scale and low impact. As recognized in PDC 1 and 3 of the Residential Zone, the main tests for non-residential development are whether the scale and nature of the development is such that it:

- (a) serves the needs of the local community;
- (b) is consistent with the character of the locality; and
- (c) does not detrimentally impact on the amenity of nearby residents

PDC 1 and 3 of the Residential Zone and PDC 1 of Medium Density Policy Area 18 envisage “*small scale non-residential uses that serve the local community*”. A secondary school is identified as a suitable non-residential use.

Although a secondary school for 400 students and 30 staff is not necessarily small-scale, it is however reasonable to expect that a school of this size would primarily serve a local catchment. Also, in determining the suitability of the proposed land use, other factors should be considered such as the previous or original use of the land, the adaptive reuse of existing buildings and the relationship of the use with surrounding residential development.

The proposal will, in effect, re-activate the original education use of the land, although the nature of the use would now strictly cater for secondary school education. The existing building was originally built for education use and thus is fit for purpose. It is noted also that the building occupied the site well before the surrounding land between Holbrooks Road and the River Torrens was redeveloped for housing in circa 2008. As is the case with the adjacent Underdale High School, which is considerably larger than the proposed campus, the existing education building has co-existed with surrounding residential land for many years without adverse impacts and is a longstanding feature within the local built form environment.

As considered in more detail below, it is likely that the proposed education establishment would generate additional traffic and pedestrian movements during peak drop-off and pick-up times however there is considered to be sufficient on-site car parking provision and control measures in place for vehicle and pedestrian movements to ensure the proposal does not cause undue nuisance to surrounding sensitive land uses. This would adequately address their concerns.

Accordingly, the proposed development would not entrench an incompatible land use within the locality or undermine the Objectives of the Zone and Policy Area. On balance, the proposal is considered to be an orderly and appropriate form of development.

Built Form and Streetscape

Apart from some new window and door openings, the proposal would not alter the general appearance of the existing building when viewed from Arthur Lemon Avenue.

The proposal includes a series of canopies that will be attached to the northern and western facades to provide shade and shelter. The structures are small-scale and designed with simple flat and pitched roofs on steel frames. The canopies and storage shed are well removed from the road frontages and would have a recessive and complementary appearance.

The proposed built form would respond positively to the existing building and the prevailing streetscape and would not detract from the visual amenity of surrounding properties. Objective 1 and PDC 1 of the General Section (Design and Appearance) are therefore satisfied.

Amenity, Interface and Operational Considerations

The subject land interfaces with residential properties on the eastern side of Arthur Lemon Avenue and the southern side of Witty Court. To the north is a child care centre and several two storey dwellings fronting an internal driveway. The grounds of the Underdale High School are immediately to the west.

Objective 1 and PDC 1 and 2 of the General Section (Interface between Land Uses) seek to ensure that new development is designed and operated in a manner that adequately protects the amenity of the locality. Most of the representors have expressed some concern with the impact of the development on their amenity, particularly with respect to increased traffic, parking of vehicles in residential streets and the movement of students between the campuses.

While the proposal is likely to generate more traffic than the previous office use, the peak traffic generation would be confined to relatively short periods in the morning (i.e. school drop-off) and in the afternoon (i.e. school pick-up) when most surrounding residents would be at work. The applicant has advised teaching classes and after school care (OSHC) will not take place after 5pm. A condition of consent has been included that prohibits teaching classes or OSHC taking place after 6.00pm on weekdays or any time on weekends. Furthermore, as the proposed campus will be occupied primarily by year 12 students, it is reasonable to expect that a significant number of students would either walk, ride or catch the bus to school. In terms of car parking, the proposal is unlikely to result in on-street parking impacts given there is sufficient on-site car parking and drop-off / pick-up facilities, as demonstrated within the access and car parking section below.

In response to representor and staff concerns relating to noise and general disturbance from students walking between campuses, the applicant has provided a Pedestrian Management Plan (PMP). The PMP confirms the following:

- The number of students moving between campuses at any one time will be small (maximum of 25 or so), comprising groups of up to 5 students;
- There are three safe and convenient routes for students to take with sealed footpaths and a shared-use path;
- Student movements will not be directly supervised as students are of a suitable age to do so without supervision;
- An electronic access system to register student movement between sites will be used;
- An induction process will inform students of the required protocols; and
- A school bus will be used in inclement weather with students notified of departure times between the campuses.

While the behaviour of students outside of the subject land is not something that can be controlled as part of the planning approval process, the Pedestrian Management Plan demonstrates that pedestrian movements between the campuses can be appropriately managed by the school so as to minimise impacts upon the amenity of surrounding residents.

The owners of the adjacent child care centre have expressed some concern with the potential for smoking areas and plant species to impact of the health and wellbeing of children under their care. The applicant has confirmed that the proposed campus has a no-smoking policy and that only low allergen plant species will be used. The use of low allergen plants has been reinforced by way of a reserved matter.

Accordingly, the proposal would not adversely impact upon the amenity of nearby sensitive uses by way of noise, odour or traffic. The proposal is considered to satisfy Objectives and Principle of Development Control 1 and 2 of the General Section (Interface between Land Uses).

Vehicular Access, Car Parking and Traffic

The Development Plan provisions seek to ensure that new development provides safe and convenient access for vehicles and pedestrians and sufficient on-site car parking for patrons and staff.

The proposal will utilise two existing access points on Arthur Lemon Avenue. Both access points will provide two-way simultaneous vehicle movements to the respective car parks. Council's Traffic Engineer has confirmed that the existing access arrangements are safe and convenient in accordance with PDC 24 of the General Section (Transportation and Access).

In terms of traffic generation, the Traffic and Parking Report prepared by MFY has identified a rate of 0.3 trips per student based on previous surveys and comparisons, which means the development would generate approximately 120 trips during the peak hour periods. It is considered that this volume of traffic could be readily accommodated on the adjacent road network and would not change the nature or function of the existing roads. Council's Traffic Engineer is satisfied that *"the proposed development should not result in a worsening of the traffic flows in the area, having regard to the previous office land use on the subject site"*.

The existing at-grade car park will be modified to provide a total of 50 car parking spaces for teachers, students and visitors. The main car park (Car Park 2) comprising 42 spaces is located on the southern side of the building, while a smaller staff-only car park (Car Park 1) with 8 spaces is located on the northern side. Bicycle racks for the parking of up to 40 bikes are also to be provided near the building entrances. The proposed set down / pick up area would accommodate 6 vehicles plus queuing for 11 vehicles.

For the purposes of a car parking assessment, *Table WeTo/2 – 'Off Street Vehicle Parking Requirements'* prescribes the following car parking rates for a secondary school:

- 1 space per full time employee; plus
- 1 space for wheelchair users; plus
- An additional 10 per cent of the total for visitors

Based on there being a maximum of 30 staff on the campus at any one time, there is a Development Plan requirement for at least 34 car parking spaces. While the proposed car parking would exceed this requirement by 16 spaces, the Development Plan standard does not adequately address the anticipated demand for student parking given that the proposed campus would cater for year 12 students. In this instance, it is considered necessary for additional on-site car parking to be provided to ensure the proposal does not result in considerable on-street parking throughout the day in adjacent residential streets.

Having assessed similar educational uses in the past, Council's Traffic Engineer considers at least 16 spaces should be provided to cater for students that drive to school. Although this is above and beyond the minimum parking requirements outlined in Table WeTo/2, the additional parking will safeguard the surrounding residential area from congestion and any resultant amenity-related impacts. The applicant has confirmed that no more than 16 student vehicles will be parked on the site at any one time, with the parking of student vehicles to be controlled via a school permit system. As the proposal has been amended to comprise 50 on-site car parking spaces and student parking would be appropriately controlled, the proposal is supported from a car parking perspective. Objective 2 and PDC 34 of the General Section (Transportation and Access) are therefore satisfied.

The applicant has provided a Traffic and Parking Report prepared by a MFY Consultants. The report concludes that:

- The proposal provides more car parking spaces on the site than envisaged in the Development Plan and would contribute to the amenity of the adjacent residential area by reducing any on-street parking requirement;
- While it is anticipated that there would be an increase in traffic during peak school periods, this would not result in the capacity of the road network being exceeded and would be for short periods;
- The school operates a permit system for senior school drivers to manage the number and location of student vehicles;
- The proposal will incorporate a pick-up/set-down on the subject site so as not to increase the number of pick-up/set-down associated vehicles required to park on-street;
- The proposed parking layout is consistent with the Australian Standards;
- Adequate bicycle parking is provided;
- Vehicle and pedestrian access is safe and convenient; and
- The proposal will enable delivery and refuse vehicles to enter and exit the site in a forward direction.

The proposal has been reviewed by Council's Traffic Engineer, and while some initial concerns were raised with respect to on-site car parking provision, these matters have since been adequately addressed by the applicant and reflected in the amended plans and conditions of consent.

Given the above considerations, the proposal would sufficiently meet the anticipated car parking demand generated 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.

Crime Prevention and Public Safety

Objective 1 of the General Section (Crime Prevention) seeks to ensure that public safety is carefully considered in all new development. The proposed development incorporates the following crime prevention measures:

- mostly low lying shrubs along the road frontages and adjacent to car parking areas;
- new boundary fencing comprising predominantly of 1.8m high tubular style fences;
- defined and legible walking paths and building entrances;
- external lighting designed by Secon Consulting Engineers for the perimeter of the building and within the car parks.

The above lighting, landscaping and fencing measures would ensure there is adequate passive and active surveillance from within the site and from adjacent road frontages. The relative openness of the car parking areas and fencing would also ensure there are no areas for potential entrapment in accordance with PDC 10 of the General Section (Crime Prevention).

The proposed development is considered to achieve a safe and secure public environment.

Trees and Landscaping

There are no Regulated Trees on the site or on adjoining land that would be impacted by this development.

A 'concept' landscape plan for the site has been prepared by Oxigen that includes a mix of plantings and paving treatments along property boundaries, around the curtilage of the building and adjacent to car parking areas. As the proposed landscaping is in concept form with only indicative plant species provided, a Reserved Matter has been included that requires more definitive landscaping details.

It has been demonstrated in principle that the proposed landscaping would provide a soft setting for the existing building as well as some visual screening for the adjacent residential area on the southern side of Witty Court. The amount of proposed landscaping would exceed the minimum landscaping requirement of 10 percent of the site.

Based on the landscape concept that will be subject to further planting details, the proposal is considered to enhance the overall appearance and amenity of the development in accordance with PDC 1, 4 and 5 of the General Section (Landscaping, Fences and Walls).

Waste Management

Waste collection will take place from within the new set down / pick up area that is at the western end of Car Park 1. A large rigid vehicle will be used, with waste collection to occur at least once a week by a private contractor. The vehicle tracking diagrams provided by MFY demonstrate that a waste collection vehicle could safely enter and exit the site in a forward direction via Arthur Lemon Avenue.

A bin enclosure will be provided immediately adjacent to the set down / pick up area in the south-western corner of the site. Commercial size bins will be provided comprising 2 x 1100 litre general waste bins and 2 x 1100 litre recycling bins. Organic waste is to be composted on-site. Council's Team Leader Waste Management has reviewed the proposed waste management arrangements and is supportive of the development.

A condition of consent has been included to ensure that waste collection and deliveries take place between the following times:

- 6.30am to 7.30am Monday to Friday;
- 5.00pm to 9.00pm Monday to Friday; and
- 8.00am and 7.00pm on Saturday.

The proposal is considered to satisfy PDC 2, 5 and 6 of the General Section (Waste).

Stormwater Management

The proposed development includes a preliminary stormwater management system designed by Wallbridge Gilbert Aztec for the on-site management of stormwater runoff from the proposed canopies and storage shed and the reconfigured car parking areas.

Although Council's City Assets Department is satisfied that the proposal would result in a reduction of impervious surfaces and subsequently a reduced flow rate from the site, it has been recommended that additional details pertaining to the harvesting and re-use of stormwater runoff and stormwater quality improvement measures be provided. A Reserved Matter has been included so that these matters can be addressed prior to the granting of Development Approval.

Site Contamination

PDC 13 of the General Section (Hazards) states that *"development, including land division, should not occur where site contamination has occurred unless the site has been assessed and remediated as necessary to ensure that it is suitable and safe for the proposed use"*.

The applicant has provided a review by Golder Associates on the contamination risks associated with the site. The review refers to several environmental assessments that were undertaken by Golder Associates in 2002, 2016 and 2019.

Golder Associates has confirmed that, apart from small-scale printing operations within the building, there has been no potentially contaminating activities on the site and no evidence of contamination in the soils around the existing building. In regard to the printing operations, Golder Associates confirm that:

"printing operations undertaken at the site were considered to be minor and of low significance, when compared to large scale printing operations (typical of 'Printing Works' referred to in the Environmental Protection Regulations)"

It has been concluded by Golder Associates that:

"no evidence of contamination that would preclude the site from redevelopment for educational land uses (secondary school)"

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 form of development within the Residential Zone given that the proposed school would primarily serve a local catchment and the land and existing building was previously used for education purposes;

- will involve the adaptive reuse of an existing building and include improvements to the appearance and functionality of the building;
- would not significantly impact upon the amenity of nearby residential properties or the locality as peak traffic generation would be confined to relatively short periods and traffic and pedestrian movements would be appropriately managed;
- 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;
- includes landscaping that would enhance the overall appearance of the development and assist with the screening of surrounding residential properties; and
- incorporates appropriate measures for passive and active surveillance in order to achieve a safe and pleasant public environment.

For all of the above reasons, the proposal would achieve the Objectives and Desired Character for the Residential Zone and sufficiently accords with the relevant provisions of the West Torrens Council Development Plan. Accordingly, the application warrants the granting of Development Plan Consent subject to reserved matters and conditions.

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. 211/456/2020 by Nazareth Catholic Community to undertake a change of use to education establishment (secondary school), additions and alterations to existing building, new storage shed and associated car parking and landscaping at 12-20 Arthur Lemon Avenue, Underdale (CT5948/226) subject to the following reserved matters and conditions of consent:

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. Final landscaping details for the development site that include a schedule of plant species. The proposed landscaping should be based on the Landscape Concept Plan prepared by Oxygen and designed to achieve the following:
 - Provide shade and visually soften of the existing building and car parking areas;
 - Crime Prevention Through Environmental Design (CPTED) principles should be adopted;
 - Include low allergen plant species;
 - Include deep soil zones for tall trees; and
 - Minimise heat loads.
2. A detailed stormwater management design that includes:
 - Harvesting and re-use of stormwater runoff from the control building and impervious surfaces that is to be designed by a suitably qualified stormwater/civil engineer to demonstrate the most economical and sustainable solution for the development; and
 - Stormwater quality improvement measures that are demonstrated to satisfy the State Government Water-Sensitive Urban Design policy guidelines.

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:
 - Site Plan (Drawing No. DA00-A dated 28/07/20) prepared by Russell & Yelland Architects;
 - Elevation Plan (Drawing No. DA10 dated 03/06/20) prepared by Russell & Yelland Architects;
 - Lighting Plan (Drawing No. C016-E-SK01 dated 27/07/20) prepared by Seacon Consulting Engineers and light specifications;
 - Landscape Concept Plan (Project No. 16.027 dated 03/06/20) prepared by Oxygen Pty Ltd;
 - Letter prepared by URPS dated 03/08/20;
 - Letter prepared by MFY dated 03/08/20;
 - Pedestrian Management Plan prepared by Nazareth Catholic Community;
 - Planning Report prepared by URPS dated 05/06/20;
 - Traffic and Parking Report prepared by MFY dated 03/06/20;
 - Stormwater Drainage Plan prepared by Wallbridge Gilbert Aztec dated 03/06/20; and
 - Site Contamination Review prepared by Golder Associates 29/05/20.

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

2. All materials, refuse and goods shall at all times be loaded and unloaded within the confines of the subject land.

Reason: To ensure traffic safety and to maintain the amenity of the locality.

3. All driveways, parking and manoeuvring areas shall be formed, surfaced with concrete, bitumen or paving and be properly drained prior to occupation of the development, and shall be maintained in reasonable condition at all times to the satisfaction of Council.

Reason: To ensure safe and convenient vehicle access and to suppress dust.

4. All car parking areas shall be marked in a distinctive fashion to delineate the parking spaces, prior to the occupation of the development.

Reason: To ensure usable and safe car parking.

5. The proposed car parking layout and access areas and vehicle head clearances shall conform to Australian Standard AS 2890.1:2004- Off-street Car parking and Australian Standard 2890.6:2009 - Off-Street Parking for People with Disabilities.

Reason: To provide adequate, safe and efficient off-street parking for users of the development.

6. Driveway, car parking spaces, manoeuvring areas and landscaping areas shall not be used for storage or display of materials or goods.

Reason: To ensure the development proceeds in an orderly manner.

7. No more than 16 student vehicles shall be parked on the site at any one time, with the parking of student vehicles to be controlled via a school permit system.

Reason: To ensure adequate on-site car parking is available and to maintain the amenity of the locality.

8. Car Park 2 as identified on the approved plans shall be designated for staff and disabled users only and sign-posted at the entrance to the car park and line-marked accordingly.

Reason: To maintain traffic safety on the adjacent road network.

9. Car parking spaces 21 to 42 on the southern side of Car Park 1 as identified on the approved plans shall be designated for staff only and sign-posted and line-marked accordingly.

Reason: To ensure adequate on-site car parking is available and to maintain traffic safety on the adjacent road network.

10. Waste collection and the delivery of goods shall take place between the following times:

- 6.30am to 7.30am Monday to Friday;
- 5.00pm to 9.00pm Monday to Friday; and
- 8.00am and 7.00pm on Saturday.

Reason: To ensure traffic safety and to maintain the amenity of the locality.

11. All solid waste shall be stored in bins/containers having a close fitting lid. The bins/containers shall be stored within the bin enclosure area that is identified on the approved plans. Collection of waste shall be carried out at least once a week by a private contractor and within the approved collection hours (refer to condition 10).

Reason: To ensure minimal disturbance to surrounding properties and to maintain the amenity of the locality.

12. All landscaping shall be planted in accordance with the approved plans prior to the occupation 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.

13. No more than 400 students and 30 staff shall occupy the development at any one time.

Reason: To ensure adequate on-site car parking is available and to maintain the amenity of the locality

14. Teaching classes or after school care (OSHC) shall not take place after 6.00pm on Monday to Friday or any time on weekends.

Reason: To maintain the amenity of the locality.

15. Floodlighting within car park and around the buildings shall be restricted to that necessary for access and security purposes only and be directed and shielded in such a manner as to cause no light overspill nuisance of nearby properties.

Reason: To maintain visual amenity and public safety in the locality.

Notes:

1. Permission to construct the proposed structure(s) on or over a Council stormwater easement is granted on the express understanding of the following requirements;
 - Removal of the structure may be required in the event of Council (or its agents) having to access the easement or infrastructure within for maintenance, inspection, repair, replacement etc. The responsibility for the removal and replacement of the structure and any associated costs are to be borne by the property owner. Should Council (or its agents) be required to remove the structure than any cost associated with this may be recovered from the property owner and no responsibility will be borne by Council (or its agents) for any damage to the structure;
 - The exact depth of the installed infrastructure is not accurately known and as such excavations for the footings of the structure must be undertaken with care and undertaken utilising non mechanical techniques. Upon completion of the excavation of the footing(s) within the easement Council's City Assets Department (8416 6333) must be notified to enable inspection of the excavation to demonstrate there has been no interference with or damage of the stormwater infrastructure. Should this notification and inspection not be undertaken, Council may request a remote CCTV (Closed Circuit Television) inspection to be undertaken of this section of the stormwater system to demonstrate that no damage has occurred to the Council infrastructure. Any such inspection would be at the expense of (or would be recovered from) the property owner; and
 - Any damage to the existing Council stormwater infrastructure resultant from the proposed structure being located within the easement is to be rectified and repaired in a manner and to a standard acceptable to Council. Any costs associated with such works are at the expense (or would be recovered) from the property owner.
-

Attachments

1. **Relevant Development Plan Provisions**
2. **Proposal Plans & Documents & response to representations**
3. **Copy of Representations**
4. **Internal Referral Responses**

General Section		
Community Facilities	<i>Objectives</i>	1 & 2
	<i>Principles of Development Control</i>	1, 2 & 3
Crime Prevention	<i>Objectives</i>	1
	<i>Principles of Development Control</i>	1, 2, 3, 4, 5, 6, 7, 8 & 10
Design and Appearance	<i>Objectives</i>	1 & 2
	<i>Principles of Development Control</i>	1, 2, 3, 4, 9, 10, 11, 12, 13, 14, 15, 16, 17, 18, 19, 20, 21, 22, 23, 24 & 25
Interface between Land Uses	<i>Objectives</i>	1, 2 & 3
	<i>Principles of Development Control</i>	1, 2, 3, 4, 5, 6, 7, 8, 9, 11 & 12
Landscaping, Fences and Walls	<i>Objectives</i>	1 & 2
	<i>Principles of Development Control</i>	1, 2, 3, 4, 5 & 6
Orderly and Sustainable Development	<i>Objectives</i>	1, 2, 3, 4 & 5
	<i>Principles of Development Control</i>	1, 3, 5, 6, 7 & 8
Transportation and Access	<i>Objectives</i>	1, 2, 3, 4 & 5
	<i>Principles of Development Control</i>	1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13, 14, 15, 16, 17, 18, 19, 20, 21, 22, 23, 24, 25, 30, 32, 33, 34, 35, 36, 37, 38, 39, 40, 41, 42 & 43
Waste	<i>Objectives</i>	1 & 2
	<i>Principles of Development Control</i>	1, 2, 3, 4, 5 & 6

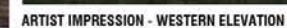
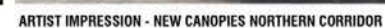




-  ACCESS WC
-  ART GLA
-  ART STORE
-  CAFE
-  CHEMICAL STORE
-  CIRCULATION
-  COUNCELLOR
-  EXISTING
-  FEMALE WC
-  GLA
-  ICT HELP
-  KITCHENETTE
-  MALE WC
-  MEETING ROOM
-  OFFICE
-  PRINT ROOM
-  SCIENCE
-  SHARED LEARNING
-  SICK ROOM
-  STAFF ROOM
-  STORE ROOM
-  STUDENT SERVICES
-  TEACHER PREP
-  TUTORIAL
-  WC AIRLOCK



Ground Floor Room Schedule		First Floor Room Schedule	
Name	Area	Name	Area
TUTORIAL	40.08 sq ft	GLA	63.07 sq ft
STUDENT SERVICES	16.24 sq ft	GLA	57.84 sq ft
PLANT	12.47 sq ft	GLA	79.14 sq ft
SHARED LEARNING	322.72 sq ft	SECOND GLA 1	60.00 sq ft
FEMALE UG	20.74 sq ft	GLA	44.88 sq ft
COMMS	1.96 sq ft	TEACHER HOP	21.32 sq ft
CLIC	6.27 sq ft	STAIRS	11.77 sq ft
GLA	6.27 sq ft	PLANT	21.75 sq ft
LIFT	6.86 sq ft	STAIRS	17.77 sq ft
215 ART	2.47 sq ft	STAIRS	2.47 sq ft
STAIR	14.54 sq ft	COMMS	1.96 sq ft
GLA	63.31 sq ft	STAFF UG - MALE	9.43 sq ft
GLA	21.22 sq ft	MALE UG	19.19 sq ft
VEH. CARRIERS	14.88 sq ft	LIFT	6.66 sq ft
CARE	21.41 sq ft	EXHIBIT STAIRS	9.50 sq ft
STAFF ROOM	6.91 sq ft	BOATING BALCONY	25.18 sq ft
ACCESS WEG	1.96 sq ft	GLA	42.89 sq ft
PAUSE	8.82 sq ft	STAIRS	9.50 sq ft
PRINT STATION	2.50 sq ft	ART 1	84.30 sq ft
TUTORIAL	41.86 sq ft	CHEMICAL STORE	24.16 sq ft
CTL HELP	1.96 sq ft	SECOND GLA 2	66.97 sq ft
GLA	61.17 sq ft	ART 1 STAIRS	23.91 sq ft
METTING ROOM 3	16.29 sq ft	SHORE BUILDING	128.85 sq ft
CONCRETE	16.70 sq ft	CIRCULATION	19.25 sq ft
METTING ROOM 2	14.29 sq ft	DOOR	22.89 sq ft
METTING ROOM 1	22.48 sq ft	VIBRATOR	10.79 sq ft
STAFF UG - FEMALE	9.28 sq ft	PRINT STATION	2.50 sq ft
ARTWORK	1.96 sq ft	ARTWORK	16.29 sq ft
SICK ROOM	9.10 sq ft	STAIR ROOM	4.63 sq ft
SICK RM OFFICE	2.07 sq ft	PRINT STATION	8.10 sq ft
OFFICE	1.96 sq ft	ARTWORK	3.74 sq ft
215	1.23 sq ft	ARTWORK	5.21 sq ft
CONCRETE	12.17 sq ft	EX SERVICES	2.86 sq ft
SHARED LEARNING	21.97 sq ft	EX SERVICES	1.67 sq ft
TUTORIAL	39.87 sq ft	EX SERVICES	15.77 sq ft
CIRCULATION	104.90 sq ft	EXHIBIT BALCONY	15.90 sq ft
PRINT STATION	2.57 sq ft		
305 KITCHETTE	1.59 sq ft		126.83 sq ft
ARTWORK	1.71 sq ft		
GLA	2.72 sq ft		
STAIR	17.38 sq ft		
EX SERVICES	1.60 sq ft		
	1207.34 sq ft		



DEVELOPMENT APPLICATION

NAZARETH UNDERDALE BUILDING
NAZARETH CATHOLIC COMMUNITY
FLOOR PLANS, ELEVATIONS & 3Ds



Date: 3/06/2020 9:17:27 PM	Scale: 1 : 200	20.006	DA10
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Ref: 19ADL-0313

3 August 2020

Mr Brendan Fewster
Development Officer - Planning
City of West Torrens
By email: bfewster@wtcc.sa.gov.au



Dear Brendan

DA 211/456/20 – Response to Request for Additional Information and Representations

Introduction

Thanks for forwarding the request for further information and the representations received during the Category 3 public notification period.

The following provides a response to the matters raised in your information request and addresses the concerns of the representors.

The following documentation is also enclosed:

- Revised Site Plan prepared by Russell and Yelland Architects
- Correspondence from MFY in response to Council's request for additional information and the representations
- Concept lighting plan prepared by Secon
- Pedestrian Management Plan prepared by Nazareth

Request for Further Information

Car Parking

MFY has prepared a detailed response to Council's concerns that the proposed development has insufficient car parking.

Council's advice identifies that the proposed development has sufficient car parking to meet the anticipated demand in accordance with its Development Plan guidelines (i.e. as outlined in Table WeTo/2 – Off Street Vehicle Parking Requirements). Importantly, the provision of car parking on the site exceeds the car parking guidelines by a substantial margin. Table WeTo/2 does not seek additional car parking for pick-up and set-down on a site and the car parking rates are the same for pre-schools, primary schools and secondary schools. This further demonstrates that student parking is not required at the site.

shaping great communities

MFY has further considered the advice in Council's letter and has provided a response. In summary, MFY has advised that the proposed development has been designed to accommodate both student parking and pick-up and set-down of students. This has always been additional to the demand for staff and visitors which is provided in accordance with the rate set out in the Development Plan (34 spaces).

Based on a similar assessment by Council's consulting traffic engineer (Frank Siow and Associates), pick-up and set-down demand is in the order of 1 space per 24 students. On the basis that the proposed development would be up to 400 students at the site, this would mean there is a peak pick-up set-down demand for 17 spaces. The proposed development provides 17 spaces for this purpose (6 spaces plus 11 within the queue).

Within the 50 space car park, there remains 16 car parking spaces that have been set aside for student use. There are fewer than 10% of year 12 students that currently drive to school (20 of 215 students) and accounting for an increase in year 12 numbers (and some year 11 use of the Underdale Campus), there would be potentially demand for up to 25 parking spaces for students. The proposed development incorporates 16 parking spaces for year 12 students with any additional parking for year 12 students to take place at Flinders Park. This is manageable for the College in that it provides for student parking on a permit basis and can dictate where and how students can park at each school campus.

In total, the College provides for a combined 67 spaces for cars to park or use the pick-up/set-down area. This is very close to double the amount of car parking that is required under the Development Plan. While Council's concerns about car parking are understood, there is clearly sufficient car parking and pick-up/set-down area provided to meet demand. The on-site car parking is sufficient to meet the needs of the proposed development and will therefore be sufficient to minimise any negative impacts on existing and envisaged land uses and will not detrimentally affect the amenity of the locality. The proposed development satisfies the following provisions:

General Section – Interface between Land Uses

Principle 1 Development should not detrimentally affect the amenity of the locality or cause unreasonable interference through any of the following:

- (a) the emission of effluent, odour, smoke, fumes, dust or other airborne pollutants
- (b) noise
- (c) vibration
- (d) electrical interference
- (e) light spill
- (f) glare
- (g) hours of operation
- (h) traffic impacts.

Principle 2 Development should be sited and designed to minimise negative impacts on existing and potential future land uses desired in the locality.

Bicycle Parking

The amended site plan illustrates new bicycle parking. Provision is made for up to 40 bicycle parking spaces for use by the College. This equates to 1 space for every 10 students at the site. The bicycle parking spaces are located in accessible areas with good surveillance.

Car Parking Layout

Council's advice indicates that the northern car park should be dedicated for staff car parking. MFY has confirmed that this car park need not be designated for staff use as it complies with the Australian Standards such that a turning bay is not required.

Additionally, MFY has provided the swept path movements of the College bus (a mini-bus) that will be used to transfer students between each campus when required.

Pedestrian Connectivity

The College has prepared a Pedestrian Management Plan and this is enclosed with this correspondence. The Pedestrian Management Plan will guide the movement of students between each campus during school hours. The Pedestrian Management Plan addresses the following:

- the maximum number of students and teachers in each group
- the frequency of pedestrian movements
- pedestrian routes for both walking and cycling
- student supervision
- behaviour management, and
- bus usage.

In summary, the Pedestrian Management Plan outlines:

- the number of students moving between campuses at any one time will be small; this is dependent on subject selection and timetabling and where generally student movement back to the Flinders Park campus will be for specialist classes only
- the frequency of student movements would be minimised to avoid undue back and forth movements during a school day
- students will move between campuses without staff supervision and generally in groups of up to 5
- there are three practical routes for students to take which take a similar walk time; each route is suitably safe and will provide convenient connections on sealed footpaths and a shared-use path (for pedestrians and cyclists)
- student movements will not be directly supervised; instead, students are of an age where they can safely move between the two sites and the College will use access control methods such as an electronic access system to register student movement between sites and will feature automatic notification when a student has not arrived at the other campus within a prescribed period
- all students will be inducted in respect of the movement between each campus and College protocols with students expected to behave in accordance with College requirements, and
- the College bus will be used in inclement weather with students notified of departure times between the campus (again, this is to transfer a small number of students between campuses at any one time).

The West Torrens Development Plan seeks safe permeable street networks that encourage walking with "connections to adjoining streets, paths, open spaces, schools" and other key points of interest (Transportation and Access Principle 16). The proposed development uses these existing facilities. Pedestrian movement between the sites is safe and convenient.

It is appreciated that students will be travelling through a residential area between campuses. In my view, this will not have the potential to detrimentally affect the amenity of the locality by way of noise or litter or any other means because:

- it is no different to the movement of students to or from school at the beginning and the end of the day
- the student numbers moving between the two sites at any one time is small
- the frequency of movements will be limited, largely to limit the impact on the College day for students
- student movements will be monitored, and
- students are predominantly year 12 students and will be inducted in the movement process and expected to behave in accordance with the College's requirements.

Waste Management

The College proposes to deal with its waste in the same manner as it does at its Flinders Park. The College has implemented a number of initiatives to minimise waste generation and to promote reuse and recycling of waste and is an active participant in Green Industries SA's *Wipe Out Waste Schools Program*. Waste reduction initiatives are led by staff and students across the College and have followed waste audits by the College. One of these initiatives being implemented includes the College becoming 'wrapper free'.

The College operates a three-bin system throughout the site (in classrooms and in outdoor areas) for students to properly dispose of waste. Organic waste is composted on site and used to fertilise garden beds which grow fruits and vegetables.

The proposed development incorporates a waste bin enclosure which measures 3 metres by 3 metres and is located in the south-western corner of the site. This enclosure is sized to hold 4 x 1,100 litre bins (each 1.07m x 1.24m). The enclosure will contain 2 x general waste bins and 2 x co-mingled recycling bins. The bin enclosure is located where it is directly accessible from within the car park. There are no South Australian guidelines that specify waste generation rates for school land uses. The bin storage area and bin volumes have been designed on a pro-rata basis against the Flinders Park site.

MFY's Traffic and Parking Report included the turning paths for a waste collection vehicle (8.8 metre rigid vehicle). Waste collection vehicles are able to safely enter and exit the site in a forward direction utilising the turnaround area at the end of the car park.

Waste collection will be undertaken on a weekday outside of school hours when students are present. Waste collection will take place once per week for each waste stream. The collection of waste would comply with the *Environment Protection (Noise) Policy 2007*.

Having regard to the relevant provisions of the Development Plan in respect of waste management, it is considered that the proposed development satisfies the following provisions:

General Section

Principle 5 Development should include appropriately sized area to facilitate the storage of receptacles that will enable the efficient recycling of waste.

Principle 6 Development that involves the production and/or collection of waste and/or recyclable material should include designated collection and storage area(s) that are:

- (a) screened and separated from adjoining areas
- (b) located to avoid impacting on adjoining sensitive environments or land uses
- (c) designed to ensure that wastes do not contaminate stormwater or enter the stormwater collection system
- (d) located on an impervious sealed area graded to a collection point in order to minimise the movement of any solids or contamination of water
- (e) protected from wind and stormwater and sealed to prevent leakage and minimise the emission of odours
- (f) stored in such a manner that ensures that all waste is contained within the boundaries of the site until disposed of in an appropriate manner.

The proposed development incorporates an appropriately sized waste bin enclosure to accommodate the temporary holding of waste and recycling materials. This area:

- is screened and separated from adjoining sites
- located where it will not impact nearby residential land uses
- is designed to prevent contamination of stormwater (with the enclosure containing sealed bins)
- located on an impervious area
- protected from wind and rain to prevent litter and to minimise the emission of odours, and
- is located in a convenient location for pick-up adjacent the site's car park.

