

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, 11 OCTOBER 2022**  
**at 5.00pm**

Public access to the meeting will also be available via livestream at:  
[www.westtorrens.sa.gov.au/livestream](http://www.westtorrens.sa.gov.au/livestream)

CAP member, applicant and representor attendance via livestream only available by prior arrangement with the Assessment Manager.

**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 Acknowledgement of Country****1.2 Evacuation Procedures****1.3 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 9 August 2022 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 TRANSITIONAL APPLICATIONS**

Nil

## 6.2 PDI ACT APPLICATIONS

### 6.2.1 239, 241-243 Richmond Road, RICHMOND

Application No 21028599

Appearing before the Panel will be:

Representors: **David Stevens** of 26B Lucas Street, Richmond wishes to appear in support of the representation.

Applicant: **Rod Roach** (Architect) wishes to appear in response to the representation.

#### DEVELOPMENT APPLICATION DETAILS

DEVELOPMENT NUMBER	21028599
APPLICANT	Rod Roach
ADDRESS	239, 241-243 Richmond Road, RICHMOND
NATURE OF DEVELOPMENT	Demolition of existing dwellings and associated structures, and construction of three (3) warehouses with associated office and storage space, two retail tenancies (one bulky goods) with associated offices along with associated car parking landscaping, freestanding pylon signage and removal of significant tree
ZONING INFORMATION	<p><b>Zones</b></p> <ul style="list-style-type: none"> <li>• Employment</li> </ul> <p><b>Overlays</b></p> <ul style="list-style-type: none"> <li>• Aircraft Noise Exposure (ANEF 20)</li> <li>• Airport Building Heights (Regulated)</li> <li>• Building Near Airfields</li> <li>• Hazards (Flooding - Evidence Required)</li> <li>• Major Urban Transport Routes</li> <li>• Prescribed Wells Area</li> <li>• Regulated and Significant Tree</li> <li>• Traffic Generating Development</li> </ul> <p><b>Technical Numeric Variations (TNVs)</b></p> <ul style="list-style-type: none"> <li>• Maximum Building Height (Metres) (Maximum building height is 8.5m)</li> <li>• Maximum Building Height (Levels) (Maximum building height is 2 levels)</li> </ul>
LODGEMENT DATE	1 October 2021
RELEVANT AUTHORITY	Council Assessment Panel
PLANNING & DESIGN CODE VERSION	2021.14
CATEGORY OF DEVELOPMENT	Code Assessed - Performance Assessed
NOTIFICATION	Yes
REFERRALS STATUTORY	<ul style="list-style-type: none"> <li>• Commissioner of Highways</li> </ul>
REFERRALS NON-STATUTORY	<ul style="list-style-type: none"> <li>• City Assets (Engineering)</li> <li>• City Assets (Traffic)</li> </ul>



DELEGATION	CAP <ul style="list-style-type: none"> <li>A representor has lodged a valid representation and wishes to be heard</li> </ul>
RECOMMENDING OFFICER	Phil Smith
RECOMMENDATION	Approval with conditions

### Subject land and Locality

The subject land is formally described as Allotments 21 and 22 of Filed Plans 144749 and 144750 in the area named Richmond, Hundred of Adelaide, Volume 5823 Folio 131 and Volume 6157 Folio 995, more commonly known as 239, 241-243 Richmond Road, Richmond. The subject site comprises two allotments and both are mostly rectangular in shape, with a combined primary frontage to Richmond Road of approximately 42 metres and a depth of 52-56m, resulting in an overall site area of approximately 2588m<sup>2</sup>.

The allotments are currently developed with two dwellings in fair to poor condition. Sporadic landscaping is located throughout the site. There are a number of existing trees on the site. One Eucalypt tree is considered to be significant. There are two other trees which meet the size requirements to be regulated trees but are exempt due to their species. Council's City Operations (Horticulture) representatives they advise they are cedar and elm trees.

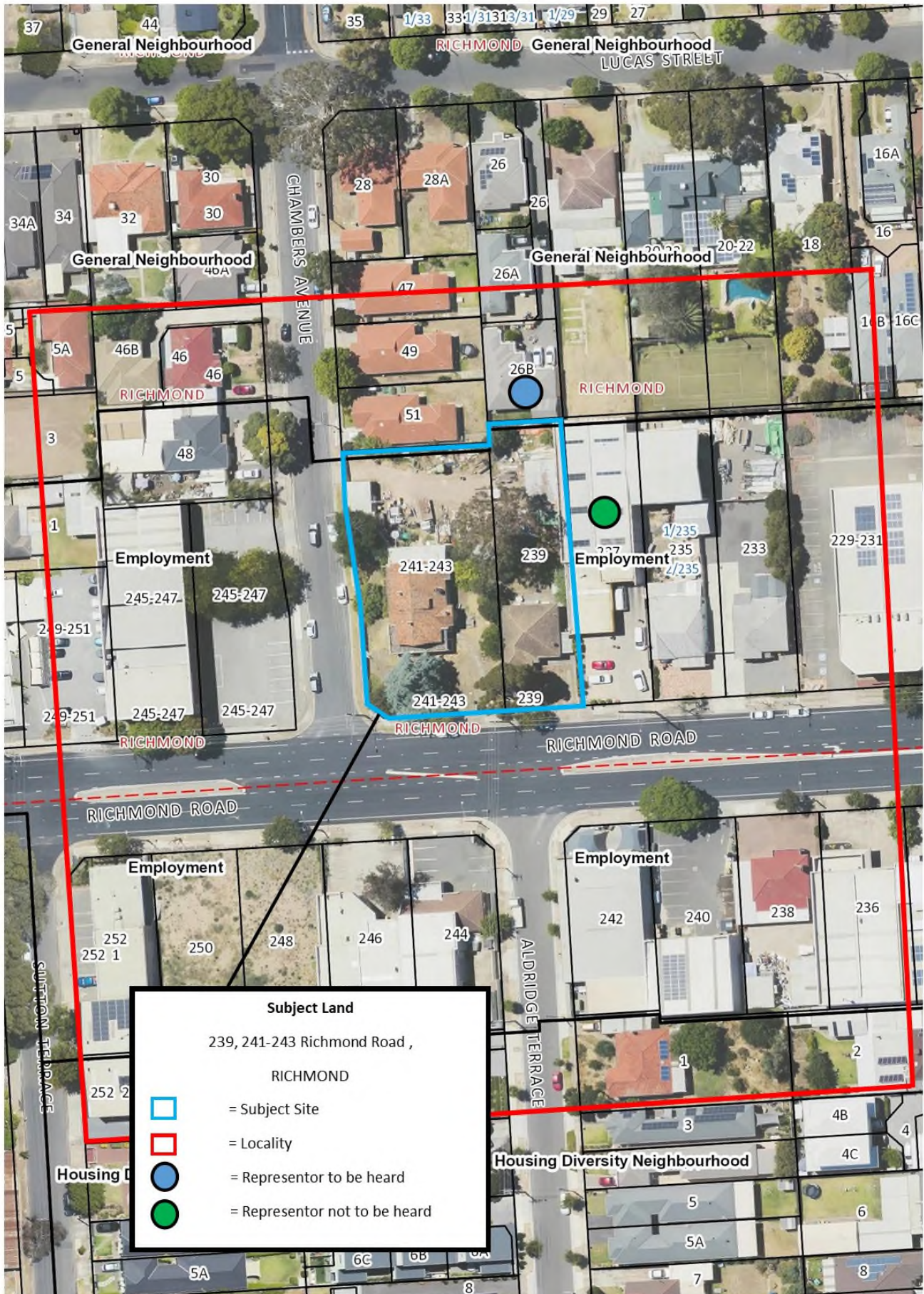
There are no easements, encumbrances or Land Management Agreements on the Certificates of Title.

The locality is commercial/industrial in nature with commercial/industrial land uses located on both the north and south sides of Richmond Road. These uses include a car rental agency, pet shop, an air conditioner company, a picture framer and a water tank retailer, amongst others.

The wider locality is residential directly to the north of the subject site in the General Neighbourhood Zone, with commercial/industrial land uses found in all other directions. Adelaide Airport is slightly further to the west.

The amenity within the immediate locality is considered to be heavily commercial/industrial, given the wide range of business type land uses found nearby and interspersed with some pockets of residential development.

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







**Figure 1 - Subject Site, viewed towards the north (from Richmond Road)**



**Figure 2 - Subject Site, western boundary, viewed towards the north (from Chambers Avenue)**





**Figure 3 - Subject Site, viewed towards the east (from Richmond Road)**



**Figure 4 - Subject Site, viewed towards the northwest (from Richmond Road)**





**Figure 5 - Adjacent property, 237 Richmond Road at the eastern boundary, viewed towards the northeast (from Richmond Road)**



**Figure 6 - Adjacent property, 51 Chambers Avenue at northern boundary, viewed towards the northeast (from Chambers Avenue)**

## PROPOSAL

The proposal comprises demolition of existing dwellings and associated structures, and construction of three (3) warehouses with associated office and storage space, two retail tenancies with associated offices along with associated car parking landscaping, freestanding pylon signage and removal of significant trees.

The application is further detailed as per the report prepared by Rod Roach as follows:

- The proposal comprises five elements namely, three warehouses (Element 1), a shop - bulky goods (Element 2), a shop (Element 3), an advertisement (Element 4) and removal of significant trees (Element 5);
- Element 1 works involve the construction of three warehouses that present to Richmond Road. The warehouses range from 393.5m<sup>2</sup> to 683.7m<sup>2</sup>;
- Each warehouse contains associated office space at mezzanine level and amenities at ground floor;
- 10 parking spaces are provided to the rear of Warehouses 2 and 3, accessed from Chambers Avenue;
- Materials and finishes include precast concrete panels, metal roof cladding, metal wall cladding and floor to ceiling glass showroom windows;
- Elements 2 and 3 involve the construction of two shops, comprising 118.3m<sup>2</sup> and 61.5m<sup>2</sup> respectively;
- The development maintains a consistent approach with respect to materials and finishes, thus the shops are clad similar to the warehouses;
- 20 parking spaces are provided to the front of the shops and warehouses and will be accessed via a new crossover from Chambers Avenue;
- Element 4 comprises a freestanding sign measuring 6m in height by 3m wide and will display the site's address and tenants;
- The sign is to be located in the southwest corner of the site adjacent to the new crossover;
- Element 5 includes the removal of a significant eucalyptus tree on the 239 Richmond Road allotment, which is necessary to facilitate the development.

For the purposes of an assessment the proposal is broken down into elements. Each element will have an assessment pathway as set out in the Planning and Design Code.

Elements	Application Category
1 - Warehouses (3)	Performance Assessed
2 - Shop - bulky goods	Performance Assessed
3 - Shop	Performance Assessed
4 - Advertisement	Performance Assessed
5 - Removal of significant tree	Performance Assessed

The relevant plans and documents are contained in **Attachment 1**.