Landscaping

A concept landscaping plan has been submitted with the development application. More detailed plans are currently being prepared as part of the 'detailed design and documentation' phase of the development and this typically takes place following the issuing of Development Plan Consent. The College would accept a condition that the final landscaping plan be endorsed prior to Council issuing Development Approval. The Concept Plans clearly demonstrate that the site will be improved in respect of amenity/appearance and also functionally. Existing mature trees are to be retained throughout the site.

The proposed development removed a significant amount of hard surface area and replaces it with a mix of turf, garden beds and paved surfaces that can be used by staff and students throughout the College day. Landscaping incorporates new trees, shrubs and ground covers including both native and introduced species.

The proposed landscaping will build upon and complement the existing mature vegetation on the site. The landscaping is consistent with the Desired Character of the subject Medium Density Policy Area 18 which seeks landscaping of sites that improve the appearance of buildings from the street and to provide an appropriate transition between the public and private realm. It is also consistent with the General Section's Landscaping, Fences and Walls provisions (Principles 1-4) which seek:

- landscaping that complements the built form
- enhances the appearances of road frontages
- provides shade and shelter
- minimises heat absorption and reflection (noting that this development will provide a greater permeable/landscaped area than has previously been provided at this site)
- maximises stormwater reuse and promotes water conservation, and

- includes a mix of native and exotic species.

Additionally, the proposed development provides landscaping to more than 30% of the site and this far exceeds the Development Plan's desire for a minimum of 10% of a site being landscaped (Landscaping, Fences and Walls Principle 4).

Fencing

Fencing is illustrated on the Proposal Plans submitted with the development application. All fencing proposed is limited to 1.8 metres in height and will comprise an open palisade style fence or Colorbond 'Good Neighbour' type fence. No fencing (including combined retaining walls and fences) greater than 2.1 metres is proposed.

There are some existing fences on the boundary of the site that are greater than 2.1 metres (such as the northern boundary); there are no changes proposed to any of this fencing.

School Hours

The initial application outlined hours of operation and noted that there may be some activity that extends to around 5.00pm during the week. There would be no teaching that takes place after this time on the site and any administrative activities beyond that time would be very limited. Similarly, there would be very limited administration activities taking place on weekends at this site.

Lighting

A conceptual lighting plan has been prepared by Secon. The existing building contains some exterior lighting and this is largely limited to wall lights on the exterior of the building.

New lighting is proposed and will incorporate:

- additional wall lighting
- new floodlighting of the two car parking areas, and
- downlighting within canopies at the building entrances.

The lighting will be designed to comply with:

- Australian Standard 1158.3.1 PC3 and PCD - relating to sufficient light levels to provide pedestrian safety and limit the potential for crime; in this case, the criteria is based on a medium level of pedestrian activity at night time hours and a low risk of crime
- Australian Standard AS 4282 Environmental Zone A3 – relating to maximum acceptable light levels to minimise the potential for light spill to impact nearby dwellings.

In the case of security lighting and car park lighting, both are designed to achieve the balance of an appropriate level of lighting to provide crime protection benefits and also to limit the potential for off-site impacts. Car park flood lighting would not be used on a regular basis as the site will not be often used at night time. The car park lighting will not be used on a day to day basis.

Having regard to the above, it is contended that the proposed lighting will:

- minimise the potential for glare and light spill to detrimentally affect the amenity of the locality, and
- have sufficient lighting along dedicated access paths and car parking areas.

Accordingly, the proposed development satisfies the following Development Provisions:

General Section – Interface between Land Uses

Principle 1 Development should not detrimentally affect the amenity of the locality or cause unreasonable interference through any of the following:

- (e) light spill
- (f) glare

General Section – Crime Prevention

Objective 1 A safe, secure, crime resistant environment where land uses are integrated and designed to facilitate community surveillance.

Principle 4 Development should provide lighting in frequently used public spaces including those:

- (a) along dedicated cyclist and pedestrian pathways, laneways and access routes
- (b) around public facilities such as toilets, telephones, bus stops, seating, litter bins, automatic teller machines, taxi ranks and car parks.

Principle 5 Development, including car park facilities should incorporate signage and lighting that indicate the entrances and pathways to, from and within sites.

Representations and Response

Representations were received from:

- Barbara and Bruce Greenshields, owners of 45 James Leal Drive and 1 Cook Street, Underdale
- Krystal Kimble on behalf of Gowrie South Australia, the owner of the child care centre immediately to the north of the subject land (10 Arthur Lemon Avenue, Underdale)
- Felice Zaina, an owner of a property on Hatwell Court, Underdale, and
- RJ Prentice and AL Wendelborn of 4 Witty Court, Underdale, directly to the south of the subject land.

I have reviewed the representations and provide the below response to each of the matters by the representors.

Student Parking

Two representors have queried the management of car parking for students who drive to the College.

The MFY Traffic and Parking Report factored in student car parking at the site. This is outlined above in response to Council's request for additional information in relation to the car parking numbers and in the enclosed additional advice from MFY.

In summary, student parking will be available at this site (16 spaces) and the Flinders Park campus. The College currently regulates, and will continue to regulate, student drivers through a permit system. This means that the College can manage both numbers and where students would park (i.e. if students have their last class at the Flinders Park campus, they will be asked to park at that campus).

Traffic Volumes in the Nearby Road Network

Two representors are concerned with the potential increase in traffic generated by the College and the impact that this will have on the local street network.

MFY has advised that a comparative traffic volume assessment between the existing and proposed land use was undertaken and considered within the initial traffic report. While there may be an increase in traffic at peak periods, the overall traffic volume generated by the proposed development would be less than the existing use. In any event, the peak traffic generated by the proposed development would not result in the capacity of the road network being exceeded and would be for short periods.

The incorporation of suitable pick-up and set-down areas within the site would further reduce the need to use on-street car parking.

Bicycle Parking Provision

One representor is concerned that the proposed development does not incorporate any bike parking.

Bike parking has now been shown on the site plan and provision is made for the parking of up to 40 bike parking spaces. This is considered more than sufficient to meet the demand for bicycle parking.

Pedestrian Movement

One representor has identified a concern with the movement of students between campuses within a residential area.

The management of student movement throughout the day was addressed in the initial application and is further detailed in the attached Pedestrian Management Plan prepared by the College (and enclosed with this correspondence).

Student movement will be managed by the College in accordance with the enclosed Pedestrian Management Plan.

Use of Witty Court

One representor has concerns regarding the unlawful use of Witty Court.

The proposed development does not require the use of Witty Court in any way (i.e. for access or for parking). While it is appreciated that Witty Court is used by others for parking, this is not something that can be addressed through this development application.

The College would support Council installing appropriate signage to Witty Court to identify the road as a 'no through road' and control car parking.

Third Party of Use of the Car Park

Two of the representors are concerned that the proposed development will restrict third party use of the existing car park.

The existing car park is open and unfenced, and the current landowner has permitted car parking on weekends and to provide access for skip bin collection at the child care centre. The College's use of the land will preclude the third-party use of the car park.

Proximity to Child Care Centre

Gowrie SA outlined concerns relating to the interface with the child care centre in relation to landscaping species and the impact of any smoking area.

The proposed development does not involve a smoking area. The College is a no-smoking environment.

Landscaping species selected are typically low allergen species and it is noted that the landscaped area nearest the child care centre comprises mulched garden beds, some artificial turf and outdoor seating. The potential for any impact on the child care centre is low.

Conclusion

Thank you for the opportunity to respond to your concerns and those of the representors.

I confirm that the College and its representatives will be available to attend the Council Assessment Panel hearing of this application. It would be appreciated if you could confirm the timing of this meeting.

Please call me if you have any questions on 8333 7999.

Yours sincerely



Simon Channon RPIA
Senior Associate

Enc

MLM/20-0055

3 August 2020

Mr Simon Channon
Urban & Regional Planning Solutions
Suite 12
154 Fullarton Road
ROSE PARK SA 5067



Traffic • Parking • Transport

Unit 6, 224 Glen Osmond Road
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W: mfy.com.au

MFY Pty Ltd
ABN 79 102 630 759

Dear Simon,

DA 211/456/2020 – 12 – 20 ARTHUR LEMON AVENUE, UNDERDALE

I am in receipt of correspondence from the City of West Torrens in relation to the proposed development of a Secondary Campus for Nazareth College. As requested, I have reviewed the queries raised by Council as they relate to traffic and parking and provide the following additional information. For clarity, I have repeated the issue raised by Council and provided a response.

- *While the proposed car parking provision would satisfy the minimum requirements in Table WeTo/2 - Off Street Vehicle Parking Requirements, the proposal has been reviewed by Council's Traffic Engineer and concerns are raised with respect to the potential parking demand generated by students. As the proposed campus would cater solely for year 12 students, the proposal does not adequately address the issue of year 12 student parking.*

The proposed campus will cater for 400 year 12 students and it would not be uncommon to expect some 25 to 50 students to drive to school. Given that the on-site parking provision would only satisfy the staff, visitor and parent parking demands, the year 12 student parking demand has not been accommodated and could result in considerable on-street parking throughout the day in adjacent residential streets. This would potentially result in congestion and amenity impacts within the surrounding residential area, which would be at variance to PDC 1 and 2 of the General Section (Interface between Land Uses).

It should be demonstrated how the student car parking demand would be addressed. This could include a formal car parking arrangement at the main Flinders Park campus, with restrictions put in place by the school to ensure students do not occupy staff and visitor parking spaces at the proposed campus.

The Development Plan clearly stipulates the parking requirements which should be applied to educational institutions, including secondary schools. Adopting these criteria, the proposal would require 34 parking spaces. The plans identify significantly more parking than this requirement.

There are no parking requirements stipulated in the Development Plan for students or for pick-up/set-down requirements. Any such parking would need to comply with the Australian Road

F:\20-0055 Simon Channon 3 Aug 20.docx

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3 August 2020
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Rules which have been developed to enable functional traffic movements to not be restricted by parked vehicles. Further, evidence on-site is that the existing on-street parking has a high occupancy rate (potentially related to Underdale High School) and hence residents already experience high levels of on-street parking in the vicinity of the site.

Notwithstanding this, the design has been developed to incorporate traffic and parking provisions which are over and above the requirements of Council's Development Plan to minimise any impact on local residents and to manage student parking. Specifically, the design includes the following:

- A pick-up/set-down facility on the subject site;
- Adequate queueing to cater for the forecast pick-up/set-down requirement within the subject land; and
- Additional parking provision for use by students.

The previous assessment had applied a pick-up/set-down forecast rate of 1 space per 20 students to incorporate an allowance for some student parking on the subject site. It is not expected that all students will park at the new campus, but rather a number will continue to park in accordance with current arrangements.

In order to provide a breakdown for Council, I have separated the forecast pick-up/set-down demand from potential student parking demand.

Frank Siow's recent advice to SCAP was that Senior School pick-up/set-down demand is in the order of 1 space per 24 students. On this basis, should the maximum number of students at the site be 400, there would be a potential peak demand for 17 vehicles at any one time. This pick-up/set-down would occur within the proposed dedicated bay, with the queue being accommodated within the car park aisle. The proposed development has sufficient parking for pick-up and set-down of students on the site.

The College operates a permit system for Senior School students who wish to drive to school. Of the existing 215 year 12 cohort, there are 20 students who have been issued with such a permit. This equates to less than 10% of Year 12 students. While the site would have the potential for 400 students should classes be fully maximised, they will not all be year 12 students. Year 11 students are typically not of driving age for most of the school year. There would be potential for approximately 25 Year 12 students (10% of 250 students) who may seek a permit to drive to school. Even in the event that more than 250 Students were Year 12s of driving age and there was an increase in student parking, this would be managed as per the current situation at the Flinders Park campus.

The subject site could accommodate 50 parking spaces (refer Russell and Yelland Drawing no. 20-006 DA00-A dated 28 July 2020). Adopting the staff parking requirement for 30 spaces, the additional three spaces required for visitors and the space for disabled persons, there would be 16 spaces available on the site for students. The College will have the ability to manage those students who can park on the subject land and those who will need to continue to park as per the current situation at the Flinders Park campus.

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- Details of bicycle parking facilities have not been provided. Bicycle parking is particularly important given that the proposal is a senior school. Council recommends that at least 10 percent of the total number of students should be afforded bicycle parking (i.e. 40 bicycle parking spaces). The location and capacity of parking areas should be clearly identified on the proposal plans.

Bicycle parking is proposed for the site and is identified on the current plan. The rails will be provided in areas with good surveillance and will accommodate 40 bicycles.

- In terms of the car parking layout, the northern car park (6 spaces) should be designated as a staff car parking only, otherwise one space would need to be removed to allow for a turning bay if general access is permitted.

Australian/New Zealand Standard Parking Facilities Part 1: Off-Street parking (AS/NZS2890.1:2004) provides the following advice in respect to blind aisles.

In car parks open to the public, the maximum length of a blind aisle shall be equal to the width of six 90 degree spaces plus 1 m, unless provision is made for cars to turn around at the end and drive out forwards.

The proposed northern car park will satisfy this design requirement and therefore need not be dedicated for staff parking. It would be more desirable for the three visitor spaces to be nominated in this car park, together with senior staff.

- It is noted that a bus would be used at times for inter-campus travel. Turn path diagrams should be provided to demonstrate that satisfactory access could be accommodated within the proposed drop-off area. It has been assumed that mini-buses would be used rather than the large standard bus.

The swept path of the proposed mini-bus will be accommodated within the proposed pick-up/set-down area, as illustrated in Figure 1.

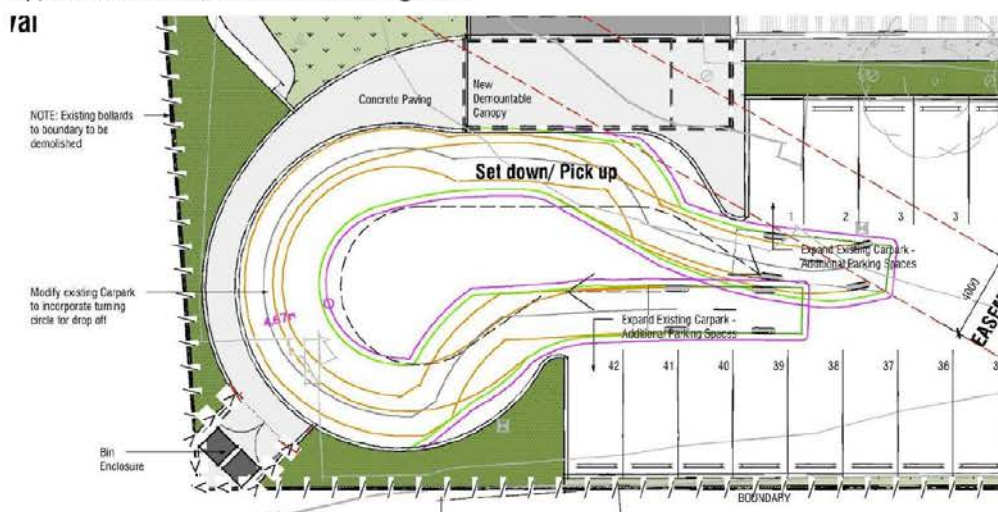


Figure 1: Turning path of College mini-bus

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- *The investigations outlined in the "Pedestrian Connectivity" section of the MFY Traffic and Parking Report for pedestrian connectivity between the proposed campus and the existing Flinders Park campus are acknowledged. While these investigations give consideration to pedestrian safety and convenience for students, the information provided fails to consider the potential amenity impacts that such movements may have on nearby residents (i.e. large groups of students walking past dwellings on a frequent basis).*

For these reasons, a more detailed Pedestrian Management Plan should be provided that includes more definitive information and measures such as:

- *The maximum number of students and teachers in each group;*
- *The frequency of pedestrian movements;*
- *Pedestrian routes for both walking and cycling;*
- *Student supervision;*
- *Behaviour management; and*
- *Bus usage*

The assessment of pedestrian connectivity in our report also provided details in respect to the proposed monitoring and security arrangements proposed, as well as information relating to what will influence the numbers of students moving between each campus.

This has now been expanded in the attached Pedestrian Management Plan which will be adopted by the College.

I have also reviewed the representations received in relation to the proposal and note the following comments in relation to traffic and parking matters:

- recommendations in relation to parking and traffic control in Witty Court;
- suggestions in relation to student parking being based at the Flinders Park campus and confirmation that adequate parking for students has been considered;
- confirmation that impacts associated with additional traffic on the adjacent street network has been considered;
- concern in relation to existing congestion during school peak periods and that the proposal could add to this congestion;
- identification of potential impact on parking for sporting events on the adjacent ovals;
- a preference for all student movements between the sites to be outside the residential area;
- desirability for bicycle parking; and
- concern relating to the removal of rear access to Gowrie via the subject site.

In response to the above matters, I provide the following response:

- while any changes to parking or traffic controls in Witty Court is a matter for Council, the College would not object to implementation of the suggested treatments if desired by Council;
- as previously documented in this response, student parking will be managed to either occur on the subject site or as per the existing situation at the Flinders Park campus;

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3 August 2020
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- a comparative assessment of traffic volumes between the proposed development and the previous use of the site was incorporated in the traffic report. While it is anticipated that there would be an increase in traffic during peak school periods, this would not result in the capacity of the road network being exceeded and would be for short periods. The total volume generated by the proposed development would be expected to be lower than the previous use of the site;
- the existing congestion during school peak periods is likely to relate to the Underdale High School. The proposal will incorporate a pick-up/set-down on the subject site so as not to increase the number of pick-up/set-down associated vehicles required to park on-street;
- the existing site does not formally provide for parking associated with events on the adjacent ovals. While such parking may informally occur, no consent has been issued for such parking on this private land and, hence, alternative parking arrangements will need to be managed for parking associated with the oval;
- it is not desirable to limit pedestrian movements to Holbrooks Road. Pedestrian movements are proposed on footpaths within the public realm. Flexibility of pedestrian access routes will provide for greater capacity and minimise the number of students on any one route;
- bicycle parking will be installed on the site;
- there are no rights-of-way to the rear of the Gowrie site via the subject land. Accordingly, access via the site to adjacent land is undesirable from a safety and security perspective and should not be permitted.

In summary, therefore, the Development Plan does not identify a requirement for either student or pick-up/set-down parking for the proposed development. The proposal, nonetheless, seeks to incorporate both these facilities, thus providing more car parking spaces on the site than envisaged in the Development Plan and contributing to the amenity of the adjacent residential area by reducing any on-street parking requirement. Further, the existing College management of Senior School drivers through a permit system enables the location of the parking of such vehicles to be specified. It is therefore not considered that the proposal will be at variance with PDC1 and 2 of the General Section of Council's Development Plan.

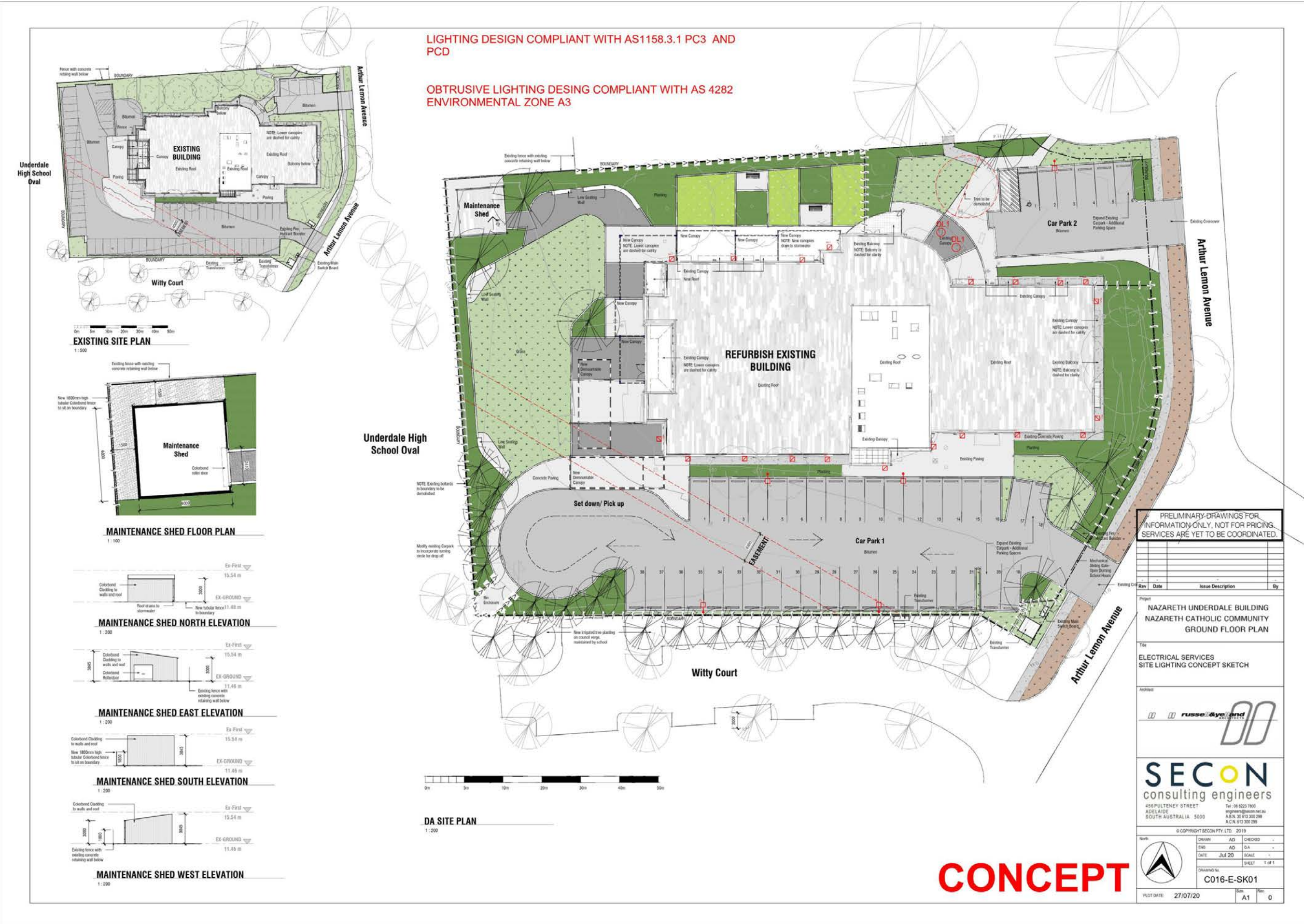
The proposal has also carefully considered opportunities to provide for management of students between each campus and developed a flexible safe option which can be tailored to the requirements of the College each year while minimising any broader impact on the adjacent community.

Yours sincerely,
MFY PTY LTD

A handwritten signature in black ink, appearing to read 'Melissa Mellen'.

MELISSA MELLEN
Director





PFL230 LED

108-1726

1/12

TYPE FL

we-ef**Description**

IP66, Class I, IK08. Marine-grade die-cast aluminium alloy. 5CE superior corrosion protection including PCS hardware. Silicone rubber gaskets. Safety glass lens, hinged. PMMA OLC® optics for superior illumination and glare control.

Beam Type	rectangular, 'side throw' [R65]
Light Source	LED-18/36W / 700 mA - 4000 K
CRI	80
Gear Type	EC
Nominal Luminous Flux (lm)	
LED Lumens	245.9 lm
LEDs	18
Total Lumens	4427 lm
Tj	85 °C
Rated Luminous Flux (lm)	
LED Lumens	172.1 lm
Total Lumens	3096.9 lm
Ta	25 °C
Rated Input Power	43 W

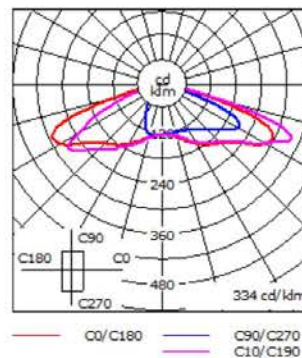
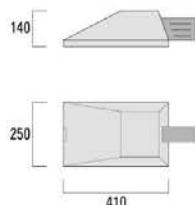
WE-EF LIGHTING Pty Ltd

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PFL230 LED

108-1726

2/12

we-ef**Material Specification**

Body:	Marine-grade, die-cast aluminium alloy
Weight (kg):	10.00
Lens:	Safety glass lens, hinged
Colours:	<div style="display: flex; align-items: center;"> <div style="width: 20px; height: 10px; background-color: black; margin-right: 5px;"></div> <div>RAL9004 Signal black</div> </div> <div style="display: flex; align-items: center;"> <div style="width: 20px; height: 10px; background-color: white; margin-right: 5px;"></div> <div>RAL9006 White aluminium</div> </div> <div style="display: flex; align-items: center;"> <div style="width: 20px; height: 10px; background-color: grey; margin-right: 5px;"></div> <div>RAL9007 Grey aluminium</div> </div> <div style="display: flex; align-items: center;"> <div style="width: 20px; height: 10px; background-color: lightgrey; margin-right: 5px;"></div> <div>RAL9016 Traffic white</div> </div>
Gasket:	Silicone CCG® Controlled Compression Gasket
Fasteners:	PCS Polymer Coated Stainless Steel Hardware (unpainted)
Ingress protection:	IP66
Impact protection:	IK08
Corrosion protection:	5CE. 5CE+Primer optional
Surge protection:	In-pole surge protection SP10 device supplied, dimensions 58x90x18mm (note: dimensions for dimmable versions may vary). Please refer to WE-EF installation instructions for details. Integral surge protection on request.

Electrical Specification

Power supply:	230V / 50 Hz
Power factor:	> 0.9
Driver / Ballast:	Integral EC electronic converter
Cable:	Pre-wired with 6 m cable in standard

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PLS420 LED

131-9578

1/4

TYPE WL1

we-ef**Description**

IP66. Class I. IK08. Marine-grade, die-cast aluminium alloy. 5CE superior corrosion protection including PCS hardware. Safety glass lens. Silicone CCG® Controlled Compression Gasket. Luminaire is factory-sealed and does not need to be opened during installation. Integral EC electronic converter. Advanced thermal management protects LEDs while optimising lumens output. CAD-optimised optics for superior illumination and glare control. Luminaire can be mounted for up or down lighting.

Beam Type	asymmetric, 'forward throw' [A60]
------------------	-----------------------------------

Light Source	LED-6/18W / 1050 mA - 4000 K
---------------------	------------------------------

CRI	80
------------	----

Gear Type	EC
------------------	----

Nominal Luminous Flux (lm)

LED Lumens	450 lm
------------	--------

LEDs	6
------	---

Total Lumens	2700 lm
--------------	---------

Tj	85 °C
----	-------

Rated Luminous Flux (lm)

LED Lumens	246.6 lm
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Total Lumens	1479.6 lm
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Ta	25 °C
----	-------

Rated Input Power	21 W
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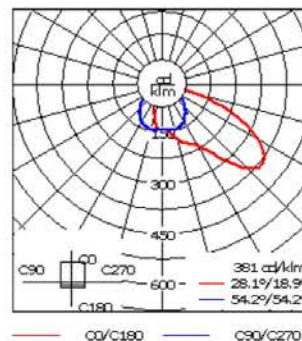
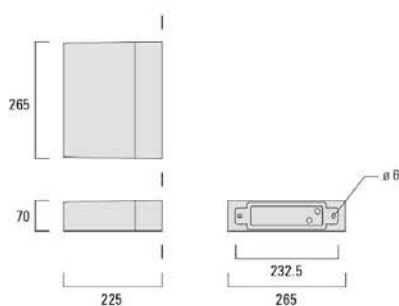
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PLS420 LED

131-9578

2/4

we-ef**Material Specification**

Body:	Marine-grade, die-cast aluminium alloy
Weight (kg):	4.20
Lens:	Safety glass lens
Colours:	<div style="display: flex; align-items: center;"> <div style="width: 20px; height: 10px; background-color: black; margin-right: 5px;"></div> <div>RAL9004 Signal black</div> </div> <div style="display: flex; align-items: center;"> <div style="width: 20px; height: 10px; background-color: white; margin-right: 5px;"></div> <div>RAL9006 White aluminium</div> </div> <div style="display: flex; align-items: center;"> <div style="width: 20px; height: 10px; background-color: grey; margin-right: 5px;"></div> <div>RAL9007 Grey aluminium</div> </div> <div style="display: flex; align-items: center;"> <div style="width: 20px; height: 10px; background-color: lightgrey; margin-right: 5px;"></div> <div>RAL9016 Traffic white</div> </div>
Gasket:	Silicone CCG® Controlled Compression Gasket
Fasteners:	PCS Polymer Coated Stainless Steel Hardware (unpainted)
Ingress protection:	IK08
Impact protection:	IP66
Corrosion protection:	5CE. 5CE+Primer optional

Electrical Specification

Power supply:	230V / 50 Hz
Driver / Ballast:	Integral EC electronic converter

WE-EF LIGHTING Pty Ltd

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*"We are called to
love one another"*



NAZARETH CATHOLIC COLLEGE YEAR 12 CENTRE PEDESTRIAN MANAGEMENT PLAN

1 INTRODUCTION

Nazareth Catholic College holds and places high expectations on its senior students in respects to pedestrian management and movement to from the Flinders Park Campus and the Yr 12 Centre.

Student behaviour and expectations of students whilst moving between both sites will be consistent with the guidelines and expectations placed and asked of senior students when attending the Flinders Park Campus and more broadly, uphold the holistic expectations of Nazareth students generally whilst in the wider Community.

The College recognises that the senior students attending the Yr 12 Centre are responsible young adults, who will make informed and appropriate decisions when attending classes. All student movement between both sites will be monitored via an electronic access system that enables the College to account and identify when each student departs and arrives at both the Flinders Park Campus and Yr 12 Centre. This system will also alert the College accordingly if a student does not arrive at their destination site by a prescribed time. Student movements between each site will not be directly monitored by staff, but there will be occasions in which Nazareth Staff may choose to move with students if they are walking to a site to conduct classes.

2 VOLUME OF STUDENT MOVEMENTS BETWEEN SITES

The number of students moving between both sites will vary and be dependant, on the number of students enrolled in specific subjects across the school year. This will fluctuate each year as student subject selections will dictate the respective class sizes. Other influences will be timetabling (i.e. where students are located for adjacent or subsequent lessons on their individual timetable) and shared specialist classes which may have Year 10/11 students contained within them.

Students will independently move between each site. They will not move in class groups. Accordingly, the volume of each group will be small. This will be facilitated and monitored by an electronic access system to record and account for students arriving and departing each site.

Typically, only small student numbers will be required to transfer between each site at desired lesson changeover periods. The identification of three alternative routes has been adopted to provide for flexibility and increased route capacity. This will enable the College to provide direction to students in respect to route choices in the event that larger than anticipated student numbers move between each site. In the event that 25 students were to move between each site in each direction, for example, this would result in up to, say, approximately 20 pedestrians per route. Students would be expected to walk in groups of approximately five pedestrians at any one time, thus resulting in approximately four groups of five pedestrians at any one time. This is substantially less than the capacity of the footpath.

3 PEDESTRIAN/CYCLISTS ROUTES

The three identified pedestrian/cyclist routes which could be safely used to commute between the campuses are identified in Figure 1.



Figure 1: Walking/Cycling access routes

The options have been assessed for safety and convenience (i.e. distance and walk time). All routes have sealed footpaths and a portion of each path is a shared pedestrian/cyclist path which would cater for a student should they choose to ride between each site.

In terms of vehicle conflict points, Routes 1 and 2 would require students to cross three residential streets which can be undertaken safely at existing pedestrian facilities (such as pedestrian ramps), given the low traffic environment while Route 3 will only require students to cross one street. The pedestrian safety assessment confirmed that all routes will present a low risk to students.

4 MINI-BUS USAGE

In inclement weather, The College will utilise the Nazareth mini-bus to transfer students between each site. The College will notify students at the start of each day when the mini-bus transfer system will be deployed. This will include nomination of a departure time at each site and a student record management log system to ensure that the mini-bus driver is aware of all students who are timetabled to transfer between both sites.

A Catholic community of welcome... connecting faith, family and education.

5 STUDENT SUPERVISION/MANAGEMENT

Nazareth Catholic College will adopt the following regime in respect to monitoring student movements.

- An electronic access system will be installed at each site. Students will be provided with an electronic chip in their Student ID card, which will electronically register their departure and arrival at each site.
- The electronic access system will record the movements of students between each site and provide an alert/notification when a student has not arrived at their destination site by a prescribed time allocation; and
- all students will have a formal induction regarding the use of the electronic access system and the explicit College protocols expected while walking between each site. Students will be expected to behave in accordance with College requirements.

Students required to move between each site will be of an age where direct supervision will not be required. Staff will not be rostered to walk with all students between sites, but they may choose to take up this option accordingly.





Nazareth Catholic Community
19ADL-0313
5 June 2020

PLANNING REPORT

Development Application – Educational
Establishment (Secondary School)
associated with Nazareth Catholic
Community at 12-20 Arthur Lemon
Avenue, Underdale

Planning Report for Nazareth Catholic Community

5 June 2020

Lead consultant	URPS
Prepared for	Nazareth Catholic Community
Consultant Project Manager	Simon Channon, Senior Associate Rebecca Gosling, Associate Suite 12/154 Fullarton Road (cnr Alexandra Ave) Rose Park, SA 5067 Tel: (08) 8333 7999 Email: simon@urps.com.au
URPS Ref	19ADL-0313

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Revision	Date	Author	Details
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V02	5.6.2020	RG/SC	Final

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Planning Report for Nazareth Catholic Community

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1.0 Introduction

URPS has been engaged by Nazareth Catholic Community (the College), the applicant in this matter.

The College is proposing to use the former University of South Australia (UniSA) building located at 12-20 Arthur Lemon Avenue, Underdale as a satellite campus for its year 12 students which are currently located at its nearby Flinders Park senior school campus. The Underdale campus will cater for up to 400 students and 30 staff which are being relocated from the Flinders Park campus.

It is anticipated that some elective classes will still be held at the Flinders Park campus which will require students to commute between the campuses during the day.