## PUBLIC NOTIFICATION

The application required public notification because it was performance assessed and not exempt from notification by *Table 5 - Procedural Matters* of the Employment Zone in the Planning and Design Code (The Code).

<b>Properties notified</b>	88 properties were notified during the public notification process.
<b>Representations</b>	Two (2) representations were received.
<b>Persons wishing to be heard</b>	One (1) representor wishes to be heard. <ul style="list-style-type: none"> <li>David Stevens of 26B Lucas Street, Richmond</li> </ul>
<b>Summary of representations</b>	Topics were raised regarding the following matters: <ul style="list-style-type: none"> <li>The building will back onto one representor' s backyard</li> <li>The proposed development will exacerbate flooding in the representor' s backyard</li> <li>Removal of a significant tree</li> <li>One representor supported the development</li> <li>Improve and add to the quality of commercial development in locality</li> </ul>
<b>Applicant's response to representations</b>	Summary of applicant's response: <ul style="list-style-type: none"> <li>The applicant proposes to construct a large box gutter behind the boundary wall which would collect all roof water and discharged into a new stormwater disposal system.</li> <li>A proposed swale on the northern side of the site should also assist with this.</li> <li>The tree is some 25m away from the representor's property so there should be limited impact.</li> <li>Representor's support for the removal of the significant tree is noted.</li> </ul>

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

## INTERNAL REFERRALS

<b>Department</b>	<b>Comments</b>
<b>City Assets (Engineering)</b>	<ul style="list-style-type: none"> <li>The application is supported from a stormwater standpoint. A minimum Finished Floor Level of 12.86 is required.</li> <li>Other City Assets standard requirements have been listed as conditions.</li> </ul>
<b>City Assets (Traffic)</b>	<ul style="list-style-type: none"> <li>The application is supported from a traffic standpoint</li> </ul>

**EXTERNAL REFERRALS**

Agency	Comments
<b>Commissioner of Highways</b>	<ul style="list-style-type: none"> <li>• There is no objection to the development subject to standard requirements.</li> <li>• The recommendation includes conditions provided by the referral agency to be placed in the approval (if granted).</li> </ul>

A copy of the internal and external referral responses are contained in **Attachment 3**.

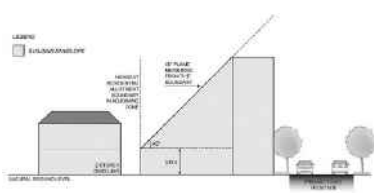
**RELEVANT PLANNING & DESIGN CODE PROVISIONS**

The subject land is located within the Employment Zone as described in the Code. The subject land is also affected by a series of Overlays and Technical Numeric Variations (TNVs).

**ASSESSMENT**

The proposal is assessed for consistency with the quantitative requirements of the Planning and Design Code as outlined in the table below:

CODE PROVISIONS	STANDARD	ASSESSMENT
Building Height <i>Employment Zone</i> <i>Local Variation (TNV)</i> PO 3.5	Maximum Building Height (Metres) (Maximum building height is 8.5m, 2 levels)	8m proposed  <b>Satisfies</b>
Interface Height <i>Employment Zone</i> PO 3.6	Buildings are constructed within a building envelope provided by a 45 degree plane, measured from a height of 3m above natural ground level at the boundary of an allotment used for residential purposes in a neighbourhood-type zone as shown in the following diagram, except where the relevant boundary is a southern boundary or where this boundary is the primary street boundary.	3m on boundary with the roof following a 45 degree plane  <b>Satisfies</b>





Setbacks (front) <i>Employment Zone</i> PO 3.1	The average setback to the building line of existing buildings on adjoining sites which face the same primary street	<b>Does not satisfy</b> (further discussion later in report)
Setbacks (secondary street) <i>Employment Zone</i> PO 3.2	Building walls are no closer than 2m to the secondary street boundary.	<2m <b>Does not satisfy</b> (further discussion later in report)
Car Parking <i>Table 1 - General Off-Street Car Parking Requirements</i>	Warehouse 0.5 spaces per 100m <sup>2</sup> total floor area.  Shop 5 spaces per 100m <sup>2</sup> of gross leasable floor area where located in an integrated complex containing two or more tenancies (and which may comprise more than one building) where facilities for off-street vehicle parking, vehicle loading and unloading, and the storage and collection of refuse are shared.  Shop (Bulky Goods) 2.5 spaces per 100m <sup>2</sup> of gross leasable floor area.	30 spaces provided  <b>Satisfies</b>
Landscaping <i>Employment Zone</i> PO 5.2	Landscape areas comprise: <ul style="list-style-type: none"> <li>• not less than 10 percent of the site</li> <li>• a dimension of at least 1.5m.</li> </ul>	244m <sup>2</sup> required 146m <sup>2</sup> provided  <b>Does not satisfy</b> (further discussion later in report)

In assessing the merits or otherwise of the application, only those quantitative requirements that do not meet the Code requirements will be discussed along with the respective qualitative provisions and the representors concerns. The proposed development is therefore discussed under the following sub headings:

### Land Use

The land uses proposed, warehouses with ancillary offices and shops, including a bulky goods shop are envisaged land uses within the Employment Zone. These are noted at PO/DPF 1.1 of the Employment Zone within the Code.

## **Built Form/Building Height**

The representor raised concern regarding the building height of the new building (Element 1) and the 45 degree pitch of the roof form located on the boundary. It is noted that the 3m high wall on the boundary and then angling at 45 degrees complies with the interface height provision set out in PO 3.6.

Construction methods of this particular design tend to have a box gutter hidden behind a parapet to contain any overflow of stormwater off the roof. Box gutters are typically large to cater for the large roof area found with warehouses.

As the warehouses, being the tallest buildings proposed, are located to the south of any adjacent dwellings, no overshadowing of these residential properties will occur.

## **Stormwater affecting neighbouring properties**

The representor to be heard raised a concern that stormwater generated by the development will exacerbate flooding in their backyard. Given the measures to be put in place in the design of the warehouses, it is not clear how this will occur.

A solid wall on the boundary will prevent any stormwater from escaping the site. In addition, a large box gutter on the boundary wall will be able to contain large flows of roof water, detain and re-use it in accordance with Council's requirements. The roof water will be contained within the subject site. This accords with PO/DPF 1.1 of the Hazards (Flooding - Evidence Required) Overlay.

A Reserved Matter has been placed in the recommendation to ensure that the stormwater matters are satisfactorily resolved given the broad requirements of City Assets and the concerns raised by the representor are appropriately resolved. It is also noted that conditions have been placed in the recommendation to ensure that stormwater is appropriately dealt with on an on-going basis.

On this basis, stormwater matters, as they potentially affect adjacent landowners, are considered to be satisfactorily resolved.

## **Amenity**

Although not raised as a concern, noise potentially emanating from the warehouses will be appropriately dealt with by acoustic measures incorporated into the building closest to the adjoining residences, i.e. the concrete precast panels, in addition to appropriate hours of operation thus satisfying PO/DPF 1.2 of the Interface between Land Uses General Development Policy.

## **Significant Trees/Tree Removal/Landscaping**

The representor also raised the removal of the significant tree on the site as an issue as it is healthy. While regrettable, the removal of this tree and the others on the site, is not necessarily fatal to the application.

From a purely practical standpoint, the significant Eucalypt tree is considered to unreasonably interfere with the reasonable expectation to develop the site as afforded by the Code. The setbacks required to avoid damaging the root zone of the tree would be extensive, making approximately 25% of the 238 Richmond Road allotment undevelopable. This accords with PO/DPF 1.4 of the Regulated and Significant Tree Overlay which states that a tree-damaging activity in connection with other development satisfies all the following:

1. it accommodates the reasonable development of land in accordance with the relevant zone or subzone where such development might not otherwise be possible
2. in the case of a significant tree, all reasonable development options and design solutions have been considered to prevent substantial tree-damaging activity occurring.

It is considered that in this instance, the removal of this tree satisfies these two requirements.

The applicant has not provided evidence from an arborist as to the condition of this tree from a health perspective. Typically applications for tree damaging activity (i.e. removal) would be referred to Council's consulting arborist for advice, however in this instance, the assessment put more weight on the Code provisions relating to the reasonable development of the site and the interference of the tree, rather than the Code provisions relating to the health of the tree.

There are other large trees located on the site, some with a trunk circumference greater than 2m. These trees are located within the front setback of the western existing dwelling and on the side setback of this dwelling where it faces Chambers Avenue. Their species have been identified by City Operations as a cedar tree and elm tree and therefore exempt from the regulated tree regulations and can be removed without requiring Development Approval. The trees are not considered to be fine specimens that are worthy of retention. One other Eucalypt in the front setback of the easternmost dwelling has a trunk circumference of 1.9m, thus is not regulated and can be removed.

The landscaping proposed does not satisfy the requirements set out in the Code under PO/DPF 5.2 of the Employment Zone. While the shortfall is sizeable (98m<sup>2</sup>), the outcome of a complete redevelopment of a largely unkempt site is considered to be more desirable and more aesthetically pleasing. Spread across a large site and with the amount of landscaping proposed, the shortfall does not appear to be as substantial. A comprehensive Landscape Plan has been requested as a Reserved Matter to improve the outcome given the shortfall in landscaping proposed.

On balance, it is considered that a more appropriate outcome would be to clear the subject site and allow for a redevelopment that would provide a more appropriate and structured landscape regime that beautifies the streetscape and locality.

### **Setbacks**

The front and side setbacks have been noted as not satisfying relevant provisions of the Code. The Code requires front setbacks consistent with adjoining building setbacks. Having said that, the property and building adjacent provides a considerable setback in comparison to other buildings in the immediate locality. Thus while not strictly in accordance with PO 3.1 of the Employment Zone, the front setback proposed is considered to be more consistent with the prevailing character of the immediate locality. It should be noted that the development seeks to overcome this variance by having graduated building heights starting at single storey adjacent to Richmond Road. This is considered to be an appropriate design alternative.

On this basis, PO 3.1 is considered to be satisfactorily addressed.

### **Traffic Management**

The application was referred to the Commissioner of Highways for comment. No objections were raised with the proposal. Slight alterations will be made to the entry adjacent to Richmond Road, however these changes are not substantial.

Council's Traffic Engineer has reviewed the application and is satisfied that a sufficient number of parking spaces have been provided. On this basis, *Table 1 – General Off-Street Car parking Requirements* of the Planning and Design Code is satisfied.

A condition has been included in the recommendation to ensure vehicles are limited to no larger than a small rigid vehicle (SRV) type.

The Traffic Engineer has raised some possible amendment that are considered unnecessary. While it is agreed that the disabled space is required to meet the relevant Australian Standard, the widened turn bay is considered unnecessary as any SRV is likely to either reverse inside the warehouses and exit in a forward direction if they need to enter the site, or park on the street. For the frequency this is likely to occur, it is considered more prudent to keep the two parking spaces.