The proposal includes:

- internal fit out of the existing building
- no external changes to the existing building
- alterations to the main car park area to create a new pick-up/set-down area
- maintain 44 car parking spaces on the land
- new landscaping areas around the building
- 6m x 6m maintenance shed located in the north-western corner of the land 1.5m off boundaries
- new canopies along the western and northern elevations of existing building
- two new demountable canopies adjacent to the set-down/pick up area

In forming our opinion, we have:

- had preliminary discussions with Council
- undertaken a site inspection
- reviewed the architectural plans prepared by Russell & Yelland Architects
- reviewed the site contamination review prepared by Golder Associates Pty Ltd
- reviewed the proposed Concept Landscape Plan by Oxigen
- reviewed the Traffic and Parking Report prepared by MFY Pty Ltd
- considered relevant provisions of the West Torrens Development Plan (consolidated 7 May 2020), and
- considered the relevant sections of the *Development Act 1993* and the *Development Regulations 2008*.



URPS

Planning Report for Nazareth Catholic Community

Subject Land and Locality

2.0 Subject Land and Locality

2.1 Subject Land and Locality

The subject land is known as 12-20 Arthur Lemon Avenue, Underdale and is more particularly described as Certificate of Title Volume 5948 Folio 226.

The site is relatively flat in topography.

The land is irregular in shape with an area of approximately 5,097m² with a frontage of 67.3m to Arthur Lemon Avenue to the east and a frontage of 72.41m to Witty Court to the south.

The site currently contains an existing two-storey building (total floor area of approximately 2,600m²) which was formerly occupied by the University of South Australia. The main car parking areas are located to the south and west of the existing building and provide 71 car parking spaces. Additional car parking (6 spaces) is located in the north-eastern corner of the land.

The existing landscaping on the site includes mature trees, mulched garden beds and small shrubs as well as lawn areas fronting Arthur Lemon Avenue.

There are no regulated or significant trees on or overhanging the land.

There are no heritage listed buildings on the site.

The locality is largely residential in nature to the east and south of the land. The land immediately to the west is used as sporting fields in association with the Underdale High School. The Gowrie SA Childcare Centre is located immediately to the north of the land.

The subject land and locality map are illustrated below.

Image 1 Subject land, highlighted in yellow.





Image 2 Wider locality map – subject land highlighted in yellow. Flinders Park campus highlighted in red.





3.0 Proposed Development

3.1 Summary

The proposed development comprises alterations and additions to the existing campus being:

- internal fit out of the existing building
- no external changes to the existing building
- alterations to the main car park area to create a new pick-up/set-down area
- maintaining 44 car parking spaces on the land
- new landscaping areas around the building
- 6m x 6m maintenance shed located in the north-western corner of the land 1.5m off boundaries
- new canopies along the western and northern elevations, and
- two new demountable canopies adjacent to the set-down/pick up area.

Proposal plans prepared by Russell & Yelland Architects are enclosed with this report and include:

- DA00 P1 dated 03/06/2020 – Site Plan, and
- DA10 P1 dated 03/06/2020 – Floor plans, elevations and 3D's.

The following documentation is also enclosed:

- Traffic and Parking Study prepared by MFY Pty Ltd
- Landscape Concept Plan prepared by Oxigen
- Site contamination review prepared by Golder Associates Pty Ltd
- Stormwater concept plan and report prepared by WGA

3.2 Built Form

There are no proposed external alterations to the existing two-storey building on the land.

New windows are proposed to replace existing windows on the southern and western elevations.

Canopies are proposed around the northern and western elevations of the building being between 3.3 – 3.9 metres in height. These canopies have been designed to complement the existing buildings floor to ceiling height proportions and existing balcony level on the northern elevation. A maintenance shed is also proposed in the north-western corner of the site 1.5 metres from each boundary.

3.3 Land Use

The proposal seeks approval for a change of land use from 'educational establishment (tertiary)' to 'educational establishment (secondary)'.

The College has experienced substantial enrolment demands in recent years and has recently successfully integrated year 7 students to its Flinders Park campus. On the back of increased student numbers and continued demand for places, the school has been looking for opportunities for expansion.

This proposed development will provide for a new hub for year 12 students that are more independent and mobile than other years.

There will be up to 400 students at the proposed site and up to 30 staff. Generally, classes will take place between 8.30am and 3.30pm but there may be some activity that extends to around 5.00pm at the site. Year 12 students would be dropped off and picked up from the proposed site and the new car parking area has been designed to accommodate the drop-off and pick-up demand.

The campus will provide mostly general learning areas (classrooms) with some specialist learning areas also proposed (i.e. for science and art). This reduces the need for students to travel between the proposed site and the Flinders Park campus.

Movements between the two campuses will be necessarily where students require more specialist facilities (i.e. performing arts or physical education), however, there are fewer students studying those specialist programmes and this reduces the need for students to move between the two campuses. The College is also now better prepared for online learning where students will be able to remotely participate in some classes that are taught at the Flinders Park campus (i.e. some language classes are taught to both year 11 and year 12 students from Flinders Park but year 12 students would be able to participate from the proposed campus).

Movements between the two campuses will be further reduced with the school reviewing timetabling structures where there would be fewer and longer classes for year 12 students.

The safety of students is paramount to the College. For this reason, the school has carefully considered how this would be managed. Management systems and pedestrian movement is more specifically addressed in the MFY Traffic and Parking Report. Safety and security for students would be achieved through:

- the use of a fob type access system where students are registered when leaving one site and arriving at the other; this would enable monitoring of movement between each campus
- induction of all students in respect of the prescribed movement system and College requirements, and
- the use of a school owned bus transferring students between campuses in inclement weather.



4.0 Procedural Matters

4.1 Zoning

The subject land is located within the Residential Zone of the West Torrens Development Plan (consolidated 7 May 2020). The land is located within the Medium Density Policy Area 18. The below map shows the site boundary in yellow and the zone mapping in shaded colour.

Image 2 Zoning of the subject land and within the locality (site highlighted in yellow)



4.2 Assessment Pathway

The subject Residential Zone does not prescribe educational establishments as being a kind of *complying* or *non-complying* kind of development. This application is therefore assessed as *merit* development.

4.3 Public Notification

The proposed development involves an educational establishment (secondary school) within the Residential Zone. Educational establishments are not listed within the procedural matters table of the Zone nor are they addressed in Part 1 or 2 of Schedule 9 of the *Development Regulations 2008*. The application is therefore a Category 3 kind of development for the purpose of public notification.

4.4 Referrals

No referrals are required as stipulated within Schedule 8 of the *Development Regulations 2008*.



5.0 Development Assessment

5.1 Assessment Summary

Having considered the relevant provisions of the West Torrens Development Plan, this assessment is made under the following planning topics:

- land use
- interface with adjacent development
- car parking and access
- landscaping
- stormwater management, and
- site contamination

A detailed assessment of these aspects are discussed below.

5.2 Land Use

The proposed application seeks consent to change the land use to educational establishment (secondary). It is our understanding that the previous approved use for the land was for an educational establishment (tertiary) for the use by the University of South Australia. We also understand that the building may have recently been used as an office.

The land is located within the Residential Zone, Medium Density Policy Area 18.

Principle 1 of the Residential Zone seeks:

Residential Zone

Principle 1 The following forms of development are envisaged in the zone:

- affordable housing
- domestic outbuilding in association with a dwelling
- dwelling
- dwelling addition
- small scale non-residential use that serves the local community, for example:
 - child care facility
 - health and welfare service
 - open space
 - primary and secondary school
 - recreation area
 - shop measuring 250 square metres or less in gross leasable floor area
- supported accommodation (underlining added)

The proposal is considered to satisfy Zone Principle 1 for the following reasons:

- educational establishments and more specifically secondary schools are envisaged land uses within the Zone



URPS

Planning Report for Nazareth Catholic Community

Development Assessment

- the campus will accommodate 400 students which is considered to be small scale (and it is noted that the adjacent Underdale High School has more than 500 students)
- the proposal will make use of a currently underutilised building that is not and will not otherwise be put to residential use (i.e. it is an entrenched non-residential land use)
- the proposed campus is located adjacent to an existing child-care centre and Underdale High School in a locality where non-residential development is prevalent.

While it is noted that the Medium Density Policy Area 18 does not expressly envisage schools it does anticipate small scale non-residential uses that serve the local community. In my view, having regard to the nature of the site, the locality and the nature of the Residential Zone, I contend that small scale schools are appropriate within this Policy Area.

The proposed development seeks to change the nature of the existing use from educational establishment 'tertiary' to 'secondary', it is of an appropriate nature and scale within the Residential Zone.

5.3 Built Form

There are no built form guidelines in the West Torrens Development Plan specifically directed at secondary schools/educational establishments. The built-form guidelines in the Residential Zone are directed almost exclusively at residential development and associated outbuildings.

The following provisions within the General Section of the Development Plan are relevant to design and siting of the proposed development:

General Section – Design and Appearance

Objective 1 Development of a high design standard and appearance that responds to and reinforces positive aspects of the local environment and built form.

Principle 1 Buildings should reflect the desired character of the locality while incorporating contemporary designs that have regard to the following:

- building height, mass and proportion
- external materials, patterns, colours and decorative elements
- roof form and pitch
- façade articulation and detailing
- verandas, eaves, parapets and window screens.

The proposal does not seek to alter the existing built form of the two-storey building on the land. The new canopies have been designed to a high standard of architectural design to complement the existing building. They are also grouped with the existing building on the land and setback a substantial distance from the nearest roads.

Similarly, the proposed outbuilding is located in the north-west corner of the site 1.5 metres from each boundary. It is designed with a mono-pitch roof and, accordingly, has different wall heights at each end. The shed is oriented so that the low height (3m) is located nearest the side boundary of the neighbouring site. Given the low wall height, 1.5 metre setback and the relatively small width of the shed, it is considered that the shed is appropriately sited on the land.

Having regard to the general design and appearance provisions, it is contended that the siting, design and scale of the new canopies and shed will be suitable against the existing building and the wider locality.

5.4 Interface with Residential Development

The Development Plan's General Section has a number of provisions that seek to ensure that development is compatible with existing and envisaged land uses. The following is particularly relevant:

General Section – Interface between Land Uses

Principle 1 Development should not detrimentally affect the amenity of the locality or cause unreasonable interference through any of the following:

- (a) the emission of effluent, odour, smoke, fumes, dust or other airborne pollutants
- (b) noise
- (c) vibration
- (d) electrical interference
- (e) light spill
- (f) glare
- (g) hours of operation
- (h) traffic impacts.

The subject land has previously been used by the University of South Australia as part of its Underdale Campus. It has a long history of being used for educational purposes and the nature of that use would have had a relatively high level of activity associated with that use. This would have involved students and staff arriving and leaving the site on a frequent basis.

The proposed land use is not dissimilar in nature. The proposed campus will accommodate some 400 year 12 students with those students being dropped off and picked up from the site at the beginning and the end of the day. Noise throughout the day would be generally limited given the small site area and limited outdoor play space.

The hours of operation of the proposed secondary school will typically be 8.30am to 3.30pm Monday to Friday. There would be limited after hours use of the site and that activity would largely relate to administrative use of the site.

On this basis, it is considered that the proposed development, an envisaged and small scale land use, be compatible with the existing residential and educational uses in the locality such that it will not detrimentally impact the amenity of the locality.

5.5 Car Parking and Access

Access to the land is currently obtained via two crossovers on Arthur Lemon Avenue. Each crossover enables two way movements to/from the site.

The applicant engaged MFY Pty Ltd to provide a traffic and parking report to assist in the understanding of future demand of the campus (see **Appendix D**). The campus will accommodate up to 400 students and approximately 30 staff.



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There is no proposed change to existing access locations to the land and 44 car parking spaces are maintained as part of the proposal.

Alterations to the southern car park are proposed to enable the pick up/set-down area to accommodate B99 vehicle movements.

The West Torrens Council Development Plan Table WeTo/2 – Off Street Vehicle Parking Requirements specifies car parking rates for secondary schools based on staff numbers.

The requirement is 1 car park per full time employee plus 1 space for wheelchair users plus an additional 10 per cent of the total for visitors.

If the estimated forecast of 30 staff is realised, there will be a requirement for 30 staff spaces, one space for people with a disability and three spaces for visitors, which equates to a total of 34 spaces.

The proposal includes 44 parking spaces plus 6 parallel spaces (within the set-down/pick up turn around area) which exceeds the Development Plan parking requirement.

The MFY report provides further detail and analysis of set down/pick up demands above the Development Plan requirement and concludes that the proposed parking will readily achieve the parking requirements identified in the Development Plan as well as providing additional parking to cater for student parking and pick up/set down demands of the site.

5.6 Pedestrian Movement

Primary pedestrian access to the campus will be retained at the northern boundary of the building.

MFY provided an assessment of the pedestrian connectivity between the Flinders Park campus and the proposed campus as some students may be required to commute between campuses to attend specialist classes.

The college has identified that the number of students walking at any one time will be less than two groups of 25 students (one group entering and another leaving the campus) which will occur at most twice a day. Further analysis of how this will be managed is provided in detail within the **Appendix D** (pages 6-8).

The Development Plan seeks safe and convenient movement for all vehicles and pedestrians. The following provisions are particularly relevant:

General Section - Transportation and Access

Principle 16 Development should ensure that a permeable street and path network is established that encourages walking and cycling through the provision of safe, convenient and attractive routes with connections to adjoining streets, paths, open spaces, schools, pedestrian crossing points on arterial roads, public and community transport stops and activity centres.

Principle 17 Development should provide access, and accommodate multiple route options, for pedestrians and cyclists by enhancing and integrating with:

- (a) open space networks, recreational trails, parks, reserves, and sport and recreation areas

- (b) **Adelaide's principal cycling network (Bikedirect), which includes arterial roads, local roads and off-road paths as depicted in Overlay Maps – Transport.**

While it is considered that the above provisions are largely geared toward the establishment of new road networks, it is considered that the proposed development satisfies these provisions on the basis that:

- There is an existing permeable street and path network that provides safe, convenient and attractive routes between the two campuses, and
- There are multiple route options for pedestrians and cyclists, including through the residential road network making use of a pedestrian footbridge over the River Torrens and via the arterial road network where the site is in close proximity to bus stops (i.e. within a 350 metre walking distance).

It is our contention that this has been adequately addressed within the MFY report to provide assurance that students can safely move between the two campuses and that impacts to residential properties is managed appropriately.

5.7 Landscaping

A detailed landscape concept plan has been designed by Oxigen Pty Ltd (see **Appendix C**).

Objective 1 of the General Section, Landscaping, Fences and Walls anticipates the amenity of land and development will be enhanced with appropriate planting and other landscaping works, using locally indigenous plant species where possible. New landscaping is proposed adjacent the school building. The new landscaping incorporates manicured lawn areas, understorey planting and new trees. Most of the new landscaping comprises native species. The landscaping will complement the site's existing landscaping and the proposed building.

5.8 Stormwater Management

WGA has prepared a Stormwater Management Plan for the proposed development (**Appendix E**).

Stormwater from new buildings will be collected, detained and then discharged through the site's existing stormwater management system. The proposed development also results in an increase in impervious area (following the removal of a substantial portion of the car park and its replacement with landscaped open space).

The Development Plan generally seeks to ensure that water discharged from a site matches its pre-developed state:

General Section – Natural Resources

Principle 8 Water discharged from a development site should:

- be of a physical, chemical and biological condition equivalent to or better than its pre-developed state
- not exceed the rate of discharge from the site as it existed in pre-development conditions.
(underlining added)

Given the proposed development results in an increase in impervious area, the proposed development will result in less stormwater being discharged from the site. With the return of a car park to open space,



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Development Assessment

it is also likely that the pollutant load in any discharged water would also be less. On this basis, it is considered that the above provision is satisfied.

5.9 Site Contamination

Golder Associates Pty Ltd undertaken a desktop environmental review and advised on contamination risks associated with the land. Based on the proposed land use (secondary school/educational uses), a recreational land use scenario has been considered for the contamination exposure assessment, in accordance with the National Environment Protection Measure (the ASC NEPM).

The desktop review took into account soil testing undertaken in 2016 and concluded that no obvious signs of contamination were encountered in fill and/or the natural soils logged, and laboratory testing results indicated no evidence of contamination in the soils assessed.

Based on the desktop review completed the following was concluded:

- Current and historical land uses that have the potential to result in site contamination are considered to be low and are not expected to pose an issue with respect to the proposed educational land uses.
- Contaminant concentrations in soils tested did not exceed the adopted human health and ecological screening guidelines (NEPM setting C). Therefore, soil contamination was not identified by the sampling undertaken.
- The findings of the intrusive soil investigation (2016) support the conclusions of the desktop assessments that contamination risk at the site are low.
- Based on the assessment information, Golder has identified no evidence of contamination that would preclude the site from redevelopment for educational land uses (secondary school).

A full copy of Golder Associates Pty Ltd report is provided within **Appendix F**.

6.0 Conclusion

The proposed development satisfies the relevant provisions of the West Torrens Development Plan as follows:

- it is an envisaged land use within the Residential Zone
- the nature and scale of the proposed development is appropriate for a secondary school campus in a residential area and will complement the Flinders Park campus.
- there are no proposed alterations to the external appearance of the two-storey building
- new built form (canopies and a maintenance shed) are suitably designed and sited within the site where they will complement existing buildings and enhance the appearance of the site
- additional landscaping is provided within the site to improve the site's appearance and provide a high level of amenity for students
- the proposed development provides a greater number of parking spaces than prescribed by the Development Plan
- student movement between the two sites is safe and convenient for the school with suitable controls in place to ensure student safety and minimise impacts to nearby residential land uses
- the development results in a less impervious surfaces and therefore the existing stormwater network can continue to accommodate the stormwater discharged from the site, and
- there is no identified evidence of contamination that would preclude the site from redevelopment for educational land uses.

For these reasons, the proposed development warrants approval.



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Planning Report for Nazareth Catholic Community

Conclusion

Appendix A

Certificates of Title



Product Register Search (CT 5948/226)
 Date/Time 01/04/2020 02:15PM
 Customer Reference 189141
 Order ID 20200401006147

REAL PROPERTY ACT, 1986



The Registrar-General certifies that this Title Register Search displays the records maintained in the Register Book and other notations at the time of searching.



Certificate of Title - Volume 5948 Folio 226

Parent Title(s) CT 5940/600
 Creating Dealing(s) RTC 10286056
 Title Issued 05/09/2005 Edition 2 Edition Issued 29/05/2017

Estate Type

FEE SIMPLE

Registered Proprietor

ARTHUR LEMON AVENUE PTY. LTD. (ACN: 618 744 666)
 OF PO BOX 1142 NORTH ADELAIDE SA 5006

Description of Land

ALLOTMENT 54 DEPOSITED PLAN 67591
 IN THE AREA NAMED UNDERDALE
 HUNDRED OF ADELAIDE

Easements

SUBJECT TO EASEMENT(S) OVER THE LAND MARKED B TO THE COUNCIL FOR THE AREA (TG 6970646)

SUBJECT TO SERVICE EASEMENT(S) OVER THE LAND MARKED D(T/F) FOR ELECTRICITY SUPPLY PURPOSES TO DISTRIBUTION LESSOR CORPORATION (SUBJECT TO LEASE 8890000) (223LG RPA)

Schedule of Dealings

Dealing Number	Description
12726202	MORTGAGE TO WESTPAC BANKING CORPORATION (ACN: 007 457 141)

Notations

Dealings Affecting Title	NIL
Priority Notices	NIL
Notations on Plan	NIL

Registrar-General's Notes

AMENDMENT TO DIAGRAM VIDE 51/2007

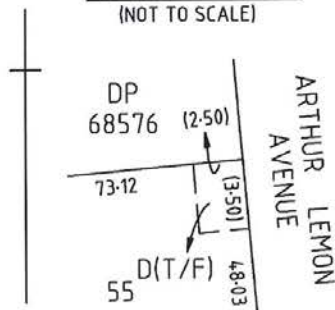
Administrative Interests	NIL
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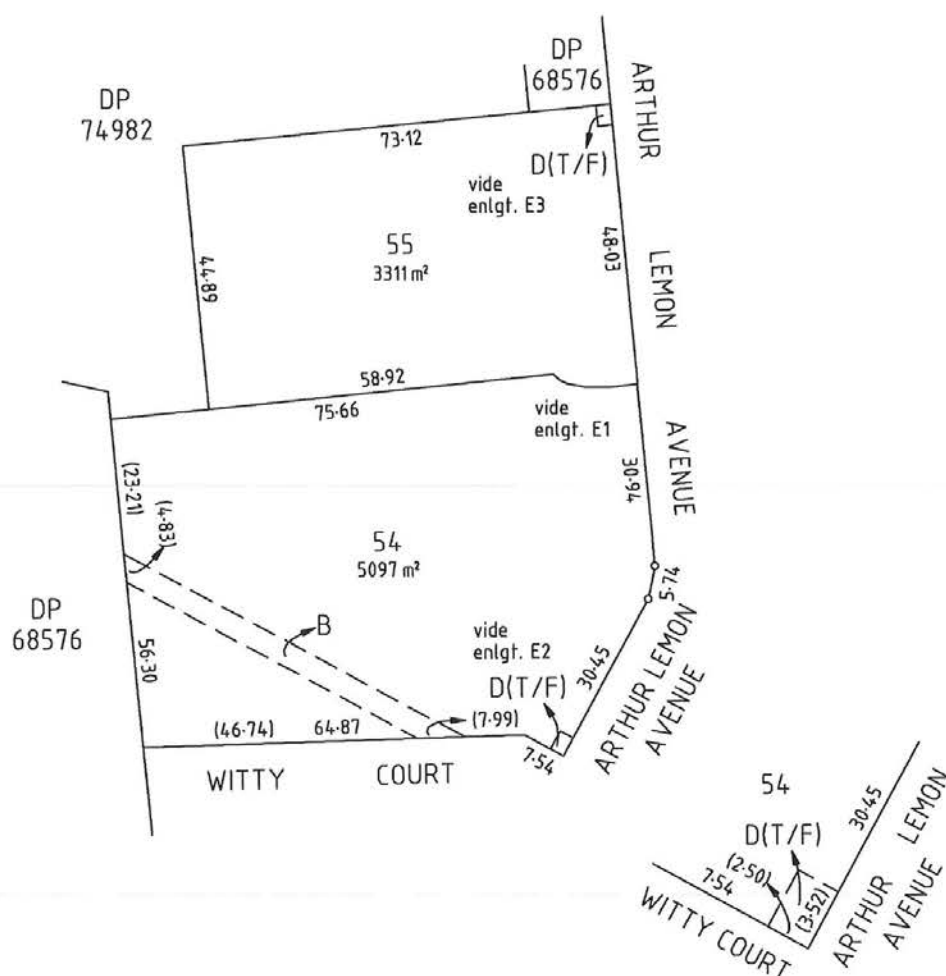
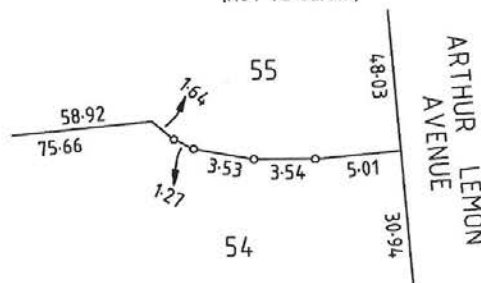
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Order ID

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01/04/2020 02:15PM
189141
20200401006147

ENLARGEMENT E3
(NOT TO SCALE)



ENLARGEMENT E1
(NOT TO SCALE)



0 10 20 30 40 Metres

ENLARGEMENT E2
(NOT TO SCALE)

Land Services SA

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Page 2 of 2



Appendix B

Proposal Plans

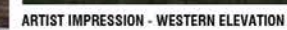
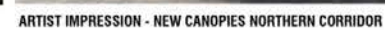




- ACCESS WC
- ART GLA
- ART STORE
- CAFE
- CHEMICAL STORE
- CIRCULATION
- COUNCELLOR
- EXISTING
- FEMALE WC
- GLA
- ICT HELP
- KITCHENETTE
- MALE WC
- MEETING ROOM
- OFFICE
- PRINT ROOM
- SCIENCE
- SHARED LEARNING
- SICK ROOM
- STAFF ROOM
- STORE ROOM
- STUDENT SERVICES
- TEACHER PREP
- TUTORIAL
- WC AIRLOCK



Ground Floor Room Schedule		First Floor Room Schedule	
Name	Area	Name	Area
TUTORIAL	40.08 sq'	GLA	63.07 sq'
PLANT	16.24 sq'	GLA	57.84 sq'
SHARED LEARNING	322.72 sq'	GLA	79.68 sq'
FEMALE WC	20.42 sq'	SCIENCE GLA 1	60.00 sq'
COMMS	1.96 sq'	TEACHER PREP	44.88 sq'
ELIC	6.25 sq'	SHARED LEARNING	206.53 sq'
GLA	62.75 sq'	PLANT	21.25 sq'
LIFT	6.88 sq'	STAIRS	21.25 sq'
P-CY ART	2.47 sq'	STAIRS	2.47 sq'
STAIR	14.54 sq'	COMMS	1.96 sq'
GLA	63.31 sq'	STAFF WC - MALE	9.43 sq'
WC	21.25 sq'	LIFT	19.80 sq'
VEGET. GREENS	1.48 sq'	LIFT	6.88 sq'
CARE	21.41 sq'	EXISTING STAIRS	9.50 sq'
STAIR ROOM	42.00 sq'	EXISTING BALCONY	25.18 sq'
ACCESS WC	8.81 sq'	GLA	42.00 sq'
PAID	1.25 sq'	GLA	89.88 sq'
PRINT STATION	9.20 sq'	ART 1	84.30 sq'
TUTORIAL	41.46 sq'	CHEMICAL STORE	24.16 sq'
ITC HELP	1.25 sq'	SCIENCE GLA 2	68.27 sq'
GLA	61.17 sq'	ART STORE	23.31 sq'
METRIC ROOM 3	16.71 sq'	SHARED LEARNING	126.85 sq'
COUNSELLOR	16.29 sq'	CIRCULATION	19.05 sq'
METRIC ROOM 2	14.29 sq'	VOID	22.83 sq'
STAFF WC - FEMALE	9.28 sq'	CORRIDOR	10.79 sq'
ART LOCK	9.10 sq'	STORE ROOM	7.06 sq'
SICK RPT RMC	9.10 sq'	KITCHENETTE	4.45 sq'
OFFICE 1	12.43 sq'	ART LOCK	8.10 sq'
OFFICE 2	12.43 sq'	ART LOCK	8.10 sq'
CORRIDOR	12.17 sq'	EX SERVICES	5.88 sq'
SHARED LEARNING	71.49 sq'	EX SERVICES	1.67 sq'
TUTORIAL	28.57 sq'	GLA	19.77 sq'
CIRCULATION	164.90 sq'	EXISTING BALCONY	126.83 sq'
PRINT STATION	3.57 sq'		
KITCHENETTE	1.71 sq'		
ART LOCK	5.08 sq'		
EX SERVICES	2.72 sq'		
STAIRS	17.38 sq'		
EX SERVICES	1.68 sq'		
STAIRS	1267.34 sq'		



DEVELOPMENT APPLICATION

NAZARETH UNDERDALE BUILDING
NAZARETH CATHOLIC COMMUNITY
FLOOR PLANS, ELEVATIONS & 3Ds



Date: 3/08/2020 3:17:37 PM		Scale: 1 : 300	20.006	DA10
 		101 Frederick Street, Unley South Australia 5061 PO Box 3054 Unley SA 5061 ABN 58 007 987 099 Telephone 08 8172 8700 info@rusyel.com.au www.rusyel.com.au		
11 Kingsford 20/16 11 Kingsford 20/16		11 Kingsford 20/16 11 Kingsford 20/16		



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Conclusion

Appendix C

Oxygen Landscaping Concept Plan

Issue —
For Approval

Date —
3 June 2020

Project —
16.027

Nazareth Catholic College Underdale Building

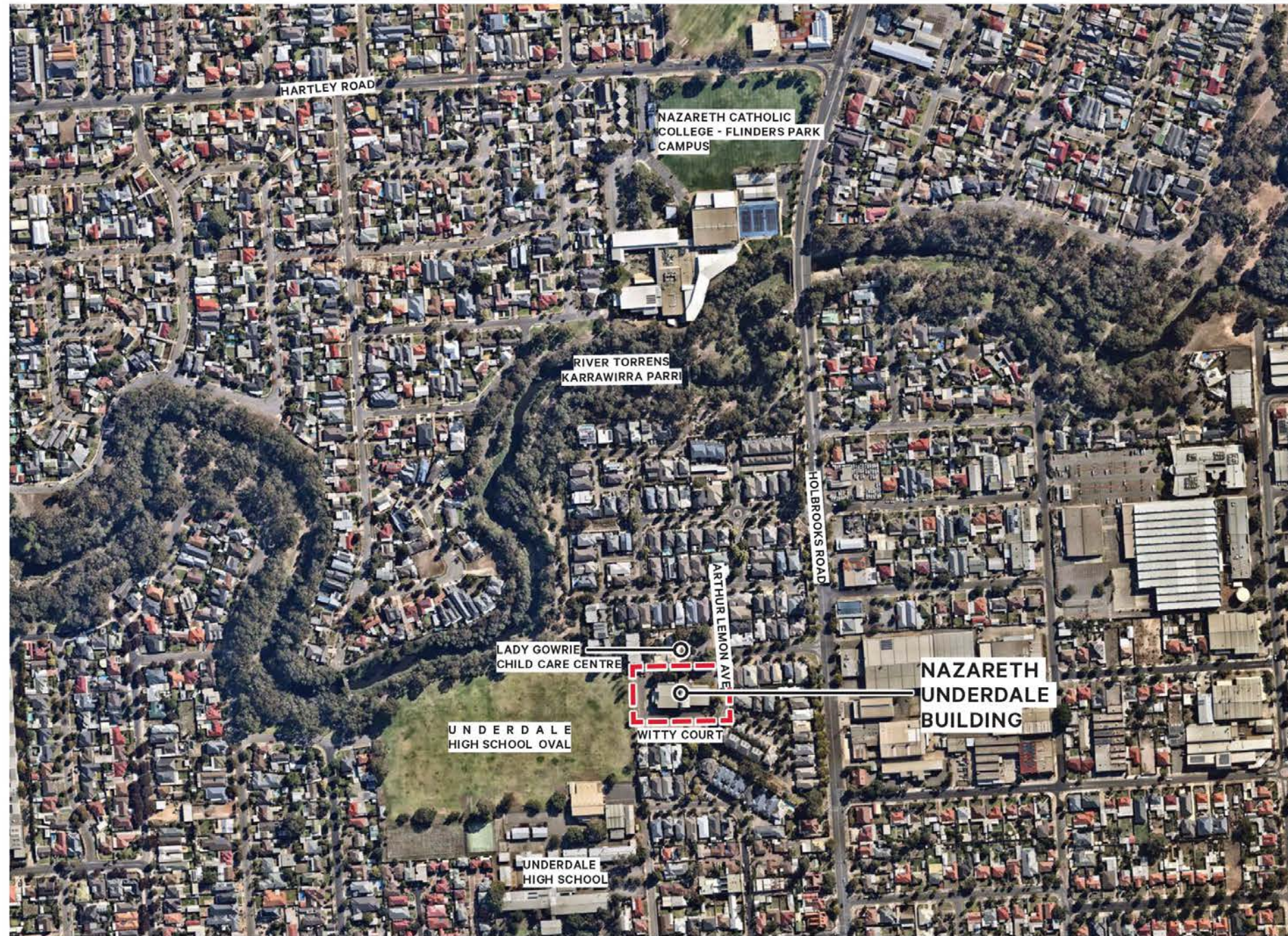
Landscape Concept Plan

oxygen

Oxygen Pty Ltd
98-100 Halifax Street
Adelaide SA 5000

T +61 (08) 7324 9600
design@oxygen.net.au
oxygen.net.au

Context



Site Context

- Nazareth Underdale Building is located west of Holbrooks Road, Underdale on Arthur Lemon Avenue.
- The building is surrounded by existing landscape treatments of deciduous trees, planting beds, grassed areas and two separated car parks.
- To the west of the site are the Underdale High School playing fields that are used by both the school and local community.
- North of the site is the Lady Gowrie Child Care Centre with established Eucalyptus tree planting in the adjacent car park area.
- Witty Court to the south provides vehicle access to the residential dwellings and pedestrian access to the Underdale High School playing fields.

Existing Site



Principles + Design Intent

The landscape approach for Nazareth Underdale Building seeks to improve the general amenity and function of the outdoor space for use by secondary school students of Nazareth Catholic College.