The amount that Warehouse 3 would need to be cut back in order to achieve sightline requirements is considered to be trifling. The benefit would be outweighed by the construction costs associated with truncating the corner of the building to make it not worthwhile.

With the front car park, the writer disagrees that the Chambers Avenue crossover should be deleted. Based on the commentary provided by the Commissioner of Highways, its removal is not required and adds to better vehicle flow within the site. The crossover from Richmond Road will be modified as per the Commissioner's requirements and will be ingress only.

On this basis, it is considered that the traffic management matters are appropriately resolved.

## SUMMARY

Having considered all the relevant provisions of the Planning and Design Code, the proposal is considered to be not seriously at variance with the Planning and Design Code Version 2021.14 dated 23 September 2021.

The development satisfactorily accords with the relevant provisions of the Planning and Design Code, in particular, the policies found with the Employment Zone, more specifically relating to interface height, building height and traffic management. In addition, a comprehensive landscape plan is required as a reserved matter to soften views of the proposed structures to the streetscape.

The hours of operation, as recommended, are considered to be reasonable, given the proposed land uses and the locality, and a condition has been included in the recommendation.

On balance, the proposal reasonably satisfies the relevant provisions of the Planning and Design Code Version 2021.14 and therefore the application warrants the granting of Planning Consent, subject to the specified reserved matters and conditions.

## RECOMMENDATION

It is recommended that the Council Assessment Panel resolve that:

1. Pursuant to Section 107 (2)(c) of the *Planning Development and Infrastructure Act 2016*, and having undertaken an assessment of the applicant against the Planning and Design Code, the application is NOT seriously at variance with the provisions of the Planning and Design Code Version 2022.6.
2. Application No. 21028599 by Rod Roach to carry out demolition of existing dwellings and associated structures, and construction of three (3) warehouses with associated office and storage space, two retail tenancies (one bulky goods) with associated offices along with associated car parking landscaping, freestanding pylon signage and removal of significant tree at 239, 241-243 Richmond Road, RICHMOND (CT-5823/131, CT-6157/995) is GRANTED Planning Consent 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 relevant authority as reserved matters under Section 102(3) of the *Planning, Development and Infrastructure Act 2016*:

1. A comprehensive Landscape Plan to be provided for the site to the satisfaction and approval of Council administration. Such planting shall include canopy trees, shrubs and groundcovers that are complimentary to the character sought for this Zone and to assist in the softening of the built form and hard paved surfaces.
2. A Stormwater Management Plan that demonstrates how stormwater is to be detained, discharged, collected and re-used in accordance with the relevant authority's requirements and to the satisfaction and approval of Council administration. A Finished Floor Level of 12.86 is required.

Pursuant to Section 127(1) of the *Planning, Development and Infrastructure Act 2016*, the relevant authority reserves its decision on the form and substance of any further conditions of consent that it considers appropriate to impose in respect of the reserved matters outlined above.

**Planning 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:
  - Existing/Demolition Site Plan, Sheet DA 1, prepared by Rod Roach Architecture, dated July 2021;
  - Site and Floor Plan - Sheet DA 2A, prepared by Rod Roach Architecture, dated March 2022;
  - Elevations, Sheet DA 4A, prepared by Rod Roach Architecture, dated March 2022;
  - Page 11 of the Development Applicant Report - Schedule of Materials and Finishes prepared Rod Roach, dated August 2021;
  - Sections, Sheet DA 5, prepared by Rod Roach Architecture, dated July 2015;
  - Roof Plan, Sheet DA 3, prepared by Rod Roach Architecture, dated July 2021;
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;
  - b) Affect the stability of a building;
  - c) Create unhealthy or dangerous conditions on the site or within the building;
  - d) Flow or discharge onto the land of an adjoining owner;
  - e) Flow across footpaths or public ways; or
  - f) Discharge to the adjacent creek.
3. All driveways, parking and manoeuvring areas shall be formed (surfaced with concrete, bitumen or paving) properly drained, and shall be maintained in a reasonable condition at all times.
4. All car parking spaces shall be linemarked, in accordance with the approved plans and in accordance with Australian Standards Association Code AS 2890.1, 2004 Parking Facilities, Part 1, Off Street Car Parking, prior to the occupation of the proposed development. Linemarking and directional arrows shall be clearly visible at all times.

5. Driveways, car parking spaces, manoeuvring areas and landscaping areas shall not be used for storage or display of materials or goods including waste products and refuse.
6. The stormwater connection through the road verge area is to be constructed of shape and material to satisfy Council's standard requirements:
  - 100 x 50 x 2mm RHS Galvanised Steel or
  - 125 x 75 x 2mm RHS Galvanised Steel or
  - Multiples of the above.
7. Hours of operation for the site shall be as follows:
  - Shops - Monday to Friday - 7am to 6pm, Saturday - 7am to 5pm, Sundays and Public Holidays - Closed
  - Warehouses - Monday to Friday - 7am to 6pm, Saturday - 7am to 1pm, Sundays and Public Holidays - Closed
8. Vehicles accessing the site are limited to no larger than an SRV type.

### **Commissioner of Highways Conditions**

9. An amended plan shall be provided to Council prior to the issue of Development Approval showing vehicular access via Richmond Road limited to an ingress only access in reference to plan DA 2A dated March 2022, the access point angled at 70 degrees to the road and suitably signed and linemarked to reinforce the desired traffic flow.
10. All vehicles shall enter and exit the site in a forward direction and all vehicle manoeuvring areas shall be kept clear of impediments to manoeuvring.
11. The redundant crossover on Richmond Road shall be closed and reinstated to Council's kerb and gutter standards at the applicant's expense.
12. Stormwater run-off shall be collected on-site and discharged without impacting the safety and integrity of the adjacent road network. Any alterations to the road drainage infrastructure required to facilitate this shall be at the applicant's cost.

### **Attachments**

1. **Application Documents**
2. **Representations and Response to Representations**
3. **Referral Responses**



Product Register Search (CT 5823/131)  
 Date/Time 30/06/2021 01:03PM  
 Customer Reference Rod Roach  
 Order ID 20210630004956

REAL PROPERTY ACT, 1986



South Australia

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 5823 Folio 131

Parent Title(s) CT 2608/173  
 Creating Dealing(s) CONVERTED TITLE  
 Title Issued 09/11/2000 Edition 6 Edition Issued 17/05/2017

### Estate Type

FEE SIMPLE

### Registered Proprietor

AUSCELL PTY. LTD. (ACN: 007 762 987)  
 OF 84 RIVERSIDE DRIVE FULHAM SA 5024  
 1 / 2 SHARE

OLYMPIC SUPER STORES PTY. LTD. (ACN: 114 684 338)  
 OF 84 RIVERSIDE DRIVE FULHAM SA 5024  
 1 / 2 SHARE

*239 RICHMOND.*

### Description of Land

ALLOTMENT 21 FILED PLAN 144749  
 IN THE AREA NAMED RICHMOND  
 HUNDRED OF ADELAIDE

### Easements

NIL

### Schedule of Dealings

NIL

### Notations

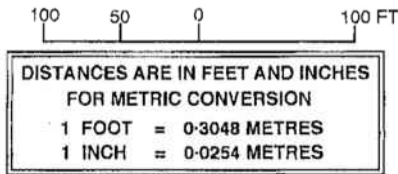
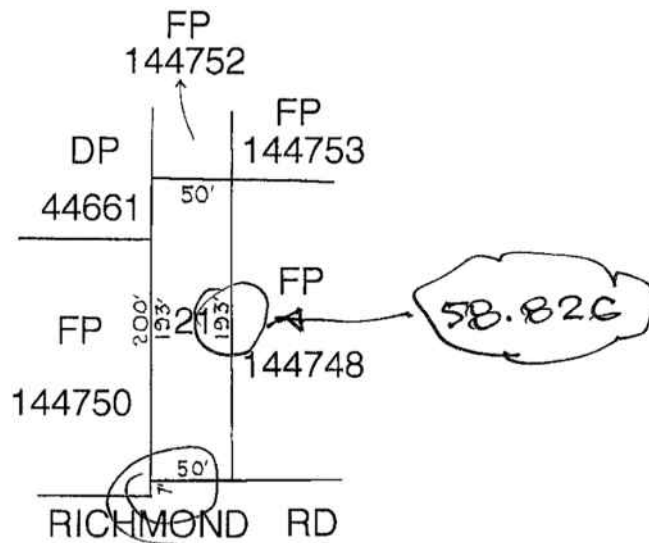
Dealings Affecting Title NIL  
 Priority Notices NIL  
 Notations on Plan NIL  
 Registrar-General's Notes NIL  
 Administrative Interests NIL



Product Register Search (CT 5823/131)  
 Date/Time 30/06/2021 01:03PM  
 Customer Reference Rod Roach  
 Order ID 20210830004956

THIS PLAN IS SCANNED FOR CERTIFICATE OF TITLE 2608/173

LAST PLAN REF: DP 2051



NOTE: SUBJECT TO ALL LAWFULLY EXISTING PLANS OF DIVISION





Product Register Search (CT 6157/995)  
 Date/Time 30/06/2021 01:13PM  
 Customer Reference  
 Order ID 20210630005084

REAL PROPERTY ACT, 1996



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 6157 Folio 995

Parent Title(s) CT 2225/153  
 Creating Dealing(s) RT 12334788  
 Title Issued 12/06/2015 Edition 4 Edition Issued 17/05/2017