Key features of the existing site are reconfigured and new areas created to provide for the specific campus cohort. A series of key zones are defined by their use and function. These zones include:

Main Entry – Car Park 2

- The main entry to the building is 'opened up' with an entry plaza and connecting paths – features include lightly washed concrete with brick/stone header inlays to compliment the existing building elements

Northern Garden

- A series of garden 'rooms' are created around the existing Ash trees with café tables and chairs beneath the new building canopies and designated seating areas for outdoor study and passive relaxation

Western Lawns

- Canopy and shelter areas adjacent the building are defined by lightly washed concrete with brick/stone header inlays. Open grassed areas provide opportunities for socialisation and recreation with seating/study areas and tree planting whilst maintaining views to the adjacent playing fields

Southern Access - Car Park 1

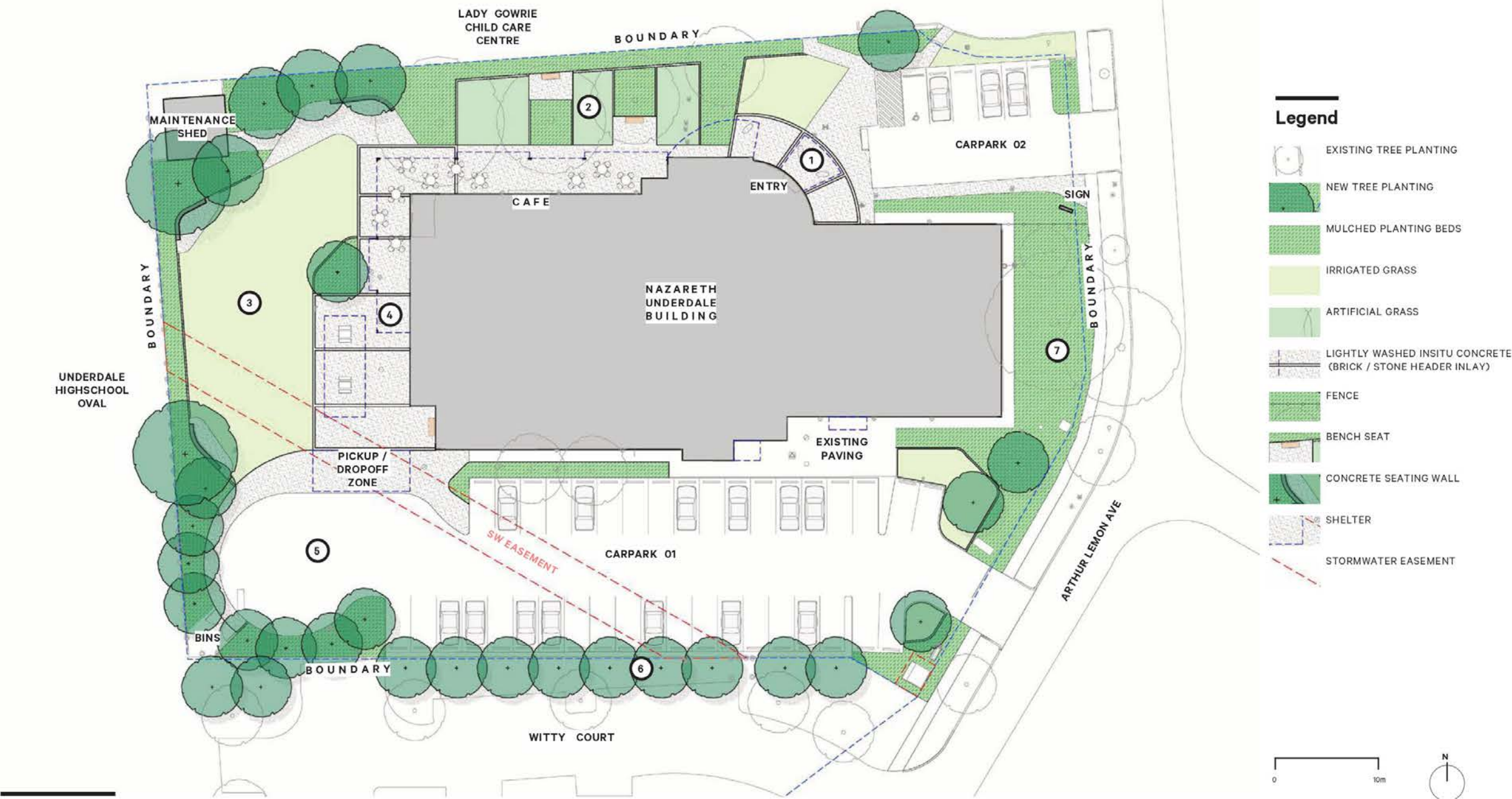
- Existing car park is reconfigured with a drop-off zone and enhanced with deciduous tree planting, grass and planting beds. A row of trees are proposed in the Witty Court planting beds to enhance the southern edge of the car park

Eastern Garden

- Low planting beneath the existing Elm trees maintains and reinforces a soft green edge to the building facade



Concept Plan



Key Elements

- 1 — Main entry plaza & connecting paths - lightly washed concrete with brick / stone header inlays.

2 — Series of garden rooms around existing Ash trees. New cafe tables and chairs for outdoor study and relaxation.

3 — Open grass area for socialisation & recreation.

4 — Canopy / shelters and lightly washed concrete with brick / stone header inlays and views to adjacent playing fields.

5 — Reconfigured car parking, new dropoff / pickup zone & deciduous tree planting.

6 — New row of trees to Witty Court on the southern edge of carpark.

7 — Existing Elm trees retained with new understorey planting.

Materials

PAVING + LANDSCAPE ELEMENTS



Insitu Concrete Paving
(Lightly washed aggregate)



Paving Inlays



Bench Seats



Seating Walls

DECIDUOUS TREES (INDICATIVE SPECIES)



Fraxinus 'Urbanite'



Pistacia chinensis



Acer x freemanii 'Jeffersred'



Lagerstroemia sp.

Planting

GROUND LAYER PLANTS (INDICATIVE SPECIES)



Doryanthes excelsa



Grevillea 'Winter Delight'



Rosmarinus 'Prostratus'



Acacia cognata 'Mini Cog'



Myoporum parvifolium
(broad leaved form)



Raphiolepis 'Snow Maiden'



Liriope 'Just Right'



Viburnum tinus (hedging)



Callistemon 'Little John'



Westringia 'Mundi'



Appendix D

MFY Pty Ltd Traffic and Parking Report



Nazareth Catholic College

**NAZARETH CATHOLIC COLLEGE
PROPOSED UNDERDALE CAMPUS**

TRAFFIC AND PARKING REPORT

20-0055

Traffic • Parking • Transport

Unit 6, 224 Glen Osmond Road
FULLARTON SA 5063

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F: +61 8 8338 8880

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W: mfy.com.au

MFY Pty Ltd

ABN 79 102 630 759



DOCUMENT ISSUE

Revision issue	Date	Description	Approved by
Final	03 June 2020	Final Report	MLM

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1.0 INTRODUCTION

Nazareth Catholic College is proposing to redevelop the UniSA building at the corner of Witty Court and Arthur Lemon Avenue in Underdale into a new campus. This campus will accommodate the transfer of Senior students from the existing campus at Flinders Park. The campus will cater for up to 400 students and 30 staff.

To facilitate the development, the proposal includes modifications to the existing main car park to create a new pick-up/set-down area. This report has reviewed the proposed design and has considered access for staff and delivery/refuse vehicles. A parking assessment has been undertaken to ensure that the proposal will have sufficient capacity to accommodate the forecast demand.

The College has indicated that some of the elective classes will be held in the current campus at Flinders Park. Accordingly, there will be requirement for a number of students to commute between the campuses during the day, although other options for including these students, such as remote video access, are being considered. The assessment has, therefore, reviewed the impact associated with the movement of students.

In addition, consideration has been given to the increase in traffic between the existing and proposed developments at the site and in association with the morning and afternoon pick-up and set-down periods at the campus.

The assessment has been based on Russell and Yelland Architects' drawing 20.006 DA00 dated 02 June 2020.



2.0 SUBJECT SITE

The subject site has frontage to Witty Court and Arthur Lemon Avenue at its southern and eastern boundaries respectively. The site is bounded by Underdale High School Oval to the west and residential developments and a child-care centre to the north.

The subject site was previously occupied by UniSA. The building at the site has two levels with an approximate floor area of 2,600 m². It is noted that the facility operated akin to an office prior to its closure.

2.1 ROAD NETWORK

Arthur Lemon Avenue extends between James Leal Drive and Haddrick Court. It provides access to Witty Court, Hatwell Court and Isley Road. All of these intersections are in close proximity to the site.

Witty Court and Hatwell Court are dead-end streets which service residential developments. Isley Road also services residential development and it forms an intersection with Holbrooks Road where all movements are permitted.

These roads (with the exception of Holbrooks Road) are within the care and control of Council and the urban default speed limit of 50 km/h applies. Parking on the roads are provided via indented parking bays. Observations on-site identified that these bays had a relatively high level of occupancy which could have related to the Underdale Secondary School.

2.2 ACCESS

Access to the subject site is currently available via two crossovers on Arthur Lemon Avenue. Both crossovers are designed to permit all movements to/from the site. Each crossover services a parking area.

Primary pedestrian access to the development is provided along the northern boundary of the building. Sealed footpaths provide connectivity to/from the building.

2.3 TRAFFIC GENERATION

The NSW Roads and Maritime Services (RMS) *"Guide to Traffic Generating Developments – Technical Direction – Updated Traffic Surveys"* (TDT 2013/04a) identifies the following traffic generation rates for an office:

- 1.6 trips per 100 m² in the am peak;
- 1.2 trips per 100 m² in the pm peak; and
- 11 trips per 100 m² daily.



Based on the previous use of the site being comparable to an office, the following traffic volumes would have been expected on the adjacent road network:

- 40 trips in the am peak hour;
- 30 trips in the pm peak hour; and
- 285 trips per day.



3.0 PROPOSAL

The proposal is for the redevelopment of the existing facility to create a new Senior School campus for Nazareth Catholic College. It will cater for up to 400 students with a forecast for approximately 30 staff.

3.1 ACCESS AND PARKING AREAS

Access for the proposal will be retained as per the existing situation.

The southern car park will be modified to include 38 parking spaces and a parallel pick-up/set-down area. The northern car park will include six parking spaces. These parking areas will comply with Australian/New Zealand Standard, *Parking Facilities Part 1: Off-street car parking* (AS/NZS 2890.1:2004).

The proposal will include one space for use by people with a disability. This space will be a minimum of 2.4 m wide with an adjacent 2.4 m wide shared space, in accordance with the requirements of the Australian/New Zealand Standard, *Parking facilities Part 6: Off-street parking for people with disabilities* (AS/NZS 2890.6:2009).

The pick-up/set-down facility will be created in the southern parking area and will be able to accommodate the turning movements of a B99 vehicle. Figure 1 illustrates the turning movement of vehicles within the facility.



Figure 1: Pick-up/set-down facility



The facility will be able to accommodate up to six vehicles within the indented bay as shown in Figure 2.



Figure 2: Vehicles stored within the pick-up/set-down facility

3.2 REFUSE

Refuse collection at the site will occur in the southern car park. Figure 3 illustrates that the refuse vehicle will be able to turn within the pick-up/set-down facility to enter and exit the site in a forward direction.



Figure 3: Refuse vehicle turning within the site

3.3 PEDESTRIAN ACCESS

Primary pedestrian access to the campus will be retained at the northern boundary of the building.



4.0 PEDESTRIAN CONNECTIVITY

The proposal requires safe and efficient pedestrian connectivity considering that students may be required to commute between campuses to attend specialist classes. The College has identified that the number of student walking at any one time will be less than two groups of 25 students (one group entering and another leaving the campus). This will only occur at most twice a day.

Accordingly, an investigation of three potential routes for students to walk between each campus was completed. All the options have been assessed for safety and convenience (i.e. distance and walk time). Additionally, consideration has been given to the impact to the residential amenity in accommodating the additional pedestrian traffic. Figure 4 identifies the potential routes.



Figure 4: Walking access routes



In regard to safety, all routes have sealed footpaths. Part of each path is a shared pedestrian/cyclist path which would potentially mean that the College could consider an alternative where student can ride between each campus. Consideration would need to be given to the increased conflict risk associated with such movements, albeit the volumes of public cyclists during the school day would not be anticipated to be high.

In terms of vehicle conflict points, Routes 1 and 2 would require students to cross three residential streets which can be undertaken safely at existing pedestrian facilities (such as pedestrian ramps), given the low traffic environment while Route 3 will only require students to cross one street. The site assessment confirmed that all routes present a low risk to students.

Each route will have different walking distances and times which have been summarised in Table 1.

Table 1: Distance and walk times for each route

	Route 1	Route 2	Route 3
Distance	600 m	650 m	900 m
Walk time	6 mins	7 mins	11 mins

In addition to the walking time, students will also take time to leave one lesson and start another plus there is potential they will have variable walking speeds (students carrying books and bags will potentially reduce the walking speed). Accordingly, the time taken for students to move between facilities could be in the order of 15 to 20 minutes. The College is considering options in respect to timetabling to allow sufficient time for students to access each facility.

In inclement weather, The College will utilise the Nazareth bus to transfer students between each campus. While the actual transfer time is only approximately two minutes, it is anticipated that the wait time for students to access the bus would be comparable with the walk time.

Ultimately, the number of student pedestrian movements will be informed by the subject choices of students. The following options are currently being considered in respect to student movements and will be refined and a preferred option identified once the College has a good understanding in respect to the number of students and frequency with which they will be required to walk between each campus:

- providing all three alternatives as options for students, assuming that there will be a relatively equal distribution between at least the two local street routes, with slightly fewer students choosing to walk adjacent Holbrooks Road (given that this route is slightly longer). This option may be preferable if there are relatively high numbers of students who need to move at any one time;



- nominating two of the routes, with one route being used for northbound movements and the other for southbound movements. This option may be preferred if the timetabling requires two relatively full classes to move between each campus but in opposite directions; or
- nomination of a preferred route for all students to use. This would potentially be preferable from a security perspective but may not be feasible unless student movement numbers are low.

The College is also exploring a number of other systems to provide additional safety and security for students which include:

- the use of a fob type access systems or similar which will require students to electronically register themselves. This will enable the College to understand when students are moving between each campus and in the event that they are off-campus for longer than a prescribed period (20 minutes);
- induction of all students in respect to the prescribed movements system and College protocols while walking between each site; and
- students attending a class by dialling in from a classroom within the Underdale campus (such as for a small language class for example) which will limit the number of movements between each campus.

Irrespective which option would be adopted, a safe functional solution for students to commute between the existing Flinders Park and the Underdale campus will be communicated to students and families.



5.0 PARKING DEMAND ASSESSMENT

Figure 5 is an extract from Council's Development Plan (Consolidated 12 July 2018) identifying the parking requirement for educational institutions.

Educational institutions (long term and short term)	1 per full time employee plus 1 space for wheelchair users plus an additional 10 per cent of the total for visitors
<ul style="list-style-type: none"> • pre-school • primary school • secondary school 	

Figure 5: Extract from Council's Development Plan parking requirement

If the estimated forecast of 30 staff is realised, there will be a requirement for 30 staff spaces, one space for people with a disability and three spaces for visitors, which equates to a total of 34 spaces. The proposal will exceed this requirement.

Council's Development Plan does not specify a provision for on-site pick-up/set-down or student parking spaces. Accordingly, such parking need not specifically be provided for the proposed development.

Nonetheless, parking demand surveys undertaken at other secondary school sites have identified a peak pick-up/set-down rate in the order of one space per 20 students. For Senior Secondary students. On this basis, there could be a demand for 20 pick-up/set-down spaces.

The proposal includes 44 parking spaces plus six parallel spaces which will cater for the anticipated staff and pick-up/set-down requirement of 50 spaces (30 staff plus 20 vehicles picking-up/setting-down students). Visitors to the College would occur outside the pick-up/set-down periods.

There could also be a demand for student parking, albeit if students drove themselves to school that would likely decrease the pick-up/set-down requirement. Should there be an increase in demand at the site associated with student parking, the College currently operates a pick-up/set-down system at its Flinders Park campus where the queue extends adjacent the staff parking. This operates very effectively at the existing site and would be managed with the same protocols. This would result in an increased queuing capacity for ten additional vehicles on the site, as illustrated in Figure 6.

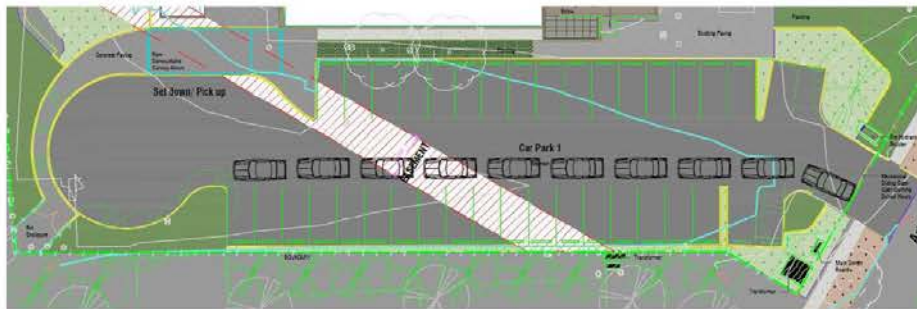


Figure 6: Queueing within the car park

The proposed parking will readily achieve the parking requirements identified in the Development Plan. Further, additional parking will be provided to cater for student parking and pick-up/set-down requirements on the site.

In regard to bicycle parking, Council's Development Plan does not specify a requirement for bicycle parking on site. There will, however, be a small demand for cyclists at the school and this can be readily provided on a need basis.



6.0 TRAFFIC ASSESSMENT

Previous traffic surveys undertaken at the Flinders Park campus identified a traffic generation rate at the existing access in the order of 0.26 trips per student during the peak half hour period (inclusive of staff). Assuming this equated to approximately 80% of the trips associated with the College, there would be a generation rate of approximately 0.3 trips per student. This is consistent with information at other sites surveyed which have identified that high schools typically generate traffic between approximately 0.2 trips per student and 0.4 trips per student.

Based on the rate of 0.3 trips per student, the site would generate approximately 120 trips during the peak hour periods. Such a volume can be readily accommodated on the adjacent road network and will not change the nature or function of the existing roads.

There will be minimal traffic generated by the College outside of the peak school periods, with such trips limited to visitors or deliveries. The College bus may move between each campus at change of lesson time during inclement weather, but this is not expected to regularly occur. Accordingly, there will be minimal traffic movements associated with the College outside of peak traffic periods. On this basis, it is estimated that the proposed College will generate in the order of 270 trips per day.

By way of comparison, the previous use of the site would have generated approximately 40 trips during the peak hour and 285 trips per day. Accordingly, while there will be an increase in traffic on the road network during the short peak school periods, there will be no increase when considering the daily anticipated traffic volume.



7.0 SUMMARY

The proposal to develop the existing UniSA site in Underdale as a Senior Campus for Nazareth College will have minimal impact in terms of parking demand and traffic volumes.

In particular, the creation of a pick-up/set-down area within the site will ensure that the forecast demand will be accommodated within the subject site and while there will be an increase in traffic during peak pick-up and set-down periods, there will not be a nett increase during the day.

Importantly the traffic movements and parking will be accommodated on the subject land and therefore there will not be an increase in congestion created by vehicles parked on-street adjacent to the site. Accordingly, there will be minimal impact on the adjacent road network and the traffic will be readily accommodated on the existing roads.

The proposal will also enable delivery and refuse vehicles to enter and exit the site in a forward direction. Such movements will occur outside of College pick-up and set-down periods.

A key aspect of the proposal is the establishment of safe and convenient access for students who will be required to move between campuses to attend certain classes. The assessment has reviewed the relevant public infrastructure which is provided for pedestrians and has identified how these can be established and options that are available to the College to provide for function and safe access for the students.



URPS

Planning Report for Nazareth Catholic Community

Conclusion

Appendix E

Wallbridge and Gilbert Stormwater Advice



Russell & Yelland
101 Frederick St
UNLEY SA 5000

Attention: Hariklia Pontikinas

3rd June 2020

PROJECT NO. WGA200673

Dear Hariklia,

NAZARETH UNDERDALE BUILDING – STORMWATER DRAINAGE

WGA have been engaged by Nazareth College to undertake a preliminary assessment of the stormwater drainage issues associated with the proposed redevelopment of the Nazareth Underdale Building.

1. EXISTING CONDITIONS

The existing site conditions are shown on the Engineering Survey (attached in Appendix A) and Aerial Photograph (attached in **Appendix B**). The southern and western sides of the building are surrounded by an asphalt car parking area and the northern and eastern sides of the building are typically landscaped, with a small asphalt car park located in the north-eastern corner of the site.

There is a 2100mm diameter concrete stormwater pipe located on the southern side of the site. This is within a 4m wide easement and collects stormwater runoff from the residential area further east of the site. This pipe ultimately discharges in the Torrens River.

The stormwater runoff from the car parking areas is collected by a side entry pit in the south-western corner of the site. The pit is connected to the 2100mm diameter pipe. The stormwater runoff from the roof is collected by a series of downpipes that connect to an underground pipe that surrounds the building. This pipe network also connects to the 2100mm diameter pipe.

No stormwater quality improvement devices are evident on site.

2. PROPOSED DEVELOPMENT

The extent of the proposed external redevelopment is shown on Russell & Yelland Architects site plan (attached in **Appendix C**).

As part of the redevelopment of the site, the existing car parking area (approx. 550m²) on the western side of the site is to be removed and replaced with a large lawn area. New artificial turf areas (approx. 110m²) are proposed on the northern side of the building, replacing existing landscaping areas. New canopies are also proposed on the northern and western side. The northern canopies (approx. 150m²) are proposed to replace existing landscaping whereas the western canopies are to be built over the existing pavements.

60 Wyatt Street
Adelaide SA 5000
T: 08 8223 7433
WGASA Pty Ltd
ABN 97 617 437 724

ADELAIDE DARWIN MELBOURNE PERTH WHYALLA

A new shed is proposed on the north-western corner of the site with a new concrete footpath leading to it.

Overall, there is a net reduction of approximately 200m² of impervious area and hence the peak stormwater flows from the site are reduced. The removal of the western car parking area also improves the quality of the stormwater leaving the site.

New stormwater drainage pipes are proposed to connect to the downpipes for the gutters of the new canopies. These pipes will connect to the adjacent underground stormwater pipes. Collection of runoffs from the new artificial turf areas will be via small grated inlet pits that will be connected to the adjacent underground stormwater pipes. The proposed minor changes to the south-western corner of the car parking area will require the existing side entry pit to be converted into a grated inlet pit, with localised changes to the pavement falls.

An indicative new stormwater drainage layout is attached in **Appendix D**.

3. SUMMARY

- The development will reduce the total impervious areas across the site and hence the peak flow rate from the site will be reduced.
- New stormwater drainage will connect to the existing underground stormwater system as much as possible, with the site drainage ultimately connecting into the Council 2100mm diameter pipe located in the easement on the southern side of the site.

Should you wish to discuss any of these matters further, please contact the undersigned.

Yours faithfully



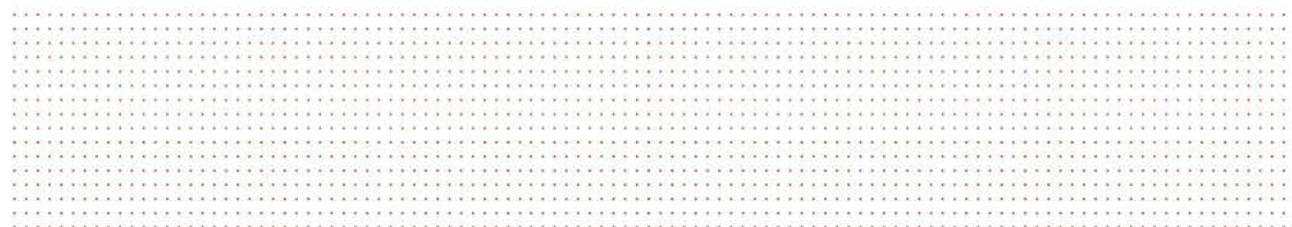
Colin Hill
for

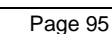
WALLBRIDGE GILBERT AZTEC

Appendix A – Engineering Survey
Appendix B – Aerial Photograph
Appendix C – Architectural Site Plan
Appendix D – Stormwater Sketch Plan

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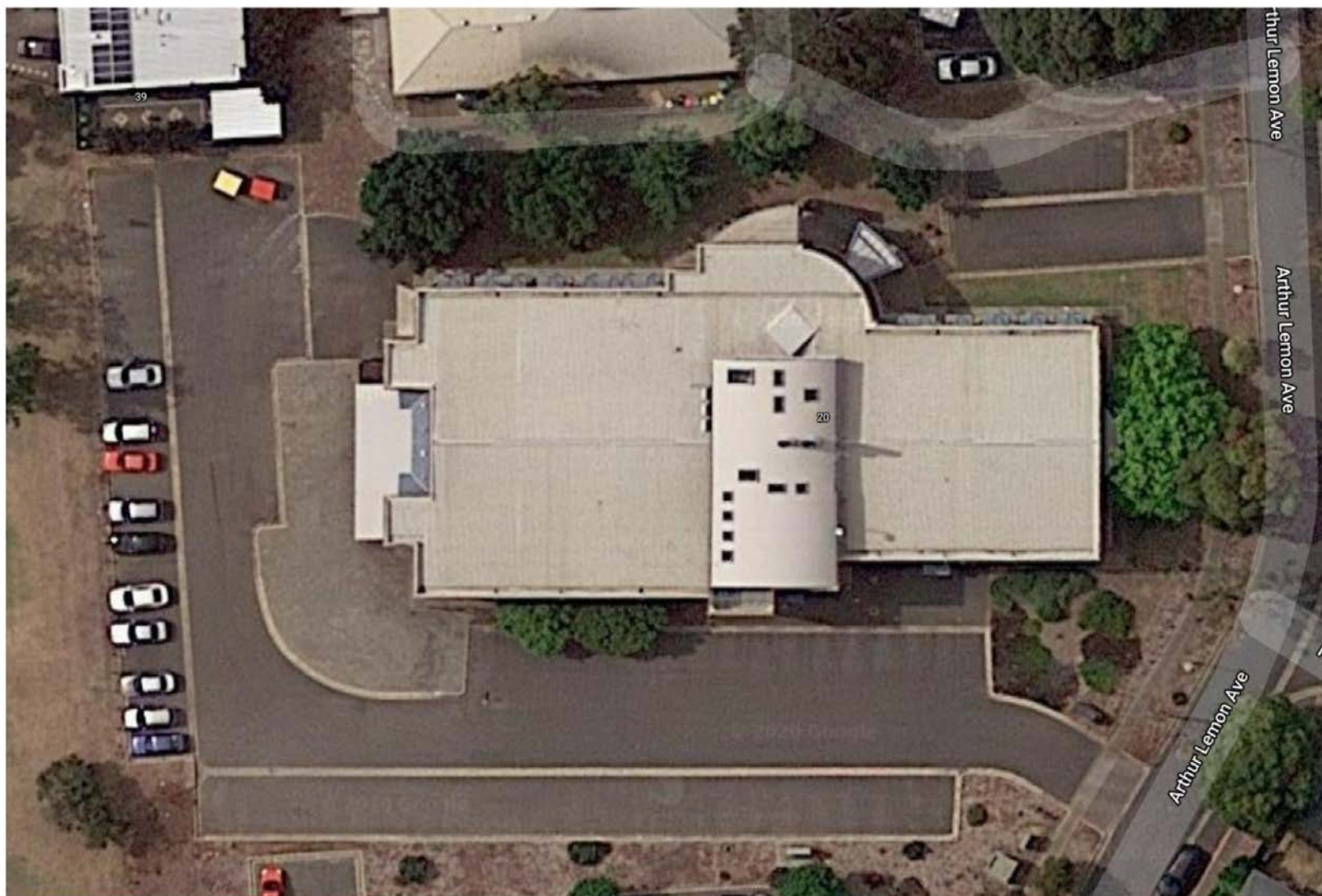
APPENDIX A ENGINEERING SURVEY





APPENDIX B AERIAL PHOTOGRAPH

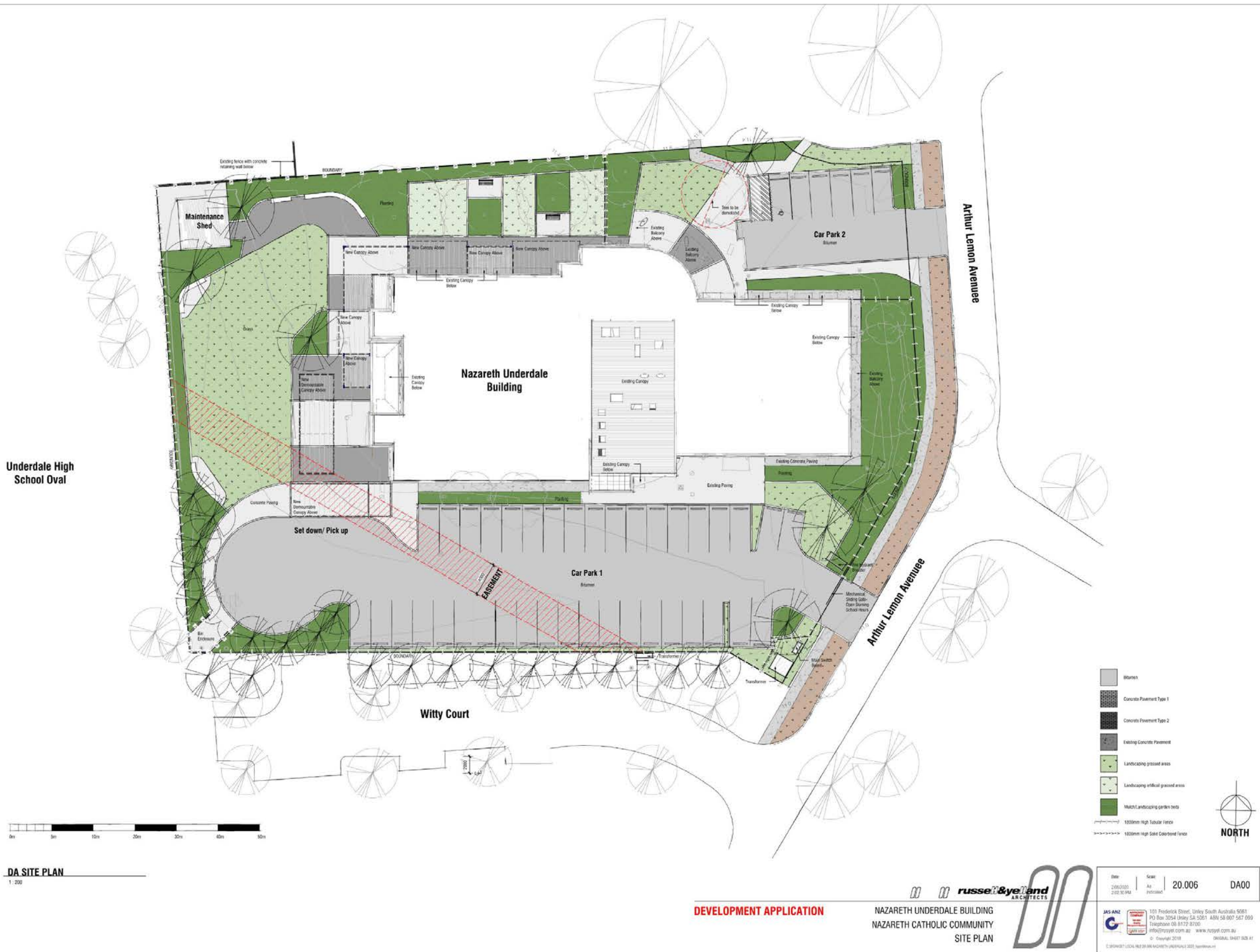




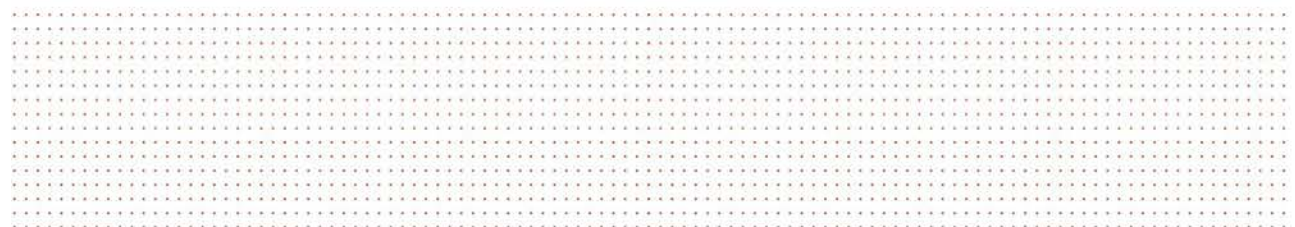
Aerial Photograph

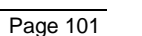
APPENDIX C ARCHITECTURAL SITE PLAN





APPENDIX D STORMWATER SKETCH PLAN







Appendix F

Golder Associates Pty Ltd Report



29 May 2020

Project No. 20143829-001-R-Rev0

Stewart Caldwell
Russell & Yelland Architects
101 Frederick Street
UNLEY SA 5061

**12-20 ARTHUR LEMON AVENUE, UNDERDALE, SOUTH AUSTRALIA
SITE CONTAMINATION REVIEW FOR PROPOSED EDUCATIONAL LAND USE**

Dear Stewart,

1.0 INTRODUCTION

Russell & Yelland Architects (R&Y) engaged Golder Associates Pty Ltd (Golder) to undertake a desktop environmental review and advise on contamination risks associated with the site located at 12-20 Arthur Lemon Avenue, Underdale, South Australia. The site is identified as CT 5948 / 226, Deposited Plan 67591.

Our services were undertaken in accordance with our proposal to R&Y, Golder reference P20143829-001-L-Rev0, dated 17 April 2020.

Based on the information provided by R&Y, Golder understands Nazareth Catholic Community, on behalf of Catholic Education South Australia (CESA), is seeking to acquire the site. Subject to its due diligence assessment and subsequent planning approval, CESA proposes to redevelop the site into an educational facility to supplement the nearby Flinders Park secondary school.

2.0 PROPOSED LAND USE SCENARIO

Based on the conceptual plan provided by R&Y, it is understood the existing building will remain in place and will be refurbished to meet CESA requirements. The existing car park will be retained with some parking areas within the north-western portion of the site converted to open space. Overall, the existing site configuration would remain largely unchanged with limited building works proposed.

Based on the proposed land use scenario (secondary school / educational uses), a recreational land use scenario has been considered for the contamination exposure assessment, in accordance with the National Environment Protection (assessment of site contamination) Measure (the ASC NEPM). Further information with respect to the nominated contamination exposure assessment is provided in Section 4.0.

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golder.com

Stewart Caldwell
Russell & Yelland Architects

Project No. 20143829-001-R-Rev0
29 May 2020

3.0 SUMMARY OF PREVIOUS ENVIRONMENTAL ASSESSMENTS

Several phases of environmental assessments have been undertaken at the site, as outlined below.

- Preliminary Environmental Site Assessment (ESA), University of South Australia Underdale Campus. Golder Associates, July 2002. Reference 02663016 / 02.
- Supplementary assessment of site, Allotment 54, Deposited Plan 67591, Underdale SA. Golder Associates, April 2016. Reference 1654191-002-L-Rev0.
- Soil Contamination Investigation, Allotment 54, Deposited Plan 67591, Underdale SA. Golder Associates, October 2016. Reference 1664639-003-R-Rev0.

The desktop ESA undertaken in 2002 considered a larger land parcel (entire University campus), which included the subject site. The desktop ESA indicated that the land had been occupied by University of South Australia (UniSA) since the 1970s. Prior to the 1970s the site was largely vacant and undeveloped. Some portions of the larger land parcel had been used for horticultural purposes, however, these activities were understood to have occurred outside the subject site. Overall, there was no known history of significant contaminating activities undertaken within the subject site.