### Estate Type

FEE SIMPLE

### Registered Proprietor

OLYMPIC SOLAR ENERGY PTY. LTD. (ACN: 126 384 110)  
OF 84 RIVERSIDE DRIVE FULHAM SA 5024

### Description of Land

ALLOTMENT 22 FILED PLAN 144750  
IN THE AREA NAMED RICHMOND  
HUNDRED OF ADELAIDE

*24/  
~~22/~~ RICHMOND*

### Easements

NIL

### Schedule of Dealings

NIL

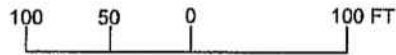
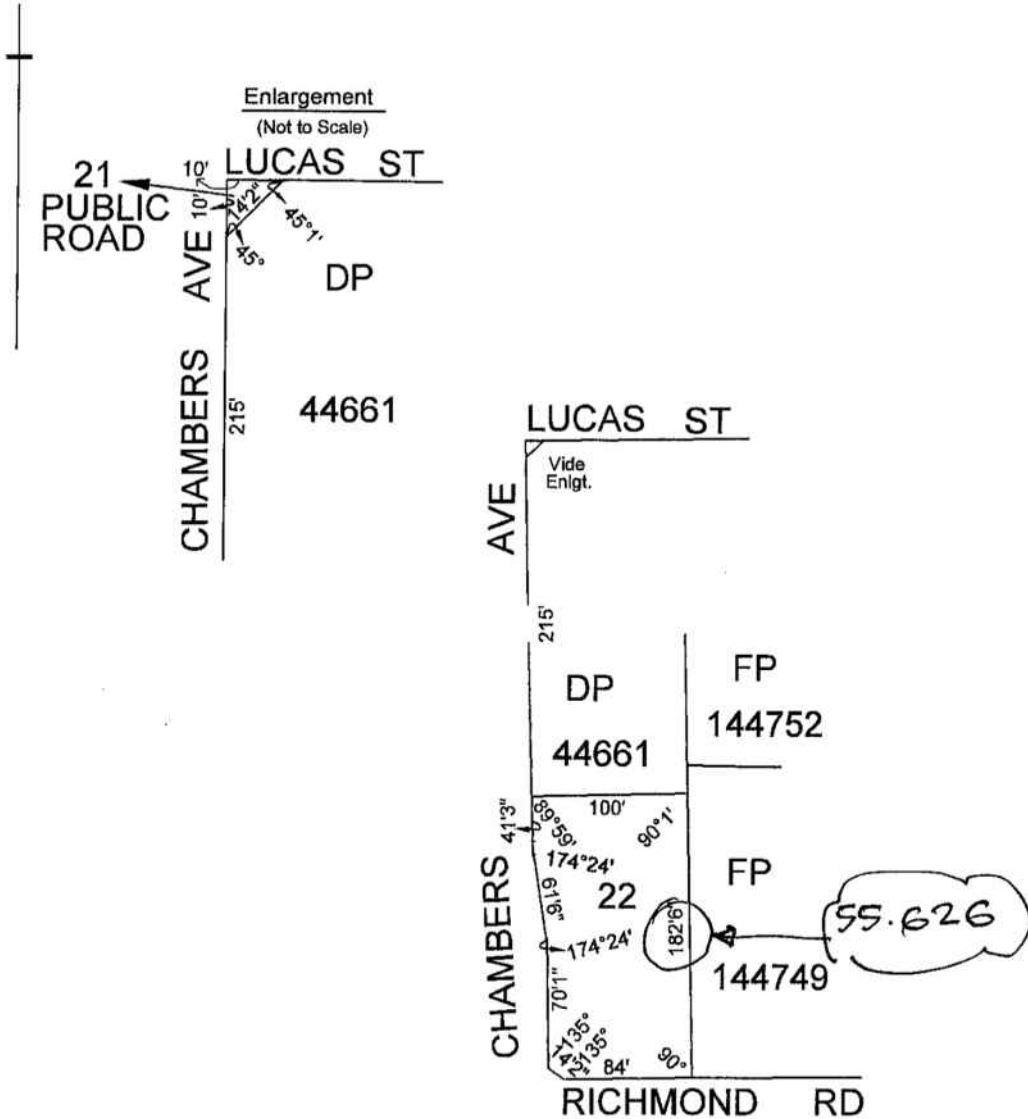
### Notations

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



Product Register Search (CT 6157/995)  
 Date/Time 30/06/2021 01:13PM  
 Customer Reference  
 Order ID 20210630005064

THIS PLAN IS SCANNED FOR CERTIFICATE OF TITLE 2225/153 LAST PLAN REF: DP 2051  
 ALLOTMENT 21 IS PUBLIC ROAD VIDE DKT 513/1952



DISTANCES ARE IN FEET  
 FOR METRIC CONVERSION  
 1 FOOT = 0.3048 METRES  
 1 INCH = 0.0254 METRES

NOTE: SUBJECT TO ALL LAWFULLY EXISTING PLANS OF DIVISION

# **OLYMPIC DEVELOPMENTS PTY LTD**

**COMMERCIAL DEVELOPMENT**

**239-241 RICHMOND ROAD, RICHMOND**

## **DEVELOPMENT APPLICATION REPORT**

**ROD ROACH ARCHITECTURE**

**AUG 2021**

**OLYMPIC DEVELOPMENTS PTY LTD**  
**Commercial Development – Richmond**

**Development Application Report**

## **INTRODUCTION**

The Olympic Group has purchased the property at 239-241 Richmond Road, Richmond, with a view to constructing a mixed use development consisting of three small scale warehouses, bulky goods and café.

## **THE APPLICANT**

The Applicant for the proposed development is Olympic Developments Pty Ltd.

The registered address of the Applicant is – Corner Grand Junction Road and South Road, Wingfield.

Currently the Applicant has ownership of the following significant commercial properties:

- 263-271 Grange Road, Findon (immediately adjacent to subject site)
- Olympic Developments headquarters - corner Grand Junction Road & South Road, Wingfield
- Beachpoint Apartments - Beach Road, Christies Beach (ground floor retail with blue chip tenants including Headspace, Aussie Home Loans)
- Commercial properties in Sydney and Brisbane with many blue chip tenants including Woolworths, Telstra, Shell, Burson, MM Electrical and others.

The Applicant's parent company, The Olympic Group, consists of two main entities – Olympic Batteries Pty Ltd and Olympic Developments Pty Ltd.

Olympic Batteries Pty Ltd is a national wholesaler of sealed lead acid batteries with its head office in Adelaide and branches in Sydney and Brisbane. It is the main provider of batteries in the fire and security industries in Australia, currently importing 120-130 containers per year.

Olympic Developments Pty Ltd is the property development and investment arm in the group, established by Peter Bouras almost 35 years ago. The company has many targeted development sites across the greater Adelaide area, to grow the property investment portfolio on completion of the Grange Road, Findon site.

## **THE DESIGN BRIEF**

The Applicant wishes to develop the well positioned corner site with three warehouses having front presentation access from Richmond Road as well as service access from Chambers Avenue at the rear. They are to be used by occupiers who do not require large vehicle access to the warehouse facilities.