Golder was subsequently engaged by UniSA in 2016 to undertake a supplementary desktop assessment. The objective of the supplementary assessment was to review potentially contaminating activities (PCAs) applicable to the site and assess potential changes to land uses that may have occurred since the 2002 assessment. The supplementary desktop assessment indicated that site activities had remained largely unchanged since 2002, with the exception of the inclusion of printing operations (which had occurred within a portion of the existing building). 'Printing Works' are a prescribed potentially contaminating activity (PCA), under the Environment Protection Regulations (2009) - Schedule 3, part 1.

In October 2016, Golder was engaged by Qattro Pty Ltd (Qattro) to undertake a soil contamination investigation. The scope of the investigation included drilling and sampling of 10 soil bores and collection of representative soil samples from each location. Soils beneath the existing building footprint were not assessed as part of the investigation. The soil assessment was undertaken based on the guidance within the ASC NEPM.

No obvious signs of contamination were encountered in fill and/or the natural soils logged, and laboratory testing results indicated no evidence of contamination in the soils assessed. The report concluded that contaminants tested were present at concentrations below the adopted health and environmental screening guidelines for standard residential or medium to high density residential land use.

Further review and assessment of potential printing operations (undertaken in 2019) indicated that these operations were managed by UniSA for internal purposes only, and not undertaken by a commercial printing business. As a result, printing operations undertaken at the site were considered to be minor and of low significance, when compared to large scale printing operations (typical of 'Printing Works' referred to in the Environment Protection Regulations).

4.0 CONTAMINATION EXPOSURE SETTING AND SCREENING GUIDELINES

The previous soil contamination investigation considered a proposed medium-high density land use scenario. To enable an updated assessment of potential site contamination risks, Golder has reviewed available soil assessment data (2016) against published screening guidelines relevant to the proposed land use (secondary school).

Stewart Caldwell
Russell & Yelland Architects

Project No. 20143829-001-R-Rev0
29 May 2020

The ASC NEPM provides a nationally consistent framework for assessing site contamination. The ASC NEPM methodology is based on assessing the potential for an unacceptable risk to human health or the environment by comparing concentrations of chemical substances to conservative, generic investigation levels for various environmental settings and land use scenarios.

The following published guidelines were used to assess potential human health and ecological risks associated with the chemical quality of soils at the site. These guidelines are included in the analytical data tables presented in Attachment 2.

4.1 Human Health Screening Guidelines

The ASC NEPM provides health-based investigation levels (HIL) and health screening levels (HSLs) applicable to various land uses.

Based on the proposed land use scenario, and in the absence of a specific exposure setting for secondary schools, an open space / recreational land use scenario (NEPM setting C) has been considered for the contamination exposure assessment. This setting is typically applied to the preliminary assessment of potential risks to the health of students using school playing fields. Given that the proposed development will be largely sealed (e.g. paved surface barriers) with limited opportunity for direct soil access, NEPM setting C was considered to provide an appropriately conservative exposure scenario for the purpose of this review.

4.2 Ecological Screening Guidelines

In addition to health screening guidelines, the NEPM also provides ecological investigation levels (EILs) and ecological screening levels (ESLs) to assess potential impacts on ecological receptors in soils. These values are typically only applicable to the top 2 metres of the soil profile where plants (and to a lesser degree burrowing animals) are likely to interact with the soil.

EILs are typically calculated using site specific parameters measured in soils. Relationships between metal toxicity and soil physiochemical characteristics (pH, clay percentage, organic carbon content, cation exchange capacity) are considered when calculating EIL values. In the absence of site-specific physiochemical characteristics, moderately conservative EILs have been adopted from the table of guideline values presented in the ASC NEPM for urban residential and open space uses. The Soil and Landscape Grid of Australia was also referenced to identify physiochemical characteristics within the vicinity of the site.

5.0 SIGNIFICANCE OF SITE CONTAMINATION AND RISK

Based on the desktop review completed the following is concluded:

- Current and historical land uses that have the potential to result in site contamination are considered to be low and are not expected to pose an issue with respect to the proposed educational land uses.
- Contaminant concentrations in soils tested did not exceed the adopted human health and ecological screening guidelines (NEPM setting C). Therefore, soil contamination was not identified by the sampling undertaken.
- The findings of the intrusive soil investigation (2016) support the conclusions of the desktop assessments that contamination risks at the site are low.
- Based on the assessment information, Golder has identified no evidence of contamination that would preclude the site from redevelopment for educational land uses (secondary school).

No groundwater assessment has been undertaken, however, based on the site history and the land uses within the immediately surrounding area (as documented in the Preliminary ESA report), significant contamination of groundwater beneath the site is considered unlikely.

Stewart Caldwell
Russell & Yelland Architects

Project No. 20143829-001-R-Rev0
29 May 2020

6.0 IMPORTANT INFORMATION

Your attention is drawn to the document – “Important Information”, which is included in Attachment 3 of this report. The statements presented in this document are intended to advise you of what your realistic expectations of this report should be. The document is not intended to reduce the level of responsibility accepted by Golder Associates, but rather to ensure that all parties who may rely on this report are aware of the responsibilities each assumes in so doing.

Should you have any questions regarding this letter, please contact the undersigned on (08) 8213 2100.

GOLDER ASSOCIATES PTY LTD



Vince Jukic
Senior Environmental Consultant



James Corbett
Principal Environmental Engineer

VJ/JBC/jd

Attachments: 1: Site Layout Plan
2: Chemical Summary Tables
3: Important Information

[https://golderassociates.sharepoint.com/sites/127156/project files/6 deliverables/20143829-001-r-rev0.docx](https://golderassociates.sharepoint.com/sites/127156/project%20files/6%20deliverables/20143829-001-r-rev0.docx)

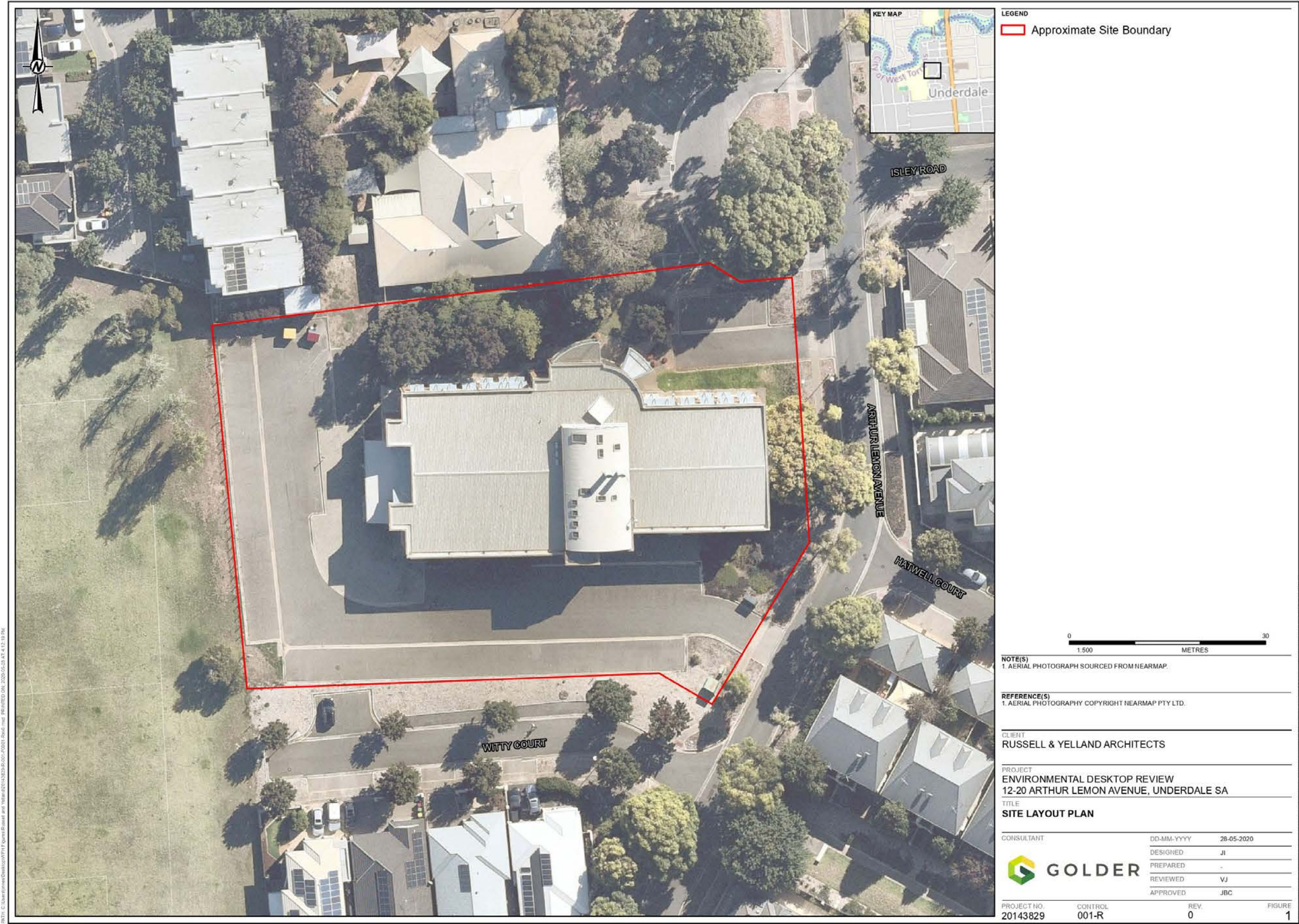
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Project No. 20143829-001-R-Rev0
29 May 2020

ATTACHMENT 1

Site Layout Plan





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Russell & Yelland Architects

Project No. 20143829-001-R-Rev0
29 May 2020

ATTACHMENT 2

Chemical Summary Tables



Tabulated Chemistry Data

Soil Results

12-20 Arthur Lemon Avenue, Underdale SA
Project No: 20143829

				Metals																	
				Arsenic	Barium	Beryllium	Boron	Cadmium	Chromium III + VI	Chromium (hexavalent)	Chromium (trivalent)	Cobalt	Copper	Lead	Manganese	Mercury	Molybdenum	Nickel	Selenium	Silver	Tin
				mg/kg	mg/kg	mg/kg	mg/kg	mg/kg	mg/kg	mg/kg	mg/kg	mg/kg	mg/kg	mg/kg	mg/kg	mg/kg	mg/kg	mg/kg	mg/kg	mg/kg	mg/kg
EQL				2	10	2	10	0.4	5	1	5	5	5	5	0.1	5	5	2	0.2	10	5
NEPM EIL - Urban Residential and Public Open Space				100							330		120	1100			40				320
NEPM HIL - Recreational C				300		100	20,000	100		240		300	20,000	600	9000	400		800	700		30,000

Field ID	Location Code	Sampled Date	Laboratory Report Number																			
BH01-01	BH01	23-09-16	517331	<2	32	<2	<10	<0.4	11	-	-	6.7	9	15	230	<0.1	<5	7.7	<2	<0.2	<10	28
BH02-01	BH02	23-09-16	517331	<2	57	<2	<10	<0.4	8.5	-	-	5.2	14	19	470	<0.1	<5	6.6	<2	<0.2	<10	25
BH03-01/1	BH03	23-09-16	517331	<2	50	<2	<10	<0.4	<5	-	-	<5	12	30	310	<0.1	<5	<5	<2	<0.2	<10	24
BH03-03	BH03	23-09-16	517331	<2	64	<2	10	<0.4	32	-	-	10	18	11	380	<0.1	<5	14	<2	<0.2	<10	26
BH04-01	BH04	23-09-16	517331	<2	62	<2	<10	<0.4	16	-	-	<5	13	19	340	<0.1	<5	6	<2	<0.2	<10	22
BH04-02	BH04	23-09-16	517331	<2	87	<2	<10	<0.4	35	-	-	7.9	45	18	450	<0.1	<5	12	<2	<0.2	<10	40
BH04-05	BH04	23-09-16	517331	<2	38	<2	13	<0.4	25	-	-	7.7	13	8.7	130	<0.1	<5	12	<2	<0.2	<10	23
BH05-02	BH05	23-09-16	517331	<2	120	<2	11	<0.4	38	-	-	11	70	27	550	<0.1	<5	15	<2	<0.2	<10	83
BH05-06	BH05	23-09-16	517331	<2	33	<2	<10	<0.4	15	-	-	5.3	8.2	6.1	130	<0.1	<5	7.2	<2	<0.2	<10	14
BH06-01/1	BH06	23-09-16	517331	<2	40	<2	<10	<0.4	<5	-	-	<5	7.7	<5	73	<0.1	<5	<5	<2	<0.2	<10	12
BH07-01	BH07	23-09-16	517331	<2	79	<2	<10	<0.4	<5	-	-	5.1	15	22	490	<0.1	<5	<5	<2	<0.2	<10	22
BH07-03	BH07	23-09-16	517331	<2	94	<2	10	<0.4	35	-	-	9.4	59	22	360	<0.1	<5	13	<2	<0.2	<10	51
BH08-01	BH08	23-09-16	517331	<2	63	<2	<10	<0.4	23	-	-	7.1	20	11	280	<0.1	<5	9.7	<2	<0.2	<10	28
BH09-01	BH09	23-09-16	517331	<2	84	<2	<10	<0.4	43	-	-	8.6	58	20	360	0.1	<5	12	<2	<0.2	<10	45
BH09-03	BH09	23-09-16	517331	2.2	140	<2	15	<0.4	64	-	-	12	150	36	1500	0.1	<5	16	<2	<0.2	<10	63
BH10-01	BH10	23-09-16	517331	<2	68	<2	-	<0.4	34	<1	34	6.4	58	19	270	<0.1	-	9.2	-	<0.2	-	47
BH10-02	BH10	23-09-16	517331	<2	80	<2	<10	<0.4	29	-	-	6.8	39	18	270	<0.1	<5	9.6	<2	<0.2	<10	34

Prepared by:	JL	Date: 26/05/2020
Checked by:	VJ	Date: 28/05/2020



Tabulated Chemistry Data
Soil Results

12-20 Arthur Lemon Avenue, Underdale SA
Project No: 20143829

	SQP	TRH								TPH					PCB							
	Cyanide (total)	C6-C10 less BTEX (F1)	F2-NAPHTHALENE	Naphthalene (BTEXN)	C6-C10	C10-C16	C16-C34	C34-C40	C10 - C40 Total	C6 - C9 Fraction	C10 - C14 Fraction	C15 - C28 Fraction	C29-C36 Fraction	C10 - C36 Total	Aroclor 1016	Aroclor 1221	Aroclor 1232	Aroclor 1242	Aroclor 1248	Aroclor 1254	Aroclor 1260	PCB Total
	mg/kg	mg/kg	mg/kg	mg/kg	mg/kg	mg/kg	mg/kg	mg/kg	mg/kg	mg/kg	mg/kg	mg/kg	mg/kg	mg/kg	mg/kg	mg/kg	mg/kg	mg/kg	mg/kg	mg/kg	mg/kg	mg/kg
EQL	5	20	50	0.5	20	50	100	100		20	20	50	50	50	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1
NEPM EIL - Urban Residential and Public Open Space				170																		
NEPM HIL - Recreational C																						2

Field ID	Location Code	Sampled Date	Laboratory Report Number																			
BH01-01	BH01	23-09-16	517331	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
BH02-01	BH02	23-09-16	517331	-	<20	<50	<0.5	<20	<50	<100	<100	NR	<20	<20	<50	<50	NR	-	-	-	-	-
BH03-01/1	BH03	23-09-16	517331	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
BH03-03	BH03	23-09-16	517331	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
BH04-01	BH04	23-09-16	517331	-	<20	<50	<0.5	<20	<50	<100	<100	NR	<20	21	<50	<50	21	-	-	-	-	-
BH04-02	BH04	23-09-16	517331	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
BH04-05	BH04	23-09-16	517331	-	<20	<50	<0.5	<20	<50	<100	<100	NR	<20	<20	<50	<50	NR	-	-	-	-	-
BH05-02	BH05	23-09-16	517331	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
BH05-06	BH05	23-09-16	517331	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
BH06-01/1	BH06	23-09-16	517331	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
BH07-01	BH07	23-09-16	517331	-	<20	<50	<0.5	<20	<50	<100	<100	NR	<20	<20	<50	<50	NR	-	-	-	-	-
BH07-03	BH07	23-09-16	517331	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
BH08-01	BH08	23-09-16	517331	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
BH09-01	BH09	23-09-16	517331	-	<20	<50	<0.5	<20	<50	<100	<100	NR	<20	<20	<50	<50	NR	-	-	-	-	-
BH09-03	BH09	23-09-16	517331	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
BH10-01	BH10	23-09-16	517331	<5	<20	<50	<0.5	<20	<50	<100	<100	NR	<20	<20	<50	<50	NR	<0.1	<0.1	<0.1	<0.1	<0.1
BH10-02	BH10	23-09-16	517331	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

Prepared by:	Jl	Date: 26/05/2020
Checked by:	VJ	Date: 28/05/2020



Tabulated Chemistry Data

Soil Results

12-20 Arthur Lemon Avenue, Underdale SA
Project No: 20143829

				OCP				Phenols	PAH	MAH						VOC	Other			Other
				4,4-DDE	DDT	DDT+DDE+DDD	OCP Range	Phenolics Total	PAH Total	Benzene	Ethylbenzene	Toluene	Xylene (o)	Xylenes (m & p)	Xylenes Total	Tetrachloroethene	Benzo(a)pyrene (TEQs)	Benzo(a)pyrene TEQ (half LOR)	Benzo(a)pyrene TEQ (LOR)	Tetrachlorophenols (Sum of total)
				mg/kg	mg/kg	mg/kg	mg/kg	mg/kg	mg/kg	mg/kg	mg/kg	mg/kg	mg/kg	mg/kg	mg/kg	mg/kg	mg/kg	mg/kg	mg/kg	mg/kg
EQL				0.05	0.05				0.5	0.1	0.1	0.1	0.1	0.2	0.3	0.05	0.5	0.5	0.5	1
NEPM EIL - Urban Residential and Public Open Space					180															
NEPM HIL - Recreational C						400			400								4			
Field ID	Location Code	Sampled Date	Laboratory Report Number																	
BH01-01	BH01	23-09-16	517331	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
BH02-01	BH02	23-09-16	517331	-	-	-	-	-	NR	<0.1	<0.1	<0.1	<0.1	<0.2	<0.3	-	<0.5	0.6	1.2	-
BH03-01/1	BH03	23-09-16	517331	-	-	-	-	-	NR	-	-	-	-	-	-	-	<0.5	0.6	1.2	-
BH03-03	BH03	23-09-16	517331	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
BH04-01	BH04	23-09-16	517331	-	-	-	-	-	NR	<0.1	<0.1	<0.1	<0.1	<0.2	<0.3	-	<0.5	0.6	1.2	-
BH04-02	BH04	23-09-16	517331	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
BH04-05	BH04	23-09-16	517331	-	-	-	-	-	NR	<0.1	<0.1	<0.1	<0.1	<0.2	<0.3	-	<0.5	0.6	1.2	-
BH05-02	BH05	23-09-16	517331	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
BH05-06	BH05	23-09-16	517331	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
BH06-01/1	BH06	23-09-16	517331	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
BH07-01	BH07	23-09-16	517331	<0.05	<0.05	<0.15	<0.05 - <1	-	NR	<0.1	<0.1	<0.1	<0.1	<0.2	<0.3	-	<0.5	0.6	1.2	-
BH07-03	BH07	23-09-16	517331	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
BH08-01	BH08	23-09-16	517331	<0.05	<0.05	<0.15	<0.05 - <1	-	-	-	-	-	-	-	-	-	-	-	-	-
BH09-01	BH09	23-09-16	517331	-	-	-	-	-	NR	<0.1	<0.1	<0.1	<0.1	<0.2	<0.3	-	<0.5	0.6	1.2	-
BH09-03	BH09	23-09-16	517331	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
BH10-01	BH10	23-09-16	517331	0.17	0.07	0.265	<0.05 - 0.265	NR	NR	<0.1	<0.1	<0.1	<0.1	<0.2	<0.3	<0.05	<0.5	0.6	1.2	<1
BH10-02	BH10	23-09-16	517331	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

Prepared by:	JL	Date: 26/05/2020
Checked by:	VJ	Date: 28/05/2020

Stewart Caldwell
Russell & Yelland Architects

Project No. 20143829-001-R-Rev0
29 May 2020

ATTACHMENT 3

Important Information





GOLDER ASSOCIATES PTY LTD
IMPORTANT INFORMATION RELATING TO THIS REPORT

The document ("Report") to which this page is attached and which this page forms a part of, has been issued by Golder Associates Pty Ltd ("Golder") subject to the important limitations and other qualifications set out below.

This Report constitutes or is part of services ("Services") provided by Golder to its client ("Client") under and subject to a contract between Golder and its Client ("Contract"). The contents of this page are not intended to and do not alter Golder's obligations (including any limits on those obligations) to its Client under the Contract.

This Report is provided for use solely by Golder's Client and persons acting on the Client's behalf, such as its professional advisers. Golder is responsible only to its Client for this Report. Golder has no responsibility to any other person who relies or makes decisions based upon this Report or who makes any other use of this Report. Golder accepts no responsibility for any loss or damage suffered by any person other than its Client as a result of any reliance upon any part of this Report, decisions made based upon this Report or any other use of it.

This Report has been prepared in the context of the circumstances and purposes referred to in, or derived from, the Contract and Golder accepts no responsibility for use of the Report, in whole or in part, in any other context or circumstance or for any other purpose.

The scope of Golder's Services and the period of time they relate to are determined by the Contract and are subject to restrictions and limitations set out in the Contract. If a service or other work is not expressly referred to in this Report, do not assume that it has been provided or performed. If a matter is not addressed in this Report, do not assume that any determination has been made by Golder in regards to it.

At any location relevant to the Services conditions may exist which were not detected by Golder, in particular due to the specific scope of the investigation Golder has been engaged to undertake. Conditions can only be verified at the exact location of any tests undertaken. Variations in conditions may occur between tested locations and there may be conditions which have not been revealed by the investigation and which have not therefore been taken into account in this Report.

Golder accepts no responsibility for and makes no representation as to the accuracy or completeness of the information provided to it by or on behalf of the Client or sourced from any third party. Golder has assumed that such information is correct unless otherwise stated and no responsibility is accepted by Golder for incomplete or inaccurate data supplied by its Client or any other person for whom Golder is not responsible. Golder has not taken account of matters that may have existed when the Report was prepared but which were only later disclosed to Golder.

Having regard to the matters referred to in the previous paragraphs on this page in particular, carrying out the Services has allowed Golder to form no more than an opinion as to the actual conditions at any relevant location. That opinion is necessarily constrained by the extent of the information collected by Golder or otherwise made available to Golder. Further, the passage of time may affect the accuracy, applicability or usefulness of the opinions, assessments or other information in this Report. This Report is based upon the information and other circumstances that existed and were known to Golder when the Services were performed and this Report was prepared. Golder has not considered the effect of any possible future developments including physical changes to any relevant location or changes to any laws or regulations relevant to such location.

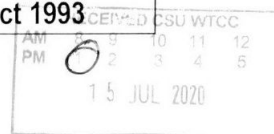
Where permitted by the Contract, Golder may have retained subconsultants affiliated with Golder to provide some or all of the Services. However, it is Golder which remains solely responsible for the Services and there is no legal recourse against any of Golder's affiliated companies or the employees, officers or directors of any of them.

By date, or revision, the Report supersedes any prior report or other document issued by Golder dealing with any matter that is addressed in the Report.

Any uncertainty as to the extent to which this Report can be used or relied upon in any respect should be referred to Golder for clarification



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. 211/456/2020
 PROPERTY ADDRESS: 12-20 Arthur Lemon Avenue, UNDERDALE SA 5032

YOUR FULL NAME	R. J. Prentice & A. L. Wendelborn	
YOUR ADDRESS	PO Box 159 Brooklyn Park 5032	4 Wiggan Court Underdale 5032
YOUR PHONE No		
YOUR EMAIL		
NATURE OF INTEREST	adjoining resident (eg. Adjoining resident, owner of land in the vicinity etc.)	
REASON/S FOR REPRESENTATION General support, but some comments about parking. See attached sheet.		
MY REPRESENTATIONS WOULD BE OVERCOME BY (state action sought) See attached sheet		

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)

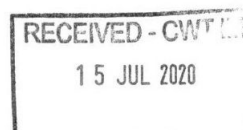
SIGNED _____

DATE

15.7.20

Responsible Officer: Brendan Fewster
 Ends: Wednesday 15 July 2020

If space insufficient, please attach sheets



We support this proposal. It is an appropriate use of the existing facility, and definitely preferable to earlier proposals for the redevelopment of this land.

Nonetheless, we want to make some suggestions about traffic and parking in Witty Court.

Firstly, regarding the turnaround area at the western end of the street. This is frequently used for parking. Sometimes this usage is excessive. For example, on Sunday 5th July (during a sports carnival) there were seven illegally parked vehicles in this area, including one double parked and one parked on the verge. At the moment, examples like this are infrequent, but with increased traffic to the school, the risk is increased.

Thus, we suggest:

1. Clear signage about parking at the western end of Witty Court (at the moment, there is only a yellow line, faded because cars were parked on it during the last repainting);
2. Conspicuous signs (for example, No Through Road) at the entrance to Witty Court, so that people dropping off at the school are less likely to confuse it with the school entrance.

Secondly, regarding possible student parking. There is very limited parking in Witty Court, in fact, in the entire Promenade Estate.

We suggest that the school encourage students to use a parking lot on the main campus, which is only a short walk away.

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. 211/456/2020
 PROPERTY ADDRESS: 12-20 Arthur Lemon Avenue, UNDERDALE SA 5032

YOUR FULL NAME	Barbara	
YOUR ADDRESS	PO BOX 407 Coffin Bay	Also owners of 45 James Keal Drive, Underdale 4/1 Cook St, Underdale
YOUR PHONE No		
YOUR EMAIL		
NATURE OF INTEREST	Owner of residences in the vicinity. (eg. Adjoining resident, owner of land in the vicinity etc.)	
REASON/S FOR REPRESENTATION Refer to attached letter dated 15.7.20 from DB of BK Greenshields.		
MY REPRESENTATIONS WOULD BE OVERCOME BY (state action sought) Consideration of all points raised, and confirmation that issue will be considered and addressed.		

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 Brendan Capper. ☒
(PLEASE SPECIFY)

SIGNED B. Greenshields.
 DATE 15.07.20.

Responsible Officer: Brendan Fewster
 Ends: Wednesday 15 July 2020

If space insufficient, please attach sheets

DB & BK Greenshields
PO Box 407, Coffin Bay 5607

Chief Executive Officer
165 Sir Donald Bradman Drive
HILTON SA 5033

RE: 12-20 Arthur Lemon Avenue Development, Category 3 Development

July 14th, 2020

Attention: Brendan Fewster

As owners of 45 James Leal Drive, and 1 Cook Street, Underdale we wish to make a representation regarding the notice of Application for 12-20 Arthur Lemon Avenue Development, Category 3 Development.

1. While carparking for the school will be provided onsite, it seems there will be the removal of approximately 25 existing carparks (44 car parks provided—staff will require up to 30.) There remains only 14 for student carparking and drop off parks. As year 12 students often drive please confirm that there will be sufficient car parks on site without compromising parking for residents close by.
2. Please consider additional vehicle traffic volumes at Isley Rd– Holbrooks Rd (both leaving North and South, and arriving from South. At busy times it is already difficult to access Holbrooks Rd, please confirm you have considered traffic flow in this area.
3. Please consider additional vehicle traffic volumes at Samuel Lewis Ave-Holbrooks Rd. At school drop off times this area is already slow flowing.
4. This residential zone is already impacted by congestion from school parking and drop offs during school term, and with the areas around Powell Avenue, Cook Street & Hemmingway Drive & Styles Place becoming very congested with cars parking in private driveways, and blocking access to homes at school drop off times. Please consider this problem and the possibility that there may be more congestion in other areas as well during school drop off times.
5. Sporting events and training on the sports grounds backing onto to Underdale School Oval will be impacted by the changes to the carparking. Please confirm that this has been considered.
6. Please consider the pedestrian link between the schools. We would prefer that it is kept outside the residential zone to reduce impact for all those living in this area.

Yours Sincerely,
Barbara & Bruce Greenshields

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. 211/456/2020
 PROPERTY ADDRESS: 12-20 Arthur Lemon Avenue, UNDERDALE SA 5032

YOUR FULL NAME	Krystalla Anne Kimble
YOUR ADDRESS	10 Arthur Lemon Avenue Underdale
YOUR PHONE No	
YOUR EMAIL	
NATURE OF INTEREST	Adjoining resident <small>(eg. Adjoining resident, owner of land in the vicinity etc.)</small>
REASON/S FOR REPRESENTATION Please see attachment.	
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 8/7/2020

Responsible Officer: Brendan Fewster
 Ends: Wednesday 15 July 2020

If space insufficient, please attach sheets

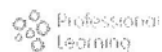


39a-43 Dew Street, t 08 8234 5219 e info@gowriesa.org.au
Thebarton SA 5031 f 08 8125 6644 ABN 85215 237 980


Reasons for representation

- Consideration regarding car parking needs further thought as 400 year 12 students will have greater requirements for onsite or street parking than indicated. Only 40 car spaces are available for staff and students, and this will have an impact on significantly reducing the street parking for our local community as well as the likelihood of students using our business car park. We believe that the vast majority of year 12 students would be responsible for transporting themselves to school rather than relying on a parent drop off/pick up arrangement as indicated.
- When looking at the plans we see no bicycle parking has been considered and we feel this would be an error as this limits students being able to use bikes as an alternative mode of transport.
- Currently in order to empty the skip bins for our business, access is via the paved driveway via the south and then west access. The plans show this access will be removed impacting on our ability to have these bins emptied. This would also cause an issue should there be a fire at our business as the back of our building would no longer be accessible for emergency services.
- Given the close proximity of very young children, consideration would need to be given to low allergen plants and trees, as well as ensuring any smoking area does not impact on the children.
- Regarding previous land use, we have been at our location since 1998 and can attest that the building has not been used for what is being proposed.

gowriesa.org.au



Statement of Representation

Reference #	6480382
Status	Complete
Development No.	2114562020
Property address	12-20 Arthur Lemon Avenue, Underdale, SA 5032
Full name	Felice Zaina
Address	PO Box 689
Phone number	
Email	
Nature of interest	Owner of a property on Hatwell Court, Underdale.
Reason/s for representation	There does not appear to be any statement in the submission regarding the degree of increase in vehicular traffic to service the intended 400 students attendance at the facility. Our major concern would be the safety of children and pedestrians that frequent the neighborhood and area which is serviced generally by a low volume road infrastructure
My representation would be overcome by:	Comparative information regarding expected traffic movements compared to those currently being experienced and what additional traffic and safety controls are to be introduced by the developer and or council.
Item # 253	I do not wish to be heard
Signature	
Today's date	05/07/2020
objParent	qA83388

NamingIDs	235,238
formID	eykwoz2wey
formTitle	Statement of Representation -
Last Update	2020-07-05 21:37:30
Start Time	2020-07-05 21:15:32
Finish Time	2020-07-05 21:37:30
IP	58.104.224.247
Browser	Chrome
OS	Windows
Referrer	https://epathway.wtcc.sa.gov.au/epathway/production/web/generalenquiry/EnquiryDetailView.aspx?Id=415526

Preliminary Traffic, Flooding & Stormwater Assessment

Development Application No: 211/456/2020

Assessing Officer: Brendan Fewster
Site Address: 12-20 Arthur Lemon Avenue, UNDERDALE SA 5032
Certificate of Title: CT-5948/226
Description of Development: Change of use to education establishment (secondary school), additions and alterations to existing building, new storage shed and associated car parking and landscaping

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 5 August, 2020



Memo

To Brendan Fewster
From Richard Tan
Date 05-Aug-2020
Subject 211/456/2020, 12-20 Arthur Lemon Avenue, UNDERDALE SA 5032

Brendan Fewster,

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

1.0 Traffic Requirements

The following comments have been provided by Council's Traffic Consultant, Mr Frank Siow:

I have previously provided comments regarding the proposed development on 7 July 2020. Additional information and changes to the proposed site plan (Drawing DA00-A dated 28/07/2020) have been made by the Applicant. I have reviewed the additional information and revised plan and respond as follows.

- 1.1 The revised plan shows that the car park has been modified to accommodate 50 spaces, which is 6 spaces more than previously shown. The increase in on-site parking is supported.
- 1.2 The revised plan includes 40 bicycle parking spaces, located adjacent to Car Park 1 and Car Park 2. This provision is supported.
- 1.3 The previous documentation included comments that the development would provide 'a new hub for Year 12 students' at the subject site. My previous assessment assumed that all 400 students on the subject site would be Year 12 students. I note that in the MFY letter of 3/8/2020, there is now reference to some of these students being from Year 11 (see Page 2 of the MFY letter). Generally, Year 11 students are unlikely to drive to school.
- 1.4 The additional information provided advises that the School operates a permit system for senior school students who wish to drive to school and that currently 20 students have been issued with such a permit. The advice also indicated that the School has the ability to manage those students by allowing some of them to continue to park at the main Flinders Park campus.



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- 1.5** I recommend that, for the subject site, a condition be included to allow no more than 16 student vehicles to be parked on the subject site and that any excess student parking beyond this number shall be directed to park at the Flinders Park campus of the school, based on the advice that the School is able to 'control', via a permit system, how many students are able to drive to school and where these students may park. If such a condition is included, my concern about the student parking would be reasonably addressed.
- 1.6** There is already a staff parking requirement of up to 30 spaces for the subject site. Car Park 1 is a small car park, with 1 disabled space and 7 standard spaces. From a traffic management perspective, I recommend that this car park be designated for use by STAFF and disabled user only and sign-posted accordingly. If left unallocated, some drivers (non-staff) would slow down on Arthur Lemon Avenue to try and view from the street if there are empty spaces available, rather than proceed directly to the much larger Car Park 2, which also has a large turnaround designed at the end of the car park.
- 1.7** Similarly, from a traffic management perspective, I recommend that for Car Park 2, the southern parking row (Spaces 22 to 42) should be specifically allocated for staff parking. This would then free up the northern parking row for student, visitor and drop-off/pick-up parking on the building entrance side, where students exit from the premises.
- 1.8** I have previously advised that the proposed development should not result in a worsening of the traffic flows in the area, having regard to the previous office land use on the subject site.
- 1.9** I have previously advised that a condition should be included to require that the waste collection occur after the peak school times, given the manoeuvring area required (which would impact on the drop-off area) by the large truck to turnaround.
- 1.10** The additional turn path diagram provided (see Figure 1 of the MFY letter 3/8/2020) shows that the School's mini-bus would be able to utilise the turnaround provided in Car Park 2.
- 1.11** I have noted the contents of the Pedestrian Management Plan prepared by the School to deal with the issue of students moving between campuses. The management plan includes information on the electronic access system to manage the movements of students and the potential availability of the School's mini-bus to provide transport for these students during inclement weather. It is my understanding that



such a management plan, which may be amended by the School from time to time, would not be able to be included as a condition of approval for the development, but would represent a commitment from the School to ensure that movements between campuses have been considered appropriately. As I have previously indicated, I leave it to others to comment about the desirability of this form of pedestrian movement between campuses (fairly long distances involved on a regular basis) from a planning perspective.

On balance, the proposed development is supported from a traffic and parking perspective, subject to my recommendations in items 1.5, 1.6, 1.7 and 1.9 being included.

2.0 Waste Management

2.1 Due to the nature of this application, it is recommended that further assessment from Council's Waste Management Team is required.

It is recommended that further assessment from Council's Waste Management Team is required.

3.0 Stormwater Management

3.1 In consideration of all elements associated with stormwater management for the development, the applicant has provided a preliminary assessment of the stormwater drainage issue undertaken by Wallbridge Gilbert Aztec (WGA).

The proposal to maintain existing building roof area, canopies constructed over existing pavement and the replacement of hard surface carpark with a lawn area have resulting in the net reduction of site's impervious area which will eventually contributed to stormwater detention and stormwater quality improvement. Given that this is a 'change of use' type of development, the principles to which the WGA report proposes the stormwater quality improvement and stormwater detention are considered reasonable. It would not be unreasonable for the detailing of stormwater management to be provided as a Reserved Matter.

There is no referencing within the provided report of supporting information in relation to the harvesting and use of collected stormwater. For developments of this scale and nature, Council typically very strongly encourages the harvest and use of stormwater. It is typically considered that use of collected stormwater for toilet flushing in developments of this nature is easy to achieve.



I leave it to the planner's discretion as to whether the points of stormwater harvest and use is to be included within the Reserve Matter description.

It is recommended that a Reserve Matter be included with any approval for the development which includes the following points;

- **Detail design and demonstration of the satisfaction of Stormwater Quality Improvement and Stormwater Detention, as measured against the principles within the WGA preliminary stormwater report (Project No: WGA200673, dated 3/6/2020)**

4.0 Canopy over Easements

- 4.1** New canopies have been indicated to be located over an existing stormwater drainage easement vested to Council. It is confirmed that there is stormwater drainage located in the easement which services the localised area. Council is not adverse to minor structures such as this being located on and/or over Council controlled easements, however where this is to occur, relevant restriction and requirements are to be adhered to. Constructing on or over an easement requires the written permission of the organisation/person to which the easement is vested.

Providing the following information on the **notes** associated with the conditions of approval for the development, should satisfy as the formal granting of approval to undertake works on/over a Council easement.

- 4.1.1** Permission to construct the proposed structure on/over a Council stormwater easement is granted on the express understanding of the following requirements;

1. Removal of the structure may be required in the event of Council (or its agents) having to access the easement or infrastructure within for maintenance, inspection, repair, replacement etc. The responsibility for the removal and replacement of the structure and any associated costs are to be borne by the property owner. Should Council (or its agents) be required to remove the structure then any cost associated with this may be recovered from the property owner and no responsibility will be borne by Council (or its agents) for any damage to the structure.



2. The exact depth of the installed infrastructure is not accurately known and as such excavations for the footings of the structure must be undertaken with care and undertaken utilising non mechanical techniques. Upon completion of the excavation of the footing(s) within the easement Council's City Assets Department (8416 6333) must be notified to enable inspection of the excavation to demonstrate there has been no interference with or damage of the stormwater infrastructure. Should this notification and inspection not be undertaken, Council may request a remote CCTV (Closed Circuit Television) inspection to be undertaken of this section of the stormwater system to demonstrate that no damage has occurred to the Council infrastructure. Any such inspection would be at the expense of (or would be recovered from) the property owner.
3. Any damage to the existing Council stormwater infrastructure resultant from the proposed structure being located within the easement is to be rectified and repaired in a manner and to a standard acceptable to Council. Any costs associated with such works are at the expense (or would be recovered) from the property owner.

Regards
Richard Tan
Civil Engineer

Preliminary Traffic, Flooding & Stormwater Assessment

Development Application No: 211/456/2020

Assessing Officer: Brendan Fewster
Site Address: 12-20 Arthur Lemon Avenue, UNDERDALE SA 5032
Certificate of Title: CT-5948/226
Description of Development: Change of use to education establishment (secondary school), additions and alterations to existing building, new storage shed and associated car parking and landscaping

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 7 July, 2020



Memo

To Brendan Fewster
From Richard Tan
Date 07-Jul-2020
Subject 211/456/2020, 12-20 Arthur Lemon Avenue, UNDERDALE SA 5032

Brendan Fewster,

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

1.0 Traffic Requirements

The following comments have been provided by Council's Traffic Consultant, Mr Frank Siow:

I refer to the above school development on the subject site. The proposal seeks to utilise the existing building on the subject site for the new school, with some alterations and additions to the structures and modifications to the existing parking layout. The school is proposed to accommodate up to 400 students and 30 staff. Forty-four (44) parking spaces are proposed on-site, with a drop-off parking arrangement that would accommodate another 6 parallel spaces, ie total of 50 parking spaces on-site.

I understand that the existing building on the site was previously occupied by the University of South Australia and has a floor area of 2,600m². The URPS planning report states that the existing site has 77 parking spaces.

There is reference to the former use of the existing building as akin to an 'office' in the traffic report and URPS have also indicated that the building may have recently been used as an office by the university. Nevertheless, I note that the development application is seeking approval for a change of use from educational establishment (tertiary) to educational establishment (secondary). Council's planner has also confirmed that the existing authorised land use is an educational establishment (tertiary).

The proposed school development is described as a new hub for year 12 students that are more independent and mobile than other years. Therefore, while, from a land use perspective, it is described as a secondary school, it is in fact a school that would only cater to year 12 students. Year 12 students are the more likely students who



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would drive to school and generate additional parking demands for a school land use.

1.1 General Planning Comment

The subject site is located within the Residential Zone Medium Density Policy Area 18. I note that a 'school' is not an envisaged form of development within this zone.

At this stage, there is uncertainty as to how students would move between the subject site and the main Flinders Park Campus, ie whether they would walk, use the School's private bus or utilise on-line learning thereby removing the need to travel between the campuses.

If students have to walk between campuses, this would occur regularly during the school day with large groups of students using the residential streets in this area. Walking distances are estimated in the traffic report as between 600m to 900m each way.

I leave it to others to comment, from a planning and zoning perspective, on the desirability of this form of pedestrian movement, the fairly long distances involved (which would be on a regular basis) and the potential amenity impact that this may have for residents of the area, ie large groups of students walking past dwellings on a frequent basis.

1.2 Parking Assessment

Typically for change of use applications, a comparison of the parking requirements between the proposed land use and the previous authorised land use would be taken into consideration in the assessment. However, in this instance, there is no relevant information provided by the Applicant regarding the previous educational establishment (tertiary) land use, including details such as tertiary student capacity, tertiary staff numbers etc. It is therefore not possible for a parking comparison to be made between these two land uses. As a consequence, I have assessed the proposed development as if it were a new development.

The parking requirement in the Council's Development Plan specifies a rate of 1 per full time employee plus 1 space for wheelchair users plus an additional 10 per cent of the total for visitors for a secondary school land use. Based on these rates, the parking required would be 34 spaces.



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While not specified in the Development Plan, for senior schools, the typical parent parking demand rate is 1 space per 20 to 25 students. Using say the 1 space per 20 students rate, the parent parking demand would be 20 spaces. Overall, the parking required would be 34 spaces plus 20 spaces, ie total of 54 spaces. The provision of 50 spaces on-site would result in a minor parking shortfall arising and, on balance, would be acceptable.

However, the proposal does not adequately address the issue of year 12 student parking, ie students who drive to school. The proposal is for 400 year 12 students on the subject site. In my experience, it would not be uncommon to expect typically say 25 to 50 students who would drive to school. Given that the on-site parking provision would only satisfy the staff, visitor and parent parking demands, the year 12 student parking demand is not catered for and could result in most of the on-street parking in the adjacent residential streets being used up by students throughout the day. This would result in detrimental parking impacts in the surrounding residential area.

Unless the year 12 student parking is addressed satisfactorily, for example by a formal car parking arrangement at the main school campus in Flinders Park and in conjunction with restrictions that the School may apply to year 12 students being able to drive to school, I would have concern with the parking impact arising. The applicant should advise how this issue would be addressed. Currently, I am not able to support the proposed development on parking grounds due to this concern.

If the year 12 student parking is not adequately addressed, conditions may be required to manage this issue. For example, if possible, a condition should be included to require that all year 12 student parking generated by the proposed development would need to be catered for at the main school campus at Flinders Park. In addition, a plan should be included in the approval, which shows where this year 12 student parking would be accommodated at the Flinders Park site to 'tie it' to the development on the subject site.

While not specified in the Development Plan, bicycle parking should be encouraged, particularly given that the proposal is a senior school. Say 10% of the students should be catered for, ie requiring say 40 bicycle parking spaces.

1.3 Traffic Impact



Based on the DPTI trip generation guidelines, I estimate that the proposed school would generate approximately 400 vehicle trips per day, with a relatively high percentage of these trips occurring during the school starting period and dismissal period.

If the existing building were assumed to have a trip generation rate equivalent to an 'office', it would generate approximately 400 vehicle trips per day, albeit its peak hour trip generation would be approximately half that of the school.

Notwithstanding that, both the school and 'office' would generate similar daily trips and therefore, compared on this basis, the proposal should not result in a worsening of the traffic flows in the area.

1.4 Parking Layout

The turn path diagrams provided in the MFY traffic report show that the drop-off area should be able to accommodate the B99 vehicle turns and also access by the infrequent refuse truck. A condition should be included to require that the waste collection occur after the peak school times, given the manoeuvring area required by the large truck to turnaround (which would impact on the drop off area).

The northern car park (6 spaces) should be designated as a staff car park only, otherwise one space would need to be lost for a turn bay if general access is permitted.

One of the options for inter-campus travel is the use of the School's private bus. Turn path diagrams should be provided to demonstrate that satisfactory access could be accommodated by the proposed drop-off area. I assume that mini-buses would be involved rather than the large standard buses.

2.0 Waste Management

2.1 Due to the nature of this application, it is recommended that further assessment from Council's Waste Management Team is required.

It is recommended that further assessment from Council's Waste Management Team is required.

3.0 Stormwater Management

3.1 In consideration of all elements associated with stormwater management for the development, the applicant has provided a



preliminary assessment of the stormwater drainage issue undertaken by Wallbridge Gilbert Aztec (WGA).

The proposal to maintain existing building roof area, canopies constructed over existing pavement and the replacement of hard surface carpark with a lawn area have resulting in the net reduction of site's impervious area which will eventually contributed to stormwater detention and stormwater quality improvement. Given that this is a 'change of use' type of development, the principles to which the WGA report proposes the stormwater quality improvement and stormwater detention are considered reasonable. It would not be unreasonable for the detailing of stormwater management to be provided as a Reserved Matter.

There is no referencing within the provided report of supporting information in relation to the harvesting and use of collected stormwater. For developments of this scale and nature, Council typically very strongly encourages the harvest and use of stormwater. It is typically considered that use of collected stormwater for toilet flushing in developments of this nature is easy to achieve.

I leave it to the planner's discretion as to whether the points of stormwater harvest and use is to be included within the Reserve Matter description.

It is recommended that a Reserve Matter be included with any approval for the development which includes the following points:

- **Detail design and demonstration of the satisfaction of Stormwater Quality Improvement and Stormwater Detention, as measured against the principles within the WGA preliminary stormwater report (Project No: WGA200673, dated 3/6/2020)**

4.0 Canopy over Easements

- 4.1** New canopies have been indicated to be located over an existing stormwater drainage easement vested to Council. It is confirmed that there is stormwater drainage located in the easement which services the localised area. Council is not adverse to minor structures such as this being located on and/or over Council controlled easements, however where this is to occur, relevant restriction and requirements are to adhered to. Constructing on or over an easement requires the



written permission of the organisation/person to which the easement is vested.

Providing the following information on the **notes** associated with the conditions of approval for the development, should satisfy as the formal granting of approval to undertake works on/over a Council easement.

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3. Any damage to the existing Council stormwater infrastructure resultant from the proposed structure



being located within the easement is to be rectified and repaired in a manner and to a standard acceptable to Council. Any costs associated with such works are at the expense (or would be recovered) from the property owner.

Regards
Richard Tan
Civil Engineer



Waste Management Assessment

Development Application No: 211/456/2020

Assessing Officer: Brendan Fewster

Site Address: 12-20 Arthur Lemon Avenue, UNDERDALE SA 5032

Certificate of Title: CT-5948/226

Description of Development Change of use to education establishment (secondary school), additions and alterations to existing building, new storage shed and associated car parking and landscaping

TO TEAM LEADER WASTE MANAGEMENT - REGULATORY SERVICES

Please provide your comments in relation to:

☐ Any aspect that you feel needs further attention or detail

.....
.....



Memo

To Brendan Fewster
From Nick Teoh
Date 26-Aug-2020
Subject 211/456/2020 12-20 Arthur Lemon Avenue, UNDERDALE SA 5032

Dear Brendan Fewster

The following Waste Management comments are provided with regards to the assessment of the above development application:

Waste Management

Waste Management considers the proposed waste management plan for 12-20 Arthur Lemon Avenue to be appropriate and suitably addresses the requirements for the provision of waste services for a development of this type. It is acknowledged that there is no data available relating to waste generation for schools and a pro-rata approach is acceptable.

The proposed bin enclosure is considered appropriate for the potential volume of waste generated by the facility.

Kind regards

Nick Teoh
Team Leader Waste Management

6.2 535-537 South Road, ASHFORD

Application No DA211/505/2020

DEVELOPMENT APPLICATION DETAILS

DESCRIPTION OF DEVELOPMENT	Remove existing roof sign and construction of two freestanding signs - each 1.2m x 2.4m and 3.3m (in height) (Non-Complying)
APPLICANT	M Goggin
LODGEMENT DATE	23 June 2020
ZONE	Residential Zone
POLICY AREA	Medium Density Policy Area 19
APPLICATION TYPE	Non-complying
PUBLIC NOTIFICATION	Category 1
REFERRALS	Internal <ul style="list-style-type: none"> • Nil External <ul style="list-style-type: none"> • Nil
DEVELOPMENT PLAN VERSION	Consolidated 21 May 2020
DELEGATION	<ul style="list-style-type: none"> • 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
REPORT AUTHOR	Sonia Gallarello

SUBJECT LAND AND LOCALITY

The subject land is formally described as Allotments 13, 14 and 15 in Filed Plan F6848 in the area named Ashford, Hundred of Adelaide, Certificate of Title references Volume 5730 Folio 990; 5839/769; and 5803/445, more commonly known as 535-537 South Road, Ashford. The subject site comprises three contiguous allotments rectangular in shape with a corner cut off at the corner of South Road and Herbert Road. The site displays a 36.9 metre (m) wide frontage to South Road, a secondary frontage to Herbert Road of 62.6m and a total site area of 2741.2 square metres (m²).

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 building with terracotta tiled roof that appears as a dwelling (tudor style) but has been used as consulting rooms from around 2009. There are a few associated sheds to the south and east of the main building. The eastern most allotment appears to contain a disused tennis court. The main building is setback around 15m from the South Road frontage, positioned largely to the northwest of the subject site and is predominantly contained within allotment 14. A single vehicular entry point is located off South Road to the front of the building, and single vehicle exit point to Herbert Road. The main carpark area associated with this use is sited on allotment 15, to the south of the main building. The frontage to South Road is well landscaped with lawn, paving and higher shrubs, and taller trees nearer the corner of South Road and Herbert Road. The site is relatively flat.

The site is amongst predominantly residential land uses comprising a mix of single and two storey detached dwellings. The Tennyson Centre, a medical facility, is located to the northwest. While South Road displays a lot of signage, given that this particular part of the locality is predominantly residential, there is not a lot of commercial signage. There are large traffic signs adjacent the subject site for the purposes of directing traffic along the South Road corridor. There is a small sign on the lower portion of the right gable with the business logo in navy and white and a small address sign on a pillar of the main front wall.

While the subject site and adjacent residential properties have a reasonable level of amenity, the overall amenity of the locality is somewhat reduced due to the high volume of traffic and associated noise of the adjacent primary arterial road, South Road, carrying approximately 46,800 vehicles per day.

Photos of the subject site are below:



Figure 1: Subject site - view to the east (existing illuminated sign to be removed)

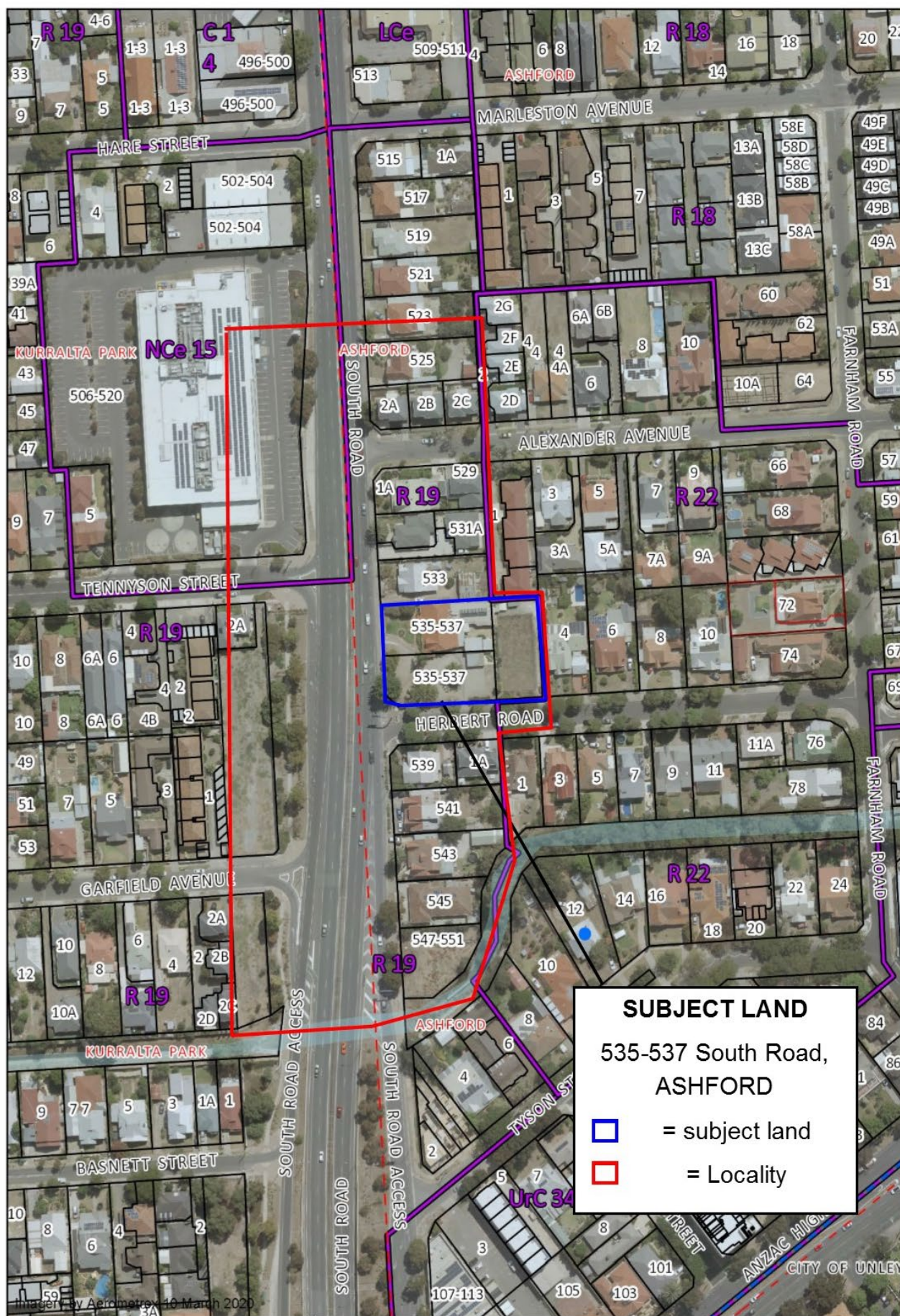


Figure 2: The Tennyson Centre - view to the north



Figure 3: View of the corner of South Road and Herbert Roads with the subject site in the background.

The site and locality are shown on the aerial imagery below.



RELEVANT APPLICATIONS

DA Number	Description of Development	Decision	Decision Date
211/450/2009	To vary Development Application 211/406/2007 to amend the stormwater retention, treatment and disposal system, and to provide bitumen in lieu of permeable paving to the approved car park associated with the use of the site for consulting rooms	Development Approval granted	September 4, 2009
211/406/2007	To use an existing building as consulting rooms, construct a new building, also for use as consulting rooms (medical practice) and construct supporting car parking, driveway and landscaped areas	Development Approval granted	February 19, 2009

PROPOSAL

The proposal is for the removal of an existing sign located on the southern gable of the existing building and construction of two freestanding signs each supported by two posts and a sign face area of 1.2m x 2.4m each. The total height of each sign is 3.3m. Each sign is one sided and both are located within the front landscaping strip behind the front wall of the subject land.

More specifically, Sign 1 is to be located 15m from the northern boundary adjacent the vehicle entry with the message facing northward, visible to oncoming traffic travelling southwards. Sign 2 is to be located adjacent the corner of South Road and Herbert Road, one metre inside the property boundary facing outward and visible to oncoming traffic travelling north along South Road.

The sign messaging will be printed on a composite aluminium panel fixed with galvanised screws and attached to a 50mm x 50mm frame. The message will display the business name of the consulting rooms that currently occupies the building, that being Ashford Advanced Eye Care along with their contact details. The colours of the sign will be blue, white and yellow. No internal or external lighting is proposed.

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

NON-COMPLYING

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 clause (6) of the *Development Regulations 2008*. A brief statement of support is however included in **Attachment 2**.

Should the CAP resolve to approve the application, the concurrence of the State Commission Assessment Panel is not required. This is a result of recent legislative changes to the *Development Act 1993* that were administered in early May 2020 to assist in streamlining the processing of Development Applications during the Covid-19 pandemic. Alternatively, should the CAP refuse the application, it is important to note that no appeal rights are afforded to 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 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*. The development is considered to be 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 existing consulting room;
- The number of signs to be displayed are commensurate to the frontage of the site;
- The advertisements to be displayed relate to the activities that are carried out on the site;
- The size of the signs are of a scale and proportion that do not dominate the existing building;
- The signs are not taller than the existing building; and
- The signage is not externally lit or illuminated.

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	
<p><i>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.</i></p> <p><i>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.</i></p> <p><i>Residential development in the form of a multiple dwelling, residential flat building or group dwelling will not be undertaken in a Historic Conservation Area.</i></p> <p><i>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.</i></p>	
Objectives	4
Principles of Development Control	1, 2, 3, 5

Medium Density Policy Area 19 - Desired Character	
<p><i>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.</i></p> <p><i>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.</i></p> <p><i>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.</i></p>	
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 relevant 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 4 and Principle of Development Control (PDC) 5 of the Residential Zone seek development that contributes to the desired character of the Zone.

The proposed signage is intended to draw attention from local traffic and customers for an approved use that is small scale and currently located in a Residential Zone. The signs are located in relatively discreet locations, setback 1m from the front wall of the subject site and are no higher than 3.3m with a sign face of 2.9m². They are both to be sited within a landscaped area between the driveway and corner of the subject site. Due to the freestanding nature of the sign, much of the sign structure itself remains open between the ground and the bottom of the sign panel.

The size, positioning and height of the signage does not detract from the main use of the building and existing landscaping and accordingly meets Objective 4 and PDC 5 of the Residential Zone.

Land use and Zoning

The site has been used as a consulting room for 11 years as approved by Council in 2009. The use appears to be small in scale and is a specialist service for eye surgery.

A consulting room is not specifically an envisaged form of development within a Residential Zone and on an arterial road, it is non-complying. However, small scale, non-residential uses that serve the local community are deemed to be appropriate. This use is a fairly long standing use and is located in a building that appears as a residential dwelling. The use itself is a low traffic generator.

Notwithstanding that signage is non-complying in a Residential Zone and contrary to PDC 6(d) of the Advertisement module which prescribes that advertisement should not be erected on residential land, this signage is intended to promote the existing and approved land use and provide direction for customers. The signs are considered to be of a modest scale that is minor compared to the building and the wide frontage of the site. In this regard the signage is considered to be appropriate in supporting the ongoing existing use of the site.

The proposed signage is in keeping with the mixed use nature of the locality and South Road more generally. The advertisement directly relates to the approved land use and is therefore consistent with PDC 4 of the Advertisements module. The two signs are considered to be appropriate given their ancillary nature to the existing consulting room use within a Residential Zone.

Design and Appearance

The proposed signs meet Objectives 1 and 2 of the Advertisements module of the Development Plan. The signs do not disfigure the urban landscape by way of their height, size and placement. They are modest in size, they are not illuminated or flashing and use 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 signage is uniform and message is clear and simple and relates to the existing use.

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. 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 satisfactorily accords with this provision.

Principle of Development Control 16(a) of the General Section for Advertisements seeks advertising that is limited to one primary sign per site or complex. The development as proposed seeks two additional signs, however the applicant has agreed to remove the existing sign that sits facing South Road and against the lower portion of the southern gable. While two signs are contrary to this provision, the positioning of the signs are of a sufficient distance apart, facing different directions and on a site with a wide frontage resulting in them being seen largely separately. There is also moderately high landscaping that reduces the visibility of the proposed two signs to road users and reduces the field of view of the structures.

Furthermore, PDC 16(b) of the same section, suggests that advertising should be of a scale and size in keeping with the desired character of the locality and compatible with the development on the site. The subject land on a corner has two moderately long road frontages and substantial site area. The building is setback a generous distance compared with other built form in the locality and the proposed signs have a small front setback, are small in size in comparison with the existing built form and of a height that is lower than the building to the rear. Landscaping adjacent the signs will obscure the visibility of the signage, but maintain sufficient visibility for customers.

The removal of the sign on the southern gable of the building on the subject site reduces the potential for proliferation on the site and in the locality. There are examples of other signs within the locality including for the Tennyson Centre located west of the subject site and other large directional signs attached to large poles along the South Road corridor. The proposed signs are small in scale compared with many signs observed along South Road and in context with a wide frontage.

Overall the design and appearance of the signage 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 consulting room use on the subject land. The siting, height and scale of the advertising signage is considered to be reasonable against the wide building and frontage and in context within the mixed locality. The removal of the existing sign adds to the merits of the proposal in terms of reducing the potential for proliferation of signage on the subject site.

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 21 May 2020 and warrants Development Plan Consent subject to conditions.

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. 211/505/2020 by M Goggin to remove existing roof sign and construction of two freestanding signs - each 1.2m x 2.4m and 3.3m (in height) (Non-Complying) at 535-537 South Road, Ashford (CT 5730/990; 5839/769; 5803/445) and the following conditions of consent:

Development Plan Consent Conditions

1. The development must be undertaken, completed and maintained in accordance with the plan(s) and information detailed in this Application except where varied by any condition(s) listed below:

- plans by Sign Lab including site plan, elevations and image of signs;
- statement of support.

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. Relevant Development Plan Provisions
2. Proposal Plans and Details

Attachment 1: Relevant Development Plan Provisions

General Section		
Advertisements	<i>Objectives</i>	1, 2 & 3
	<i>Principles of Development Control</i>	1, 2, 4, 5, 6, 7, 10, 11, 12, 14, 16, 22
Crime Prevention	<i>Objectives</i>	1
	<i>Principles of Development Control</i>	1, 3
Design and Appearance	<i>Objectives</i>	1
	<i>Principles of Development Control</i>	1, 13, 20
Orderly and Sustainable Development	<i>Objectives</i>	1, 2, 3, 4 & 5
	<i>Principles of Development Control</i>	1



Product Register Search (CT 5839/769)
Date/Time 27/11/2019 03:56PM
Customer Reference
Order ID 20191127009694



The Registrar-General certifies that this Title Register Search displays the records maintained in the Register Book and other notations at the time of searching.



Certificate of Title - Volume 5839 Folio 769

Parent Title(s) CT 1472/140
Creating Dealing(s) CONVERTED TITLE
Title Issued 21/02/2001 Edition 5 Edition Issued 29/01/2016

Estate Type

FEE SIMPLE

Registered Proprietor

VIKIJ ANDERSONS
VINCENT PETER RIGANO
OF 5 SOUTH ROAD ASHFORD SA 5035
AS JOINT TENANTS

Description of Land

ALLOTMENT 14 FILED PLAN 6848
IN THE AREA NAMED ASHFORD
HUNDRED OF ADELAIDE

Easements

NIL

Schedule of Dealings

Dealing Number	Description
10872035A	MORTGAGE TO MEDFIN AUSTRALIA PTY. LTD.

Notations

Dealings Affecting Title	NIL
Priority Notices	NIL
Notations on Plan	NIL

Registrar-General's Notes

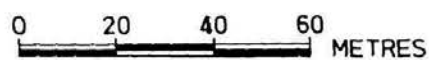
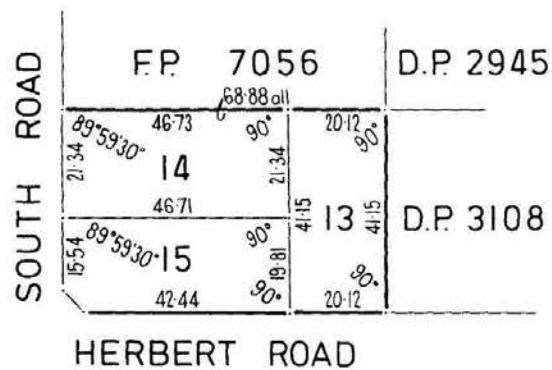
NEW EDITION CREATED DUE TO EXPIRATION OF LEASE

Administrative Interests	NIL
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Product
Data/Time
Customer Reference
Order ID

Register Search (CT 5839/769)
27/11/2019 03:56PM
20191127009694

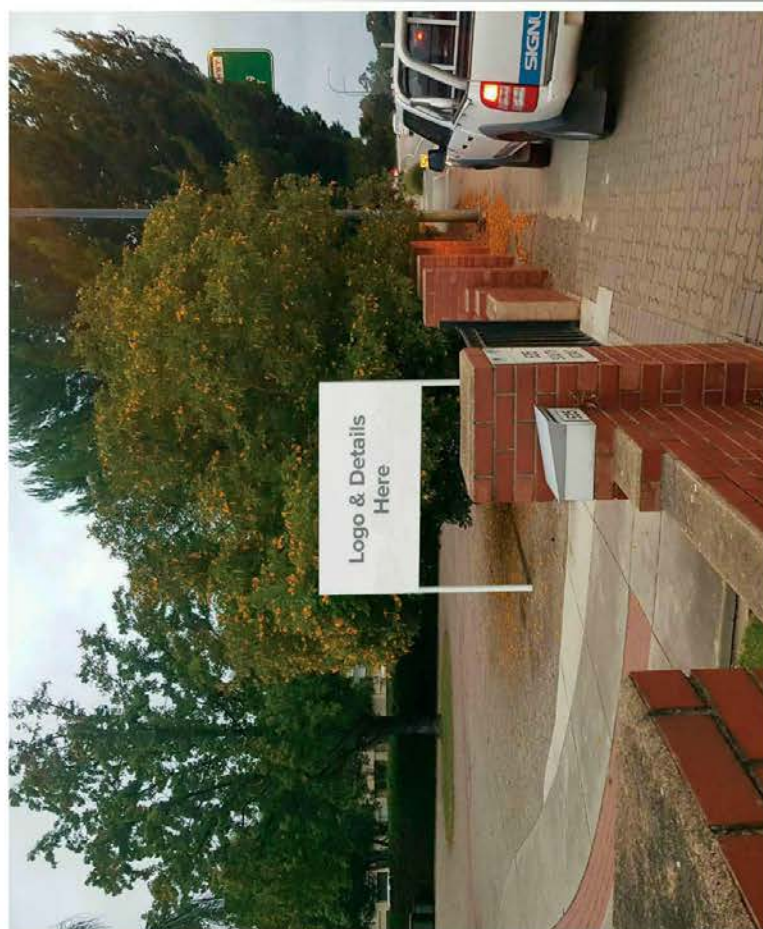




Big Wig - Ashford Advanced Eye Care - Freestanding Single Sided Sign with 50mm Frame and Printed Composite Panel - 2440mm x 1220mm

Panel to Sit 1500mm from Ground Height to Bottom of Panel | Frame to Extend 600mm into Ground

*No illuminating elements



Please Note While all care will be taken to provide correct artwork, it is the clients responsibility to ensure that all sizing, colours and spelling have been checked and are correct. Any changes made after final approval will incur additional costs. Approvals may be made via a reply email to the final visual or by physical signature. Verbal approvals will not be accepted.

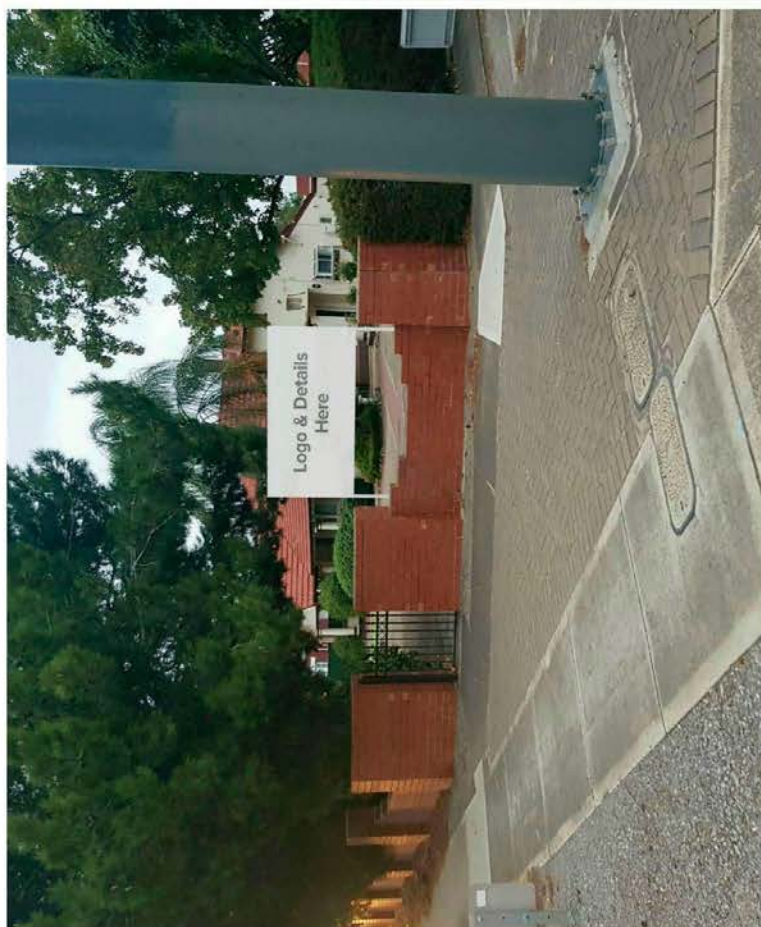
222 Port Road, Alberton, SA 5014 P: 08 8240 0925

SIGNLAB

Big Wig - Ashford Advanced Eye Care - Freestanding Single Sided Sign with 50mm Frame and Printed Composite Panel - 2440mm x 1220mm

Panel to Sit 1500mm from Ground Height to Bottom of Panel | Frame to Extend 600mm into Ground

*No illuminating elements



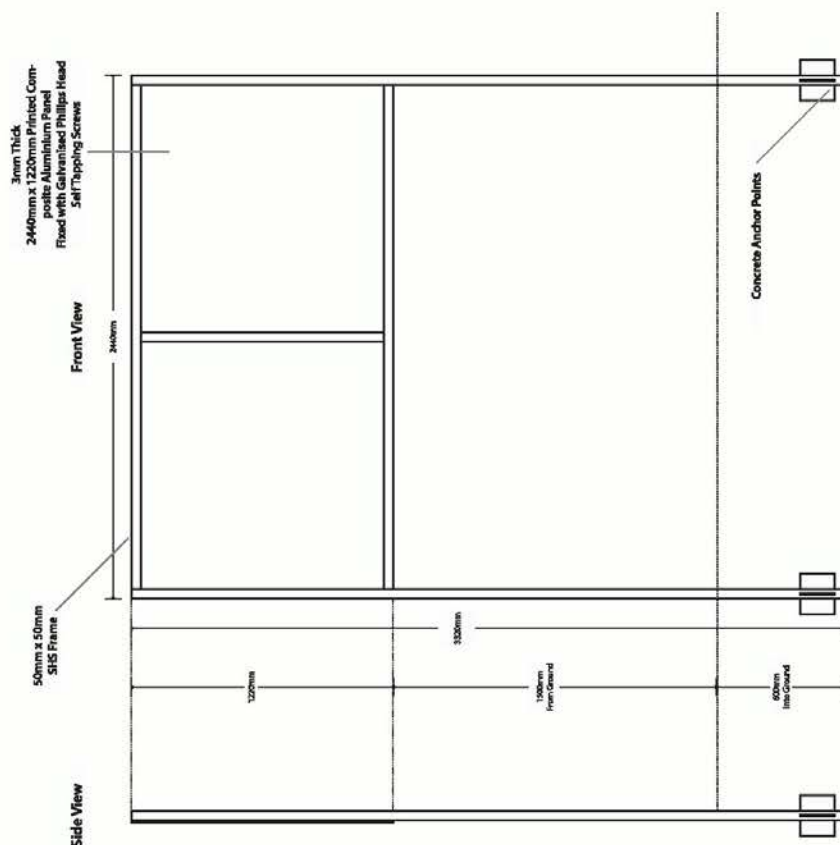
Please Note While all care will be taken to provide correct artwork, it is the clients responsibility to ensure that all sizing, colours and spelling have been checked and are correct. Any changes made after final approval will incur additional costs. Approvals may be made via a reply email to the final visual or by physical signature. Verbal approvals will not be accepted.

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SIGNLAB

Big Wig - Ashford Advanced Eye Care - Freestanding Single Sided Sign with 50mm Frame and Printed Composite Panel - 2440mm x 1220mm

*No illuminating elements



Shown at 3.5% of final scale

See tech details PDF for full size diagram.

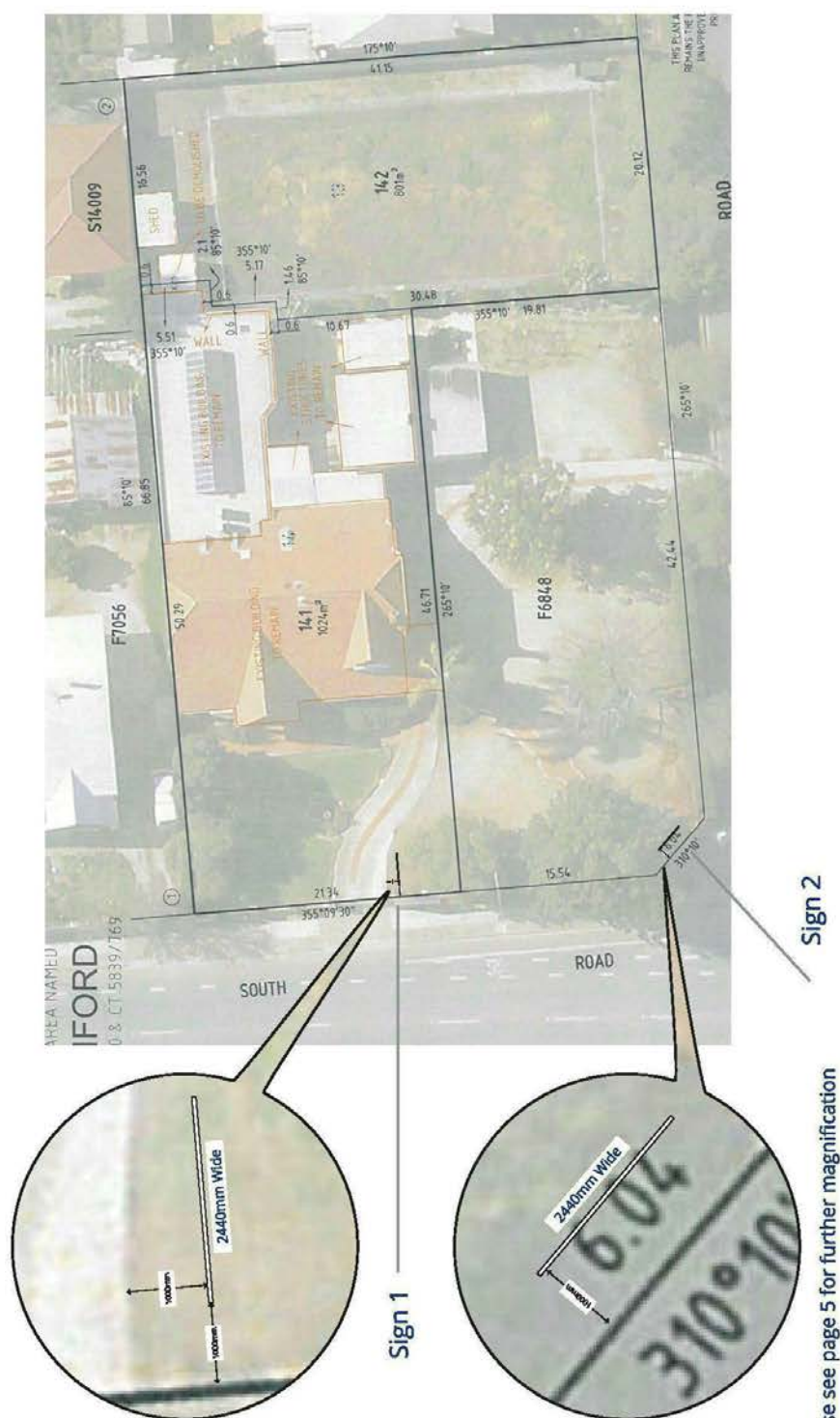
Please Note While all care will be taken to provide correct artwork, it is the clients responsibility to ensure that all sizing, colours and spelling have been checked and are correct. Any changes made after final approval will incur additional costs. Approvals may be made via a reply email to the final visual or by physical signature. Verbal approvals will not be accepted.

222 Port Road, Alberton, SA 5014 P: 08 8240 0925

SIGNLAB

Big Wig - Ashford Advanced Eye Care - Site Plan - Freestanding Signs Installed from Wall and Path

1000mm In



Please Note While all care will be taken to provide correct artwork, it is the clients responsibility to ensure that all sizing, colours and spelling have been checked and are correct. Any changes made after final approval will incur additional costs. Approvals may be made via a reply email to the final visual or by physical signature. Verbal approvals will not be accepted.

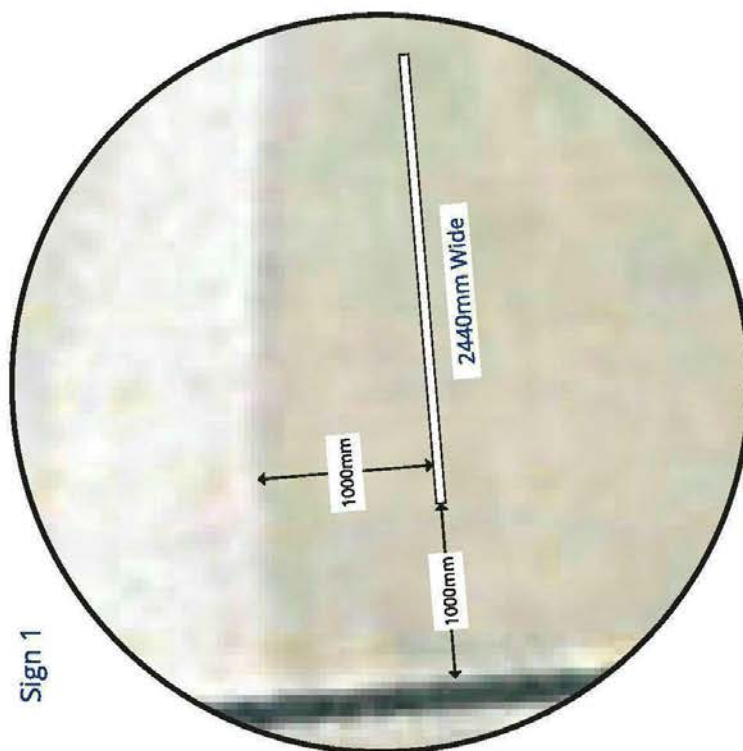
222 Port Road, Alberton, SA 5014 P: 08 8240 0925

SIGNLAB

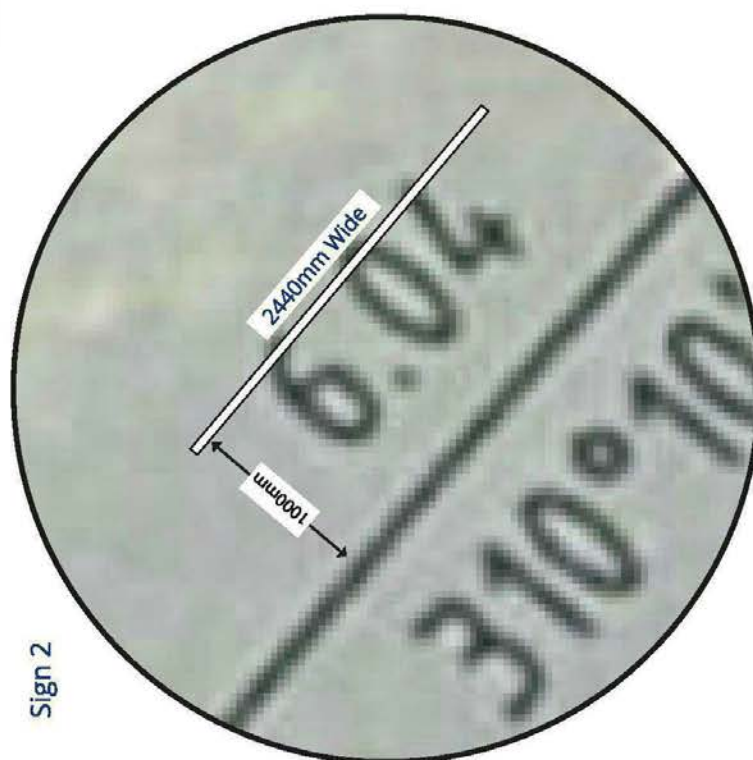
Big Wig - Ashford Advanced Eye Care - Site Plan - Freestanding Signs Installed **1000mm In** from Wall and Path



Sign 1



Sign 2



Please Note While all care will be taken to provide correct artwork, it is the clients responsibility to ensure that all sizing, colours and spelling have been checked and are correct. Any changes made after final approval will incur additional costs. Approvals may be made via a reply email to the final visual or by physical signature. Verbal approvals will not be accepted.

222 Port Road, Alberton, SA 5014 P: 08 8240 0925

SIGNLAB

Ashford Advanced Eye Care
2400x1800mm sign layout



AAEC 535

Laser Eye Surgery

ph 8293 2700
Ashford Advanced Eye Care

Statement of Support

DEVELOPMENT APPLICATION: 211/505/2020

APPLICANT: M Goggin

SUBJECT LAND: 535-537 South Road, ASHFORD SA 5035

PROPOSAL: Installation of two freestanding signs - each 1.2m x 2.4m and 3.3m (H) (non-complying)

- Ashford Advanced Eye Care is an eye centre which has been practicing at 535 South Road, Ashford for 11 years.
- The proposed signage is an essential auxiliary to our business not only for advertising to the general public passing by but also to provide patients with a safe way to locate the practice whilst travelling on South Road in high traffic.
- The proposed signs are small in scale and set back from the site boundary.
- The signs will not be illuminated day or night.
- The positions of the proposed signs are obscure and partly shielded by shrub foliage.
- The signs are aesthetically pleasing and not distracting.

6.3 504 Henley Beach Road, FULHAM

Application No 211/245/2020

DEVELOPMENT APPLICATION DETAILS

DESCRIPTION OF DEVELOPMENT	Construction of a store in association with existing office and consulting rooms (Non- Complying)
APPLICANT	Jennifer Frisby Smith
LODGEMENT DATE	03 April 2020
ZONE	Residential
POLICY AREA	Low Density Policy Area 21
APPLICATION TYPE	Non-complying
PUBLIC NOTIFICATION	Category 1
REFERRALS	Internal <ul style="list-style-type: none"> • City Assets External <ul style="list-style-type: none"> • Nil
DEVELOPMENT PLAN VERSION	Consolidated 12 July 2018
DELEGATION	<ul style="list-style-type: none"> • 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
REPORT AUTHOR	Amy Morden

SUBJECT LAND AND LOCALITY

The subject land is formally described as Allotment 1 Deposited Plan 6441 in the area named Fulham Hundred of Adelaide, Volume 5324 Folio 360, more commonly known as 504 Henley Beach Road, Fulham. The subject site is rectangular in shape with a 19.05 metre (m) wide frontage to Henley Beach Road, a secondary frontage to Murray Street of 36.69m and an approximate site area of 801.11 square metres (m²). The subject site is located 90 metres east of the Tapleys Hill Road and Henley Beach Road intersection.

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

The site currently contains a brick building, approved for use as offices and consulting rooms in 2018. Prior to the change of use in 2018, the site was used by Bank SA. Twelve car parking spaces are available forward of the building, with vehicular access via Murray Street. The site can be serviced by public transport as there is a bus stop on the opposite side of Henley Beach Road.

There are no Regulated Trees on the subject site or on adjoining land that would be affected by the development.

The character of the locality comprises of both residential and commercial land uses. North and east of the subject site are residential properties comprising a mix of single and two storey detached dwellings and residential flat buildings. To the west is a consulting room and an 'On the Run' BP petrol station. South of the subject site is Hungry Jacks, the Lockleys Hotel, a bottle shop and a Foodland supermarket.

The site and locality are shown on the aerial imagery below.



RELEVANT APPLICATIONS

DA Number	Description of Development	Decision	Decision Date
211/1383/2017	Change of use from an office to office and consulting rooms	Development Approval Granted	13 March 2018

PROPOSAL

The proposal seeks the construction of a store that will be used in association with the existing office and consulting rooms. The existing building on the site is currently occupied by Frisbee Health and Chiropractic, offering chiropractic, remedial massage, acupuncture and Chinese herbal medicine services. The store is 9.199 metres in length located along the eastern side boundary, 5.389 metres in width and will have a total floor area of 49.57 square metres. The store will have 3 metre wall heights, and will measure 3.722 metres in total height to the top of the gable roof. The store is to be located approximately 300mm behind the main face of the Chiropractic clinic to help minimise its visual appearance from the car park and Henley Beach Road.

The store will be used for general stock and equipment storage associated with the clinic, including trestle tables and chairs, portable therapy tables, bulky pillows, massage machines and exercise equipment, spare furniture, portable business signage and flags, and day to day housekeeping stock including stationary, paper towels and garden maintenance equipment.

Primary access to the store will be via the existing car park area. A concreted section along the north eastern section of the garden bed in front of the store will provide a 'driveway' for staff cars and trailers to drive up to the front of the store to load and unload heavy items. The store will have a roller door to the southern end to facilitate ease of access for loading to and from vehicles from the car park. Additionally, the store will have two pedestrian access doors for staff access from the rear of the Chiropractic clinic.

Nine bottlebrush trees along the eastern side of the site will be removed to allow for the store and associated concrete access 'driveway'. None of these trees are regulated or significant requiring Council approval for removal. The eastern landscaping bed adjacent to the front car park will be re-landscaped with a number of trees, shrubs and ground covers to replace the trees and increase the landscape amenity of the car park and building.

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

NON-COMPLYING

The application is a non-complying form of development as per the procedural matters of the Residential Zone within Council's Development Plan. A store is specifically listed as a non-complying form of development for the Residential Zone.

No statement of effect has been provided as the proposed development is considered to be a minor non-complying form of development warranting no formal public notification. A statement of effect is not required to be provided where the development accords with the requirements of the *Development Regulations 2008*, Clause 17(6)(b) that provides:

- (6) *A statement of effect is not required if the proposed development consists (wholly or substantially) of -*
 - (b) *the construction of a new building which is to be used in a manner which is ancillary to, or in association with, the use of an existing building and which would facilitate the better enjoyment of the existing use of the existing building.*

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.

Should the CAP resolve to approve the application, the application no longer requires concurrence of the State Commission Assessment Panel. This is a result of recent legislative changes to the Development Act that were administered in early May 2020 to assist in streamlining Development Applications during the Covid-19 pandemic.

Alternatively, should the CAP refuse the application, it is important to note that no appeal rights are afforded to the Applicant.

PUBLIC NOTIFICATION

The application is a Category 1 form of development pursuant to Schedule 9 of the *Development Regulations 2008*, Part 1, Clause 3(b):

3 *Any development classified as non-complying under the relevant Development Plan which comprises -*

(b) *The construction of a building to be used as ancillary to or in association with an existing building and which will facilitate the better enjoyment of the purpose for which the existing building is being used, and which constitutes, in the opinion of the relevant authority, development of a minor nature only.*

As the proposal is Category 1, public notification was not required to be undertaken.

Whilst the store is a non-complying form of development in the Residential Zone, the modest scale of the building is similar to that of a residential outbuilding. The ancillary nature of the store to the consulting rooms is considered to be minor, and will provide additional space for storing professional equipment and associated items to be used by the Chiropractic clinic. The store is not expected to unreasonably impact upon the owners or occupiers of land in the locality of the site of the development for the following reasons:

- The floor area of the store at 49.57m², with a wall height of 3m, is similar in floor area and scale to an outbuilding commonly found on a residential property.
- The store will be located behind the primary street building line of the existing building to help reduce any visual amenity impact to Henley Beach Road and to Murray Street.
- The store will be used for storage of items and equipment associated with the consulting rooms. Activities connected to the store are not expected to detrimentally impact upon the amenity of the locality in terms of noise, or increased traffic volumes to and from the site.
- There will be no loss of car parking resulting from the construction of the store.
- The trees proposed for removal to allow for the store are not regulated or significant, and are proposed to be replaced with new trees and plantings along the eastern boundary of the car park.
- The applicant intends to replace the ageing, corrugated iron fencing along the eastern side boundary with a new Colorbond pre-painted good neighbour fence to match the colours of the store. This will improve the visual amenity of the site once it is installed and all proposed landscaping along the eastern side boundary is planted. The installation of a new pre-painted sheet metal fence along the eastern side boundary up to 2.1 metres in height is not development requiring Council approval on this allotment.

INTERNAL REFERRALS

Department	Comments
City Assets	<ul style="list-style-type: none"> The car park is existing, and the only changes are altering the concrete kerbing to the landscape garden bed and concreting a section of this garden bed to provide access to the store. The proposal is supported however recommended that the parking space in front of the store be marked 'Staff Parking' or 'Loading/ Unloading Zone'. Loading and unloading should occur outside of peak business hours and should be limited to cars/ passenger vehicles and trailers.

EXTERNAL REFERRALS

Nil

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 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	
<p><i>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.</i></p> <p><i>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.</i></p> <p><i>Residential development in the form of a multiple dwelling, residential flat building or group dwelling will not be undertaken in a Historic Conservation Area.</i></p> <p><i>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.</i></p>	
Objectives	4
Principles of Development Control	1, 2, 3 & 5

Low Density Policy Area 21 - Desired Character	
<p><i>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).</i></p> <p><i>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.</i></p> <p><i>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.</i></p> <p><i>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.</i></p>	
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
CARPARKING SPACES <i>Transportation and Access</i> <i>PDC 34</i> <i>(Table WeTo/2)</i>	Consulting Room: 10 Car parks per 100m ² of total floor area Office: 4 Car parks per 100m ² of total floor area	A minimum of 11 car parks required, excess of 1 car park on the site. No loss of car parking resulting from the store. 12 car parks remain available. Satisfies

LANDSCAPING <i>Landscaping, Fences & Retaining Walls PDC 4</i>	10% (minimum)	16% Satisfies
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ASSESSMENT

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

Land Use

A store is listed as being a non-complying form of development within the Residential Zone. PDC 2 of the Residential Zone states that non-complying development is generally inappropriate.

The store is an ancillary structure that will support the existing use of the site as consulting rooms and offices. Specifically, the store will be used to contain equipment and other items relating to the business operations.

PDC 1 of the Low Density Policy Area 21 lists small-scale health and welfare services as envisaged forms of development. The store is an ancillary structure that is modest in scale relative to the size of the consulting rooms and is therefore considered to be appropriate. The store is located largely away from public view, and is complementary of the scale of other residential outbuildings on neighbouring allotments. In this regard, the store is considered to satisfy Objective 4 and PDC's 3(b) and (c), and 5 of the Residential Zone, and PDC 1 of the Low Density Policy Area 21.

The subject site is located within close proximity to an intersection of two major roads dominated by commercial uses. The subject site is located approximately 120 metres west of a Local Centre Zone. The subject site is located adjacent to the Commercial Zone - Local Commercial Policy Area 3 that is an interface between Commercial and Residential land uses. It is considered that the development will not have a negative impact on the amenity of the locality nor adjacent residential properties. The store connected to the Chiropractic clinic is unlikely to cause unreasonable odour, noise, light spill or traffic impacts to the area given the ancillary nature of the structure and scale of the existing use of the site. On consideration of all the above, Residential Zone PDC 3(c), and Objective 1 and PDC 1 of General Section - Interface between Land Uses are deemed satisfied.

Built Form

The store will be located to the eastern side of the Chiropractic clinic, adjacent to the residential dwelling at 502 Henley Beach Road. The store comprises a floor area of 49.57 square metres, with a length of wall along the eastern side boundary of 9.199m. The total width of the store is 5.389m. A roller door of 4.935m in width will be present to the southern end of the building, providing ease of access for cars and trailers transporting equipment to and from the main car park. The store including the roller door will be constructed from Colorbond pre-painted sheet metal, finished in colour 'Slate Grey', to complement the corporate colours of the clinic. A 1m wide walkway/ pedestrian access path along the eastern side of the main building will remain for side access. An existing lockable, pedestrian side access gate will remain to secure the walkway between the main building and the store from the front car park.

The store is considered to be of an appropriate form and scale for the Residential Zone. The floor area, and overall building height of the store is similar to that of a residential outbuilding that would largely satisfy the requirements of General Section, Residential Development PDC 16 for residential outbuildings. The only variance to this PDC in terms of the scale of the store, in comparison to a residential outbuilding, is the length of the wall along the eastern side boundary being 9.199m in length. This is at variance with the PDC 16 requirement for the maximum length of residential outbuilding walls along a side boundary to be not more than *8m or 50% the length of the boundary, whichever is the lesser*. Notwithstanding this provision for residential outbuildings, the departure of 1.199m from the PDC 16 requirement is considered acceptable considering that the site is commercial in nature, however located within the Residential Zone. The scale of the store and the transition it provides between the next door residential buildings and the commercial site at 504 Henley Beach Road is considered to be appropriate for the locality and in keeping with the scale of other nearby residential outbuildings.

Car Parking Provisions

The site has an existing sealed carpark at the front of the subject site. Vehicular access is maintained from Murray Street. As per the Development Plan, *Table WeTo/2 - Off Street Vehicle Parking Requirements*, the office and consulting rooms are required to provide 11 car parks onsite. The clinic currently provides 12 onsite car parks, which remain unchanged by the construction of the store, satisfying PDC 34 of General Section - Transportation and Access.

The main alteration to the car park required is the removal of a yellow wheel stop at the end of the car park, and an alteration to the upright concrete kerb to change it to a rollover kerb or ramp for vehicle access. The concrete wheel stop is proposed to be replaced with a yellow painted line to denote the end of the car park. The Applicant has indicated that this parking space is currently used primarily by staff. During daytime core business hours, this parking space will remain available for staff parking. Council's Development Engineer has requested that the car park be denoted specifically for staff car parking only, to avoid the access being blocked by other vehicles. Notwithstanding this request, loading and unloading to and from the store is expected to take place outside of core business hours when the car park is not likely to be full. Vehicles that will access the store are staff personal cars and trailers. There is no need for trucks or larger vehicles to access the store. The nature of the equipment and items to be stored will not require a truck or larger vehicle to transport these items. As this parking space is already utilised by staff for car parking throughout the day when direct access to the store is not likely to be required, it is not considered necessary to have the parking space painted to indicate that it is a dedicated staff car park. Works to alter the parking space and install the concrete access 'driveway' are required to be undertaken in a professional manner to the satisfaction of Council. This will be conditioned as part of the development to ensure any alterations to the car park are orderly and the amenity of the car park is maintained.



View to the northern side of the car park where the upright kerb and painted concrete wheel stop will be modified (above). The 5 trees shown above are proposed for removal and are not regulated or significant.

Landscaping

In accordance with PDC 4 of General Section - Landscaping, Fences and Walls, 10% of the subject site should be landscaped. Inclusive of the side courtyard, the site currently provides approximately 22% landscaping. The addition of the store and concrete 'driveway' for access from the car park will reduce this landscaping to 16% of the total site area. Notwithstanding this reduction, PDC 4 is still met.

A total of 9 bottle brush trees along the eastern boundary are proposed for removal to allow for the store. None of these trees are of a size or species to be classified as regulated or significant in accordance with Clause 6A of the *Development Regulations 2008*. A number of these trees are visually in poor condition. In lieu of the number of trees proposed for removal from the site, the Applicant will re-establish four Southern Magnolia trees (*Magnolia Grandiflora*) and a number of other shrubs and plantings within the existing landscape buffer to the eastern side of the car park. A landscaping plan has been provided to detail the new plantings proposed for the site. These new plantings will increase the density of the existing landscaping surrounding the car park and will visually enhance the site as seen from Henley Beach Road. The additional landscaping to the front car park along the eastern boundary will also assist in softening the extent of hard paved surfaces around the car park, satisfying PDC 1 of General Section - Landscaping, Fences and Walls.

Mop Top Robinia trees (*Robinia pseudoacacia inermis*) are proposed to either side of the concreted access to the store. These trees have a broad, green canopy and will assist to provide a greater green presence to the front of the building. An ornamental grape climbing plant is proposed to be grown on a trellis above the southern entry roller door of the store to help soften the visual appearance of the building as seen from car park and the Henley Beach Road frontage.

The proposed landscaping is considered to appropriately satisfy Objective 1 and relevant PDC's 1 and 4 of General Section - Landscaping, Fences and Walls, and will be conditioned to ensure the landscape amenity of the site is maintained.



*Site of the store and 4 of the 9 bottle brush trees proposed for removal (above).
Pedestrian access path (shown on the right) will remain.*

SUMMARY

The subject site is located within an area dominated by commercial uses. Though the proposal is non-complying, a small scale store associated with the existing office and consulting rooms is considered ancillary and subordinate to the existing use and is therefore appropriate for the Residential Zone, and Policy Area. The store is modest in scale similar to that of other outbuildings on nearby residential properties, and it is not considered to detrimentally impact upon the amenity of adjacent residential properties within the locality.

Having considered all the relevant Objectives and Principles of the Development Plan, the proposal is considered not 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. 211/245/2020 by Jennifer Frisby Smith for construction of a store in association with existing office and consulting rooms at 504 Henley Beach Road, FULHAM (CT 5324/360) 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:

- Site Plan, by Quadrant Drafting, Issue Date 22/02/2018
- Landscaping Plan, prepared by Jennifer Frisby-Smith, Received 14 August 2020
- Car Park Alteration/ Store Access Plan, prepared by Jennifer Frisby-Smith, Received 14 August 2020
- Floor Plan, by Stratco, Design Number SQ197565, Dated 18/12/2019
- Elevation Plans, by Stratco, Design Number SQ197565, Dated 18/12/2019
- Planning Statement, prepared by Jennifer Frisby-Smith, Dated 30 March 2020

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

2. 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 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 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. All re-planting and landscaping shall be established within three (3) months of completion of construction or the next available planting season. All plantings shall be maintained in good health at all times. Any person(s) who have the benefit of this approval will cultivate, tend and nurture the landscaping, and shall promptly replace any landscaping which may become diseased or die, with the same or like species/variety.

Reason: To enhance the amenity of the site and locality.

4. Alterations to the north eastern car park to facilitate access to the store shall be undertaken in a professional manner to the satisfaction of Council. This includes installation of the concrete driveway, removal of the concrete wheel stop, and re-painting of the wheel stop on the parking space.

Reason: To ensure the car park and access to the store remains orderly.

Attachments

1. Relevant Principles of Development Control
2. Plans and CT
3. Referral Response

General Section		
Design and Appearance	<i>Objectives</i>	1
	<i>Principles of Development Control</i>	1, 2, 3, 13, 14, 15, 19 & 20
Interface between Land Uses	<i>Objectives</i>	1 & 3
	<i>Principles of Development Control</i>	2, 3, 4
Landscaping, Fences and Walls	<i>Objectives</i>	1
	<i>Principles of Development Control</i>	1, 2, 3, 4 & 6



Product Register Search (CT 5324/360)
Date/Time 17/04/2020 08:13AM
Customer Reference cjones
Order ID 20200417000442



The Registrar-General certifies that this Title Register Search displays the records maintained in the Register Book and other notations at the time of searching.



Certificate of Title - Volume 5324 Folio 360

Parent Title(s) CT 2691/112
Creating Dealing(s) CONVERTED TITLE
Title Issued 14/02/1996 Edition 5 Edition Issued 10/07/2018

Estate Type

FEE SIMPLE

Registered Proprietor

FRIZBIZ CUSTODIAN PTY. LTD. (ACN: 625 773 631)
OF 504 HENLEY BEACH ROAD FULHAM SA 5024

Description of Land

ALLOTMENT 1 DEPOSITED PLAN 6441
IN THE AREA NAMED FULHAM
HUNDRED OF ADELAIDE

Easements

NIL

Schedule of Dealings

Dealing Number	Description
12947191	MORTGAGE TO BANK OF QUEENSLAND LTD. (ACN: 009 656 740)

Notations

Dealings Affecting Title	NIL
Priority Notices	NIL
Notations on Plan	NIL
Registrar-General's Notes	NIL
Administrative Interests	NIL



Product
Date/Time
Customer Reference
Order ID

Register Search (CT 5324/360)
17/04/2020 08:13AM
cjones
20200417000442



60 30 0 60 FT

DISTANCES ARE IN FEET AND INCHES
FOR METRIC CONVERSION
1 FOOT = 0.3048 metres
1 INCH = 0.0254 metres

30/3/2020

RE: Jennifer Frisby-Smith

Shed Proposal as 504 Henley Beach Road, Fulham.

The proposed storage shed at 504 Henley Beach Road, Fulham will be intended as a storage facility for equipment relating to our business that is safer and more optimally stored in an outdoor, lockable, weatherproof shed outside the hygienic environment of our office.

The following items are intended to be stored onsite:

- Trestle tables and chairs used occasionally during workshops and seminars, spare furniture
- Weather protection for outdoor furniture
- Gardening tools, fertiliser, potting mix, battery power tools
- Business signage flags and portable signs
- A locked section for archived files and confidential business information storage
- Stock storage – bulky pillows, massage machines, paper towels, stationary, exercise equipment etc
- Portable therapy tables and spare parts

Thank you.

CITY OF WEST TORRENS

10/08/2020

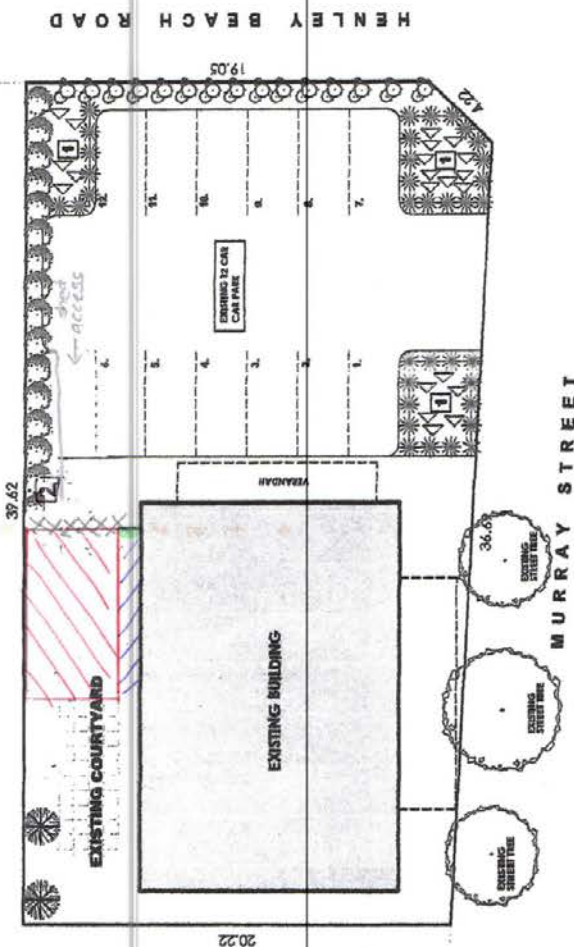
AMENDED

Planning Drawings Only
[NOT FOR CONSTRUCTION]
 Written dimensions take precedence over scaled dimensions
 All levels and dimensions to be confirmed by builder prior to WORKING DRAWINGS.

- Colour slate grey
 - Material see attached strato sheet.

5/8/20

Email



LEGEND:

- EXISTING BOTTLEBRUSH TREES
- MEDIUM HEDGE - VIBURNUM
- LOW HEDGE - LEPTOSPORUM
- NATIVE GRASS TREE
- NATIVE ACACIA
- AUSTRALIAN PALM
- BUNGALOW PALM
- FRANGIPANI TREE - MATURE
- BILLY BUTTONS
- YELLOW BUTTONS
- KANGAROO PAW
- GROUND COVER

Proposed shed

existing fence line of 300mm behind line of shop.

existing security gate

existing path

Magnolia tree

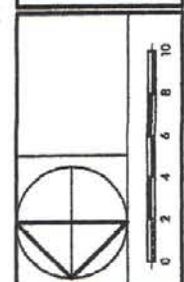
xxx creeper - ornamental grape screening plant

Proposed Site Plan

SCALE 1:200

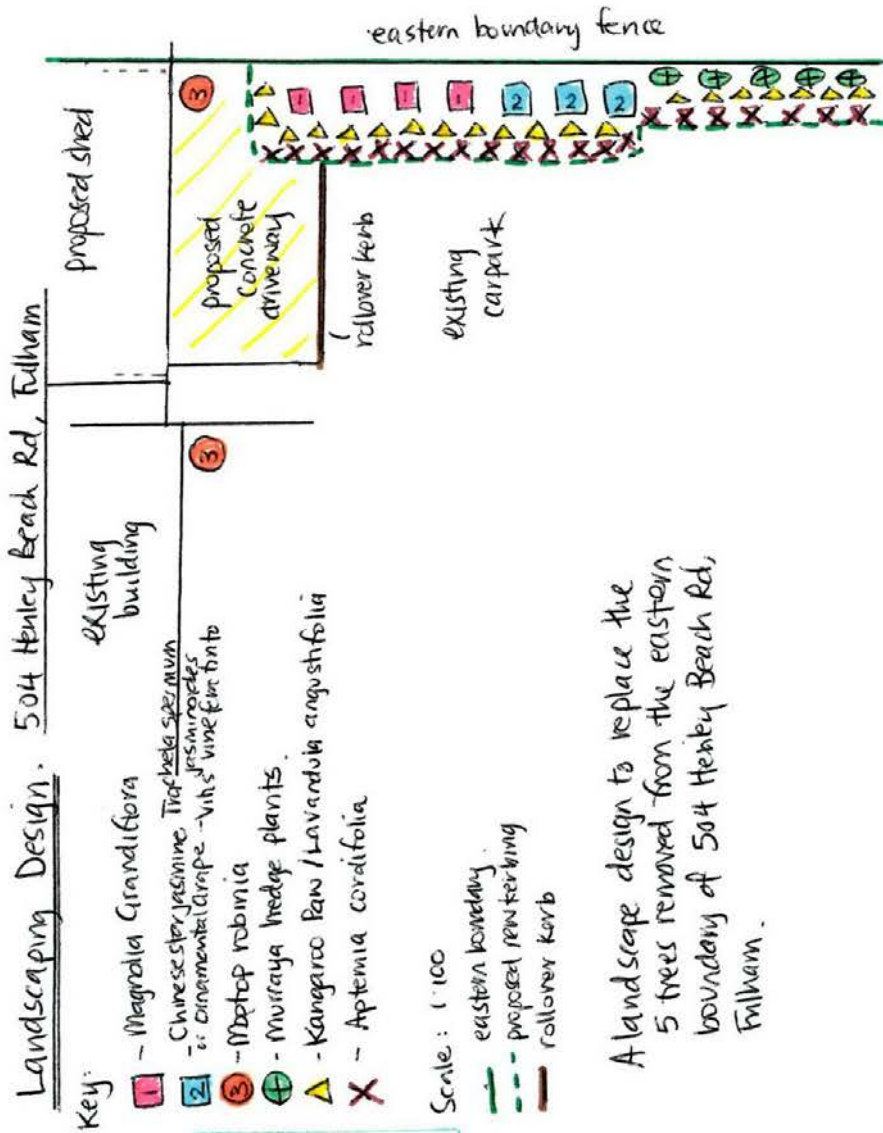
QUADRANT DRAFTING ARCHITECTURAL & ENGINEERING 10/100 RIVERVIEW DRIVE WEST TORRENS SA 5061 PHONE: 08 833 1111 FAX: 08 833 1112 EMAIL: info@quadrantdrafting.com.au WEBSITE: www.quadrantdrafting.com.au		PROJECT NO: 1004 CLIENT: CHARMES STREET TORRENS DATE: 22.02.2018 SCALE: 1:200
PREPARED BY: CHARMES STREET CHECKED BY: CHARMES STREET DATE: 22.02.2018		PROJECT NO: 1004 CLIENT: CHARMES STREET TORRENS DATE: 22.02.2018 SCALE: 1:200

REVISION	DESCRIPTION	DATE



Preliminary Drawings Only
 NOT FOR CONSTRUCTION
 Issued for Engineering and Construction Only

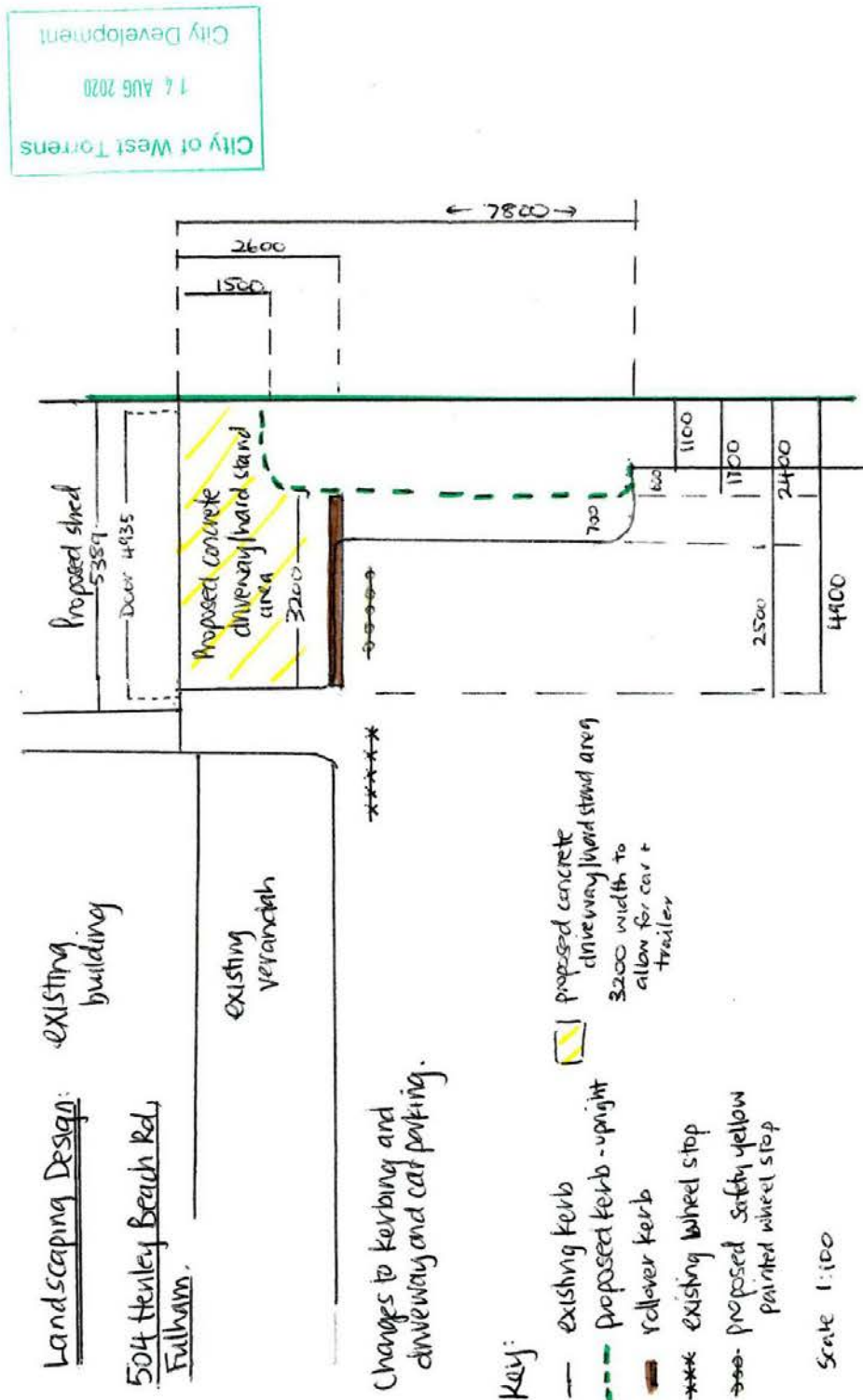
Client: _____
 Author: _____
 Date: 1 / 1



A landscape design to replace the 5 trees removed from the eastern boundary of 504 Henley Beach Rd, Fulham.

City of West Torrens
14 AUG 2020
City Development

AMENDED



AMENDED

**JOB DETAILS**

DESIGN NUMBER: SQ197565
DATE: 18/12/2019
SALES PERSON: Mr Mathew Ogilvy

CUSTOMER DETAILS

CLIENT NAME: Jen Frisbee-Smith
CONTACT NO: 0405809829
SITE ADDRESS: 504 Henley Beach Road
 Fulham

POSTCODE: 5024
EMAIL: frisbeechiro@hotmail.com

QUOTATION**QUOTE VALID FOR 30 DAYS**

Thank you for the opportunity to prepare a quotation for your next exciting home improvement project. Stratco has a proud history within the steel manufacturing industry, dating back over 60 years. Our commitment to supplying superior products and relentless innovation gives all of our customers the confidence that they are buying from a true industry leader who stand by their products.

Stratco customised sheds are of the highest quality using pre-punched galvanised C-section frames for ease of assembly as well as added strength. Our entire shed range has also been independently tested to meet all current Australian Building Standards giving you the peace of mind that a Stratco shed will stand the test of time.

From our recent consultation, we have prepared the following quotation and attached all relevant details for your design which we believe will suit your needs.

STRATCO GABLE ROOF SHED**DOMESTIC TYPE 2**

Length (mm)	9,199
Width (mm)	5,389
Height (mm)	3,000
Wind Category	33 (N2)
Roof Sheet	CGI Standard Double Sided
Wall Sheet	Superdek Standard Double Sided
Footing Type	Fixed (In Ground)
Roller Doors	2
Larnac PA Doors	1

ADDITIONAL ITEMS INCLUDED

Engineering Certificate for Domestic (1)
 Delivery Metro Gable Garage, Potter, Univ (1)
 Sundry Garage Charge \$100 (9)

TOTAL QUOTE INCLUDING 10% GST**\$12,193.82**

This quotation is for supply of a Stratco Gable Roof Shed Kit.

Once again, thank you for this opportunity and please give me a call if you would like any additional information.

Kind Regards,

Mr Mathew Ogilvy

THE STRATCO Advantage



Stratco is a 100% AUSTRALIAN OWNED success story, proudly boasting over 70 years of manufacturing excellence. Stratco operates 15 manufacturing facilities around Australia, employing many hundreds of Australians.

DESIGNED • ENGINEERED • TESTED • MANUFACTURED • GUARANTEED

Our Ref: 50098-6

21 November 2018

Stratco (Australia) Pty Ltd
PO Box 307
ENFIELD PLAZA, SA 5085

RE: STRATCO 15° GABLE ROOF SHED SPAN TABLES

We, FYFE Pty. Ltd., practising structural engineers, confirm that we have checked the designs prepared by Stratco (Australia) Pty. Ltd., for the 15° Gable Roof Sheds, as shown in the following document:

STRATCO 15° GABLE ROOF SHED SPAN TABLES INCLUDING ENCLOSED GARAGE WITH OR WITHOUT GARAPORT, AND OPEN SIDED CARPORT (NOVEMBER 2018)

We hereby certify that the calculations, materials, forms of construction and systems to which the designs relate will, if installed in accordance with the designs, conform to the structural requirements of the Building Code of Australia 2016 – Volume Two, Section 2, Part 2.1, and the following Australian Standards:-

AS/NZS 1170.0	Structural Design Actions – Part 0: General Principles
AS/NZS 1170.1	Structural Design Actions – Part 1: Permanent, Imposed and Other Actions
AS/NZS 1170.2	Structural Design Actions – Part 2: Wind Actions
AS/NZS 4600	Cold-Formed Steel Structures
AS 3600	Concrete Structures
AS 4100	Steel Structures

In the preparation of this certification, we have relied on the load test reports, product data sheets and specifications provided by Stratco (Australia) Pty. Ltd., and other relevant proprietary product specifications

TREVOR JOHN F.I.E. Aust.
Chartered Professional Engineer
NER 106278
QLD Reg. No. 3664
NT Reg. No. 12178ES
VIC Reg. No. EC-1618
TAS Reg. No. CC-4375F

13 November 2018



ENVIRONMENT
DEVELOPMENT
RESOURCES

Level 1, 124 South Terrace
Adelaide SA 5000

GPO Box 2450
Adelaide SA 5001
Telephone 6 8 8201 9600
Facsimile 6 8 8201 9650
www.fyfe.com.au

FYFE Pty Ltd
ABN 57 006 116 130



35
YEARS
DEVELOPING
CAREERS & PROJECTS

How To. **STRATCO**



Current View

Job Reference
Sales Person
Client Name

Mr Mathew Ogilvy
Jen Frisbee-Smith

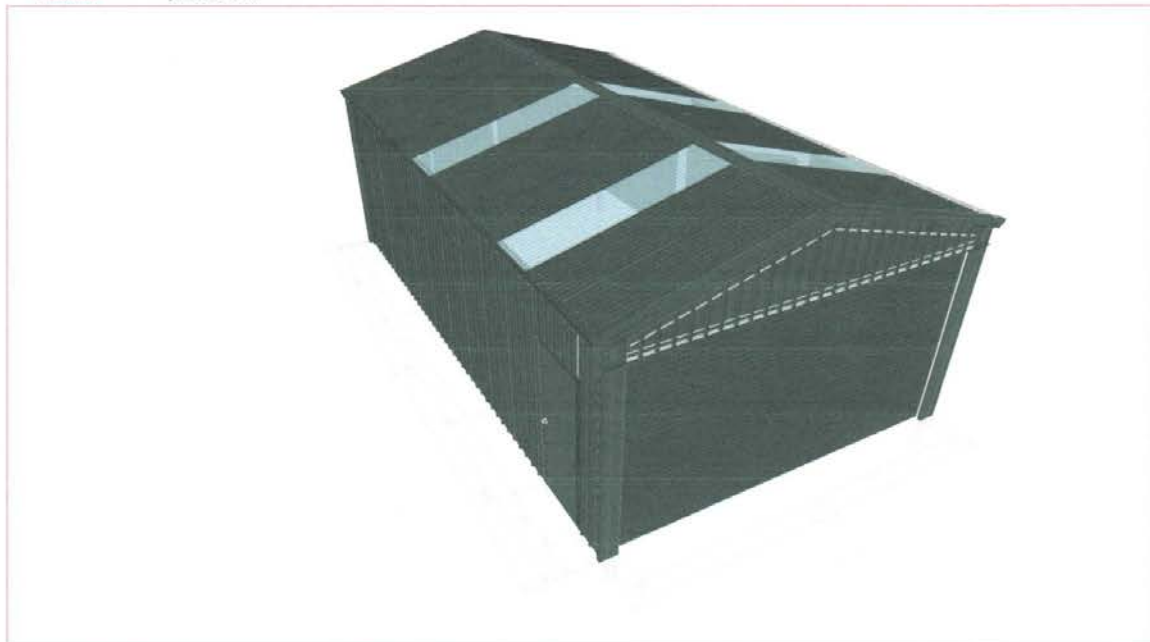
Site Address

504 Henley Beach Road
Fulham

Design Number
Date

SQ197565
18/12/2019

Customer Signature





All dimensions shown are measured from outside of frame (including purlins and girts). Dimensions shown are for illustration purposes only and should not be used for assembly. Please refer to the relevant installation guides or detailed drawings provided for site preparation, portal frame layout and slab dimensions. Please refer to current Stratco Gable Reroofed Certification referenced 04/2019 by R118 Pty Ltd for 19' reroofed range. 19' certification references 2012 520 by 400 for 10' reroofed range. Certifications are applicable to standard steel designs only.



Elevations

Job Reference
Sales Person
Client Name

Mr Mathew Ogilvy
Jen Frisbee-Smith

Site Address

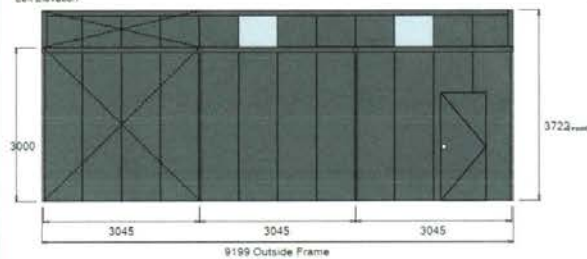
504 Henley Beach Road
Fulham

Design Number
Date

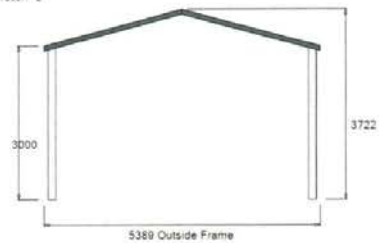
SQ197565
18/12/2019

Customer Signature

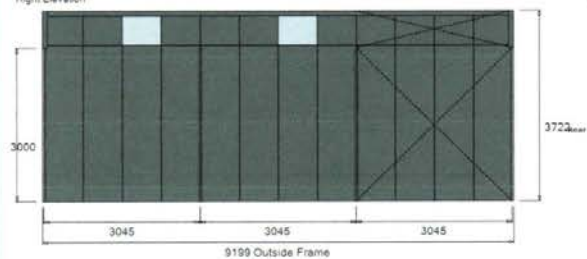
Left Elevation



Front Internal Elevation - 2



Right Elevation



Rear Internal Elevation - 2





All dimensions shown are measured from outside of frame (including gutters and girts). Dimensions shown are for illustration purposes only and should not be used for assembly. Please refer to the relevant installation guides or detailed drawings provided for site preparation, portal frame layout and slab dimensions. Please refer to standard 50,000 litre nominal (1000 litres) referenced 14,000 by 4000 by 100 for 10' nominal large or standard referenced 2021, 420 by 800 for 10' nominal large. Construction are applicable to standard shed designs only.



Elevations

Job Reference
Sales Person
Client Name

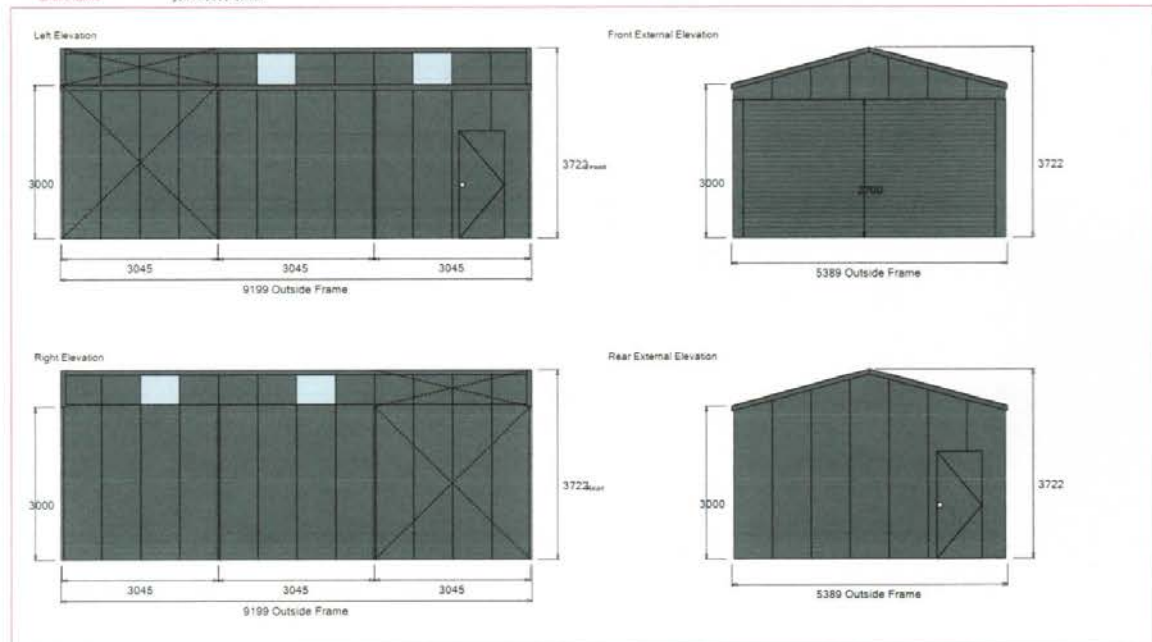
Mr Mathew Ogilvy
Jen Frisbee-Smith

Site Address
504 Henley Beach Road
Fulham

Design Number
Date

5Q197565
18/12/2019

Customer Signature





All dimensions shown are measured from outside of frame (including purlins and girts). Dimensions shown are for illustrative purposes only and should not be used for assembly. Please refer to the relevant installation guides or detailed drawings provided for site preparation, portal frame layout and slab dimensions. Please refer to current AS/NZS 4600 (cold-chambered reinforced steel sheet piling) for F115 (15°) minimum edge angle. Certification referenced 2011-122 by RSL for 15° minimum edge angle. Certifications are applicable to standard shed designs only.



Site Plan

Job Reference
Sales Person
Client Name

Mr Mathew Ogilvy
Jen Frisbee-Smith

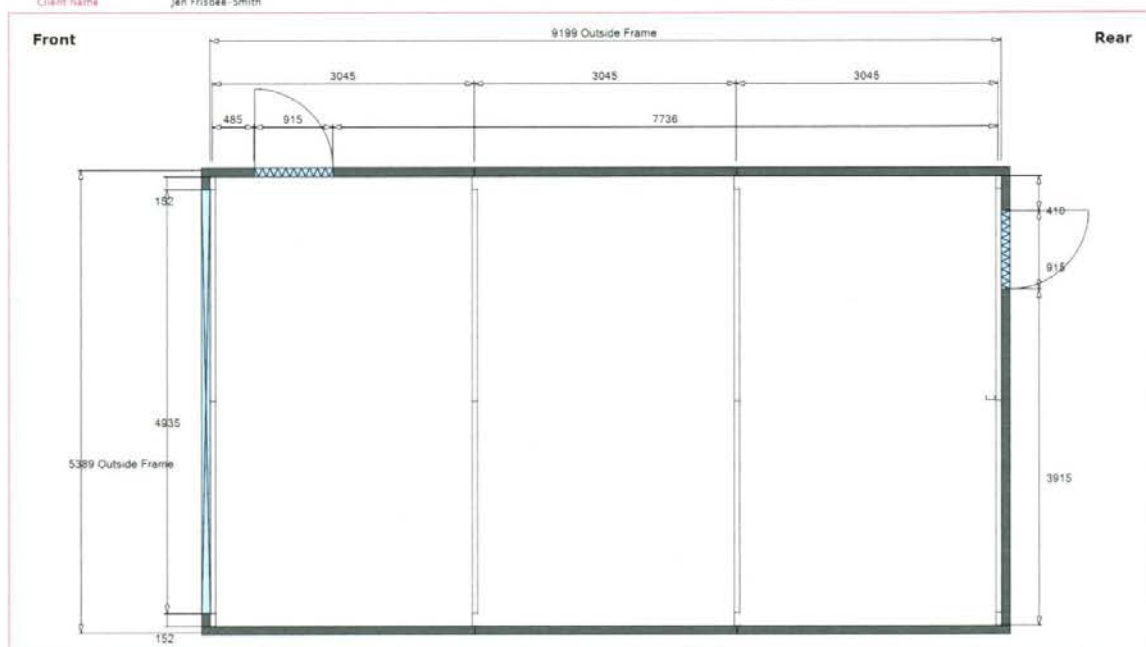
Site Address

504 Henley Beach Road
Fulham

Design Number
Date

SQ197565
18/12/2019

Customer Signature





Stratco have developed a versatile range of gable garages to suit every situation. Stratco garages give you more space for storage, extra room for a workshop, provide the ideal space for a boat or caravan, and give you the opportunity to entertain all year round. Stratco has a proud history within the steel manufacturing industry, dating back over 60 years. Our commitment to supplying superior products and relentless innovation gives all of our customers the confidence that they are buying from a true industry leader who stand by their products.

**PLEASE CHECK THAT ALL ORDER DETAILS ARE CORRECT.
YOUR ORDER IS NOW BEING PROCESSED BASED ON THE FOLLOWING DETAILS.**

JOB DETAILS

JOB REFERENCE: SQ197565
DESIGN NUMBER: Mr Mathew Ogilvy
SALES PERSON:

CUSTOMER DETAILS

CLIENT NAME: Jen Frisbee-Smith
PHONE NUMBER: 0405809829
ACCOUNT CODE: *PPC

DELIVERY DETAILS

DELIVERY INSTRUCTIONS: 504 Henley Beach Road
Fulham

5024
ADDITIONAL INSTRUCTIONS:

Unit

Gable Homeshed Design Domestic

Site Details

Wind Speed 33 (N2)

Wall Details

Bottom Sheet Extra 25mm No
Wall Sheet Superdek Standard Double Sided

Wall Girts

End Wall Girt Section GHS Purlin/Girt 1.00 75
Side Wall Girt Section GHS Purlin/Girt 1.00 75

Portal Frames

End Portal Column Reinforcing Section N/A: Not Applicable
End Portal Column Section GHS Portal Column 1.9 150
End Portal Rafter Section GHS Rafter 1.9 150
Mid Portal Column Reinforcing Section N/A: Not Applicable
Mid Portal Column Section GHS Portal Column 1.9 150
Mid Portal Rafter Section GHS Rafter 1.9 150

Drainage Details

Box Gutter Right
Downpipe Type Downpipe 100x50 PVC
Gutter Type Quad Gutter 115

Dimensions (Outside Frames)

Height 3000mm
Length 9199mm
Roof Pitch 15°
Width 5389mm

Roof Details

Roof Sheet CGI Standard Double Sided

Roof Purlins

Eave Purlin Section GHS Purlin/Girt 1.00 75
Roof Purlin Section GHS Purlin/Girt 1.00 75

Gable End Columns

Gable End Column Section GHS End Column 1.9 100

Footing Details

Concrete Slab Yes
End Column Embedment 500mm
Footing Type Fixed (In Ground)
Mid Column Embedment 500mm

Colours

Barge Cap Slate Grey
Corner Flashing Slate Grey
Downpipe Slate Grey
Gutter Slate Grey
PA Door Slate Grey
Ridge Cap Slate Grey
Roller Door Slate Grey
Roller Door Flashings Slate Grey
Roof Sheet Slate Grey
Skylight Sheet Grey Tint
Wall Sheet Slate Grey

All Dimensions shown are measured from outside of frame (including purlins and girts).
Dimensions shown are for illustrative purposes only and should not be used for assembly.
Please refer to the relevant installation guides or detailed drawings provided for site preparation, portal frame layout and slab dimensions.

Please refer to current Stratco Gable Homeshed certification referenced 50098-6 by FYFE Pty Ltd for 15° Homeshed range or certification referenced 2011-628 by RSA for 10° Homeshed range. Certifications are applicable to standard shed designs only.

CUSTOMER SIGNATURE:

DATE: 18/12/2019

From: Jennifer Frisby-Smith
Sent: Monday, 17 August 2020 8:51 PM
To: Amy Morden
Subject: Re: DA211/245/2020 - 504 Henley Beach Rd, Fulham - Traffic engineering comments regarding the modified car park

Hi Amy, Quite happy with staff only parking sign.
Thanks

Get [Outlook for Android](#)

From: Amy Morden
Sent: Monday, August 17, 2020 5:11:03 PM
To: 'Jennifer Frisby-Smith'
Subject: DA211/245/2020 - 504 Henley Beach Rd, Fulham - Traffic engineering comments regarding the modified car park

Hi Jennifer,

Just a quick email to advise I have some comments returned from Council's Traffic Engineer. They are generally supportive of the concrete 'driveway' access you have shown on the plans. They have just asked that if that end car park will be used as an access point to the Store that it be denoted somehow as a dedicated staff car park. The main reason for this is to ensure that should you need access to the store, that this park is not blocked by a customer car. I think you had previously advised me that you typically park your own car in this parking space.

Council's Engineer has asked for 'Staff Parking Only' to be painted on the car park. Is this something you are happy to do together with the removal of the wheel stop and the re-painting of the yellow wheel stop line on the park?

Kind regards,

Amy Morden
Development Officer - Planning
City of West Torrens
165 Sir Donald Bradman Drive, Hilton SA 5033

The content of this email is confidential and/or copyright and is solely for the intended recipient. If you have received this email in error: (i) you must not copy or distribute any part of it or otherwise

From: Richard Tan
Sent: Monday, 17 August 2020 1:46 PM
To: Amy Morden
Subject: RE: DA211/245/2020 - 504 Henley Beach Road, Fulham - Request for comment regarding the concrete access to Store (not a formal driveway)

Hi Amy

As per our conversation, this is an existing car park and the only changes is the kerb and landscaping has been proposed to become a driveway for access to the shed.

The proposal would be supported however it is recommended that the car park space in front of the shed should be marked staff/loading/unloading zone.

It is noted that there may not have sufficient space for safe and convenient access into the shed, however as this is an existing site condition, I leave this to your consideration on whether this proposal should be approved or limit the loading/unloading to outside peak hour.

Regards,

Richard Tan
Development Engineer
City of West Torrens

-----Original Message-----

From: Amy Morden
Sent: Friday, 14 August 2020 11:24 AM
To: Richard Tan
Subject: DA211/245/2020 - 504 Henley Beach Road, Fulham - Request for comment regarding the concrete access to Store (not a formal driveway)

Hi Richard,

This is a DA that was not formally referred to you as it is for the construction of a store (outbuilding) associated with an existing Chiropractic clinic at 504 Henley Beach Rd, Fulham. The intended use is not for the parking of a vehicle and will not have regular traffic access the store - it's simply not large enough for that type of activity. The store proposes a concreted area in front to assist with trailer/ vehicle access when moving heavier items to and from the Store.

The store will be used for storing items associated with the chiropractic clinic, including trestle tables and chairs, spare furniture, portable therapy tables and associated equipment, garden tools (for upkeep of the landscaping areas) etc.

The Applicant has advised that access to the Store by staff will not occur during core business hours and will not interfere with the current car parking arrangements. The existing car parks in front of the proposed concreted area used to access the Store will remain useable for customers and staff. The only specific change to this end carpark is removing the yellow, painted concrete wheel stop and replacing it with a yellow painted line on the carpark. At present, there is an upright kerb to the perimeter of the garden bed in front of this car park, that the Applicant

would like to change to a rollover kerb so they can manoeuvre a trailer up over the kerb to load items to/from the Store when needed.

Please would you mind reviewing the plans and provide comment on this concreted 'access' to the Store. The concreted area is not a formal driveway and is only present to facilitate easier loading and unloading into trailers and cars for heavier items. No vehicles will be parked in the Store. In lieu of the small area of landscaping being lost in front of the Store, the Applicant is proposing to replace the 5 trees in this corner with additional trees and plantings along the eastern boundary where the commercial site is separated from the next door Residential property.

Just to note, all of the trees along the eastern boundary are bottle brush trees and are not Regulated or Significant Trees. Their trunk circumference is not 2m or more, and they are all located within 10m of the next door dwelling. Some of these trees are also in fairly poor visual appearance.

I have attached a photo of the area and the end car park that proposes to remove the yellow concrete wheel stop and replace it with a yellow painted line to denote the end of the car park. The pedestrian side access gate will remain as shown in this photo, and the Store will sit just behind the location of the corrugated car park facing fencing so to be positioned behind the main building line.

Thanks for your assistance with this, Richard.

Kind regards,

Amy

Amy Morden has sent you a link to "DA211/245/2020 - 504 Henley Beach Road, Fulham - Plan Set" (A2458536) from Objective.

Open in Navigator
Double click on the attachment

7 CONFIDENTIAL REPORTS OF THE ASSESSMENT MANAGER

Nil

8 SUMMARY OF COURT APPEALS

8.1 CAP Summary of SCAP and ERD Court Matters - September 2020

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.

RECOMMENDATION

The Council Assessment Panel receive and note the information.

Development Application appeals before the ERD Court

Relevant authority	DA number	Address	Description of development	Status
SCAP	211/M015/19	1 Glenburnie Terrace, PLYMPTON	Six-storey residential flat building (32 dwellings) & associated car parking	Appeal lodged.

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 residential flat building (40 dwellings) & removal of regulated tree

Matters pending determination by the Minister of Planning

Reason for referral	DA number	Address	Description of development
Section 49	211/V040/20	240-246 Marion Road, NETLEY	Minor building additions and alterations: enclosure of existing undercover wash bay

Matters pending determination by the Governor of South Australia

Nil

Deferred CAP Items

Nil

Conclusion

This report is current as at 28 August 2020.

Attachments

Nil

9 OTHER BUSINESS

10 MEETING CLOSE