The warehouses are to be self contained with a small mezzanine floor in each for storage as well as associated office use.

In addition to the warehouses, the Applicant is proposing a small café, bulky goods space and office above.

**OLYMPIC DEVELOPMENTS PTY LTD**  
**Commercial Development – Richmond****Development Application Report**

The design of the built form is to be functional and classically simple, using precast concrete panels and wall claddings which will be patterned and textured. External colours will be generally understated.

A pylon sign for site identification and tenant naming will be required.

**SITE DESCRIPTION**

The land consists of two separate titles, each with an existing detached dwelling and associated shed structures.

Lot 22 at 241 Richmond Road has a frontage of 25.6 metres plus corner cut off to Richmond Road and 52.68 metres plus corner cut off to Chambers Avenue.

Lot 21 at 239 Richmond Road has a frontage of 15.24 metres to Richmond Road and a depth of 58.82 metres. The south boundary to Richmond Road is set back 2.13 metres possibly for future road widening, but is currently fenced and used as part of the front garden.

The total size area is some 2438 square metres.

The total site has a fall of some 300 mm from east to west.

**SITE IMPROVEMENTS****241 Richmond Road**

Double storey dwelling, with sheds and lean-to structures. Access to the site is from Chambers Avenue on the west side

**239 Richmond Road**

Single storey dwelling, with shed and carport structure. Access to the site is from Richmond Road on the south side.

**PROPOSED SITE USES**

The site falls within the "Employment Zone of the West Torrens Council where a variety of commercial uses are currently encouraged.

**PREVIOUS DEVELOPMENT APPLICATION**

The Olympic Group prepared a Development Application in 2015 but elected not to lodge it with the Council. At that stage, a Physical Features Survey, Stormwater Plan and Report was prepared and have been included as a part of the current Development Application.

**OLYMPIC DEVELOPMENTS PTY LTD**  
**Commercial Development – Richmond****Development Application Report****CERTIFICATES OF TITLE**

The following CTs are attached to this Report. These were obtained on June 30, 2021.

241 Richmond Road            CT Vol 6157 Fol 995

239 Richmond Road            CT Vol 5823 Fol 131

**ADJOINING PROPERTIES**

The improvements to the site on the east side of the property at 239 Richmond Road consists of a showroom and warehouse with car parking facing Richmond Road. The existing buildings are positioned on the site boundaries.

On the north, there is a detached single storey dwelling facing Chambers Avenue with its side boundary abutting the subject site.

Also on the north, there is a three unit complex facing Lucas Street with with its rear boundary abutting the subject site.

**SITE SURVEY**

A survey of existing physical features has been prepared by Specialty Surveys in 2015 and is attached with the Development Application drawings.

Note: the boundary dimensions are approximate only and have not been certified.

**DEVELOPMENT APPLICATION DRAWINGS**

The following drawings are a part of this Application.

DA1	Demolition Plan
DA2	Site Plan – Floor Plan
DA3	Roof Plan
DA4	Elevations
DA5	Sections
DA6	Landscape Plan
ES	Engineering Survey & Civil Design
	Stormwater Concept

**TOWN PLANNING**

The West Torrens Council Development Requirements for the site are as follows.

Council Zone

Employment Zone

**OLYMPIC DEVELOPMENTS PTY LTD**  
**Commercial Development – Richmond**

**Development Application Report**

Permitted Uses	Commercial Uses including Light Industry, Service Industry, Warehouse and Office Ancillary to Main Uses.	
Permitted Site Coverage	60% of site area.	
Car Parking	Warehouse	0.67 cars/100 sq m
	Office	3.3 cars/100 sq m
	Café	7 cars/100 sq m
Building Set Backs	3 metres from front and one side boundary.	
Landscaping	6% of site area.	

**DEMOLITION OF EXISTING SITE FEATURES & VEGETATION**

The existing dwellings, shed structures, trees, vegetation, paving and fence structures to Richmond Road and Chambers Street will be demolished and removed from the site.

Note: the existing eucalypt on 239 Richmond Road is a major tree and approval is sought to remove it. The retention of the tree would make the site development not viable.

The existing fence on the north boundary will be retained for the duration of the construction and replaced with a new fence upon completion.

**CONSTRUCTION**

To minimise on site construction time and disruption to adjoining property owners, the building envelope will be constructed with precast concrete panels and steel wall cladding.

The internal framework will be with structural steel.

A total on site construction period of 30 weeks is intended.

**AREA SUMMATION**

Site Area:	Lot 21	896 sq m
	Lot 22	<u>1629</u> sq m
Total		2525 sq m
Building Area		1490 sq m
Site Coverage		59%

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**Commercial Development – Richmond**

**Development Application Report**

**CAR PARKING CALCULATION**

Building	Floor Area	Warehouse	Offices	Total Cars
Warehouse 1	683	590 <b>4</b>	93.7 <b>4</b>	8
Warehouse 2	394	308 <b>2</b>	85.6 <b>3</b>	5
Warehouse 3	411	325 <b>2</b>	85.6 <b>3</b>	5
Bulky Goods		56 <b>1</b>	62.5 <b>2</b>	3
Cafe	62 <b>4</b>			4
Total Required				<b>25 cars</b>
Achieved				<b>30 cars</b>

**SITE PLANNING**

The Applicant seeks to have a maximum presentation to Richmond Road and Chambers Avenue, with visitor and service access clearly visible from the two roadways.

Building setbacks are provided to achieve car parking and landscaping for the development.

Warehouse 1 and the café are built on the east boundary and abut existing buildings and car park.

**CAR PARKING ACCESS**

There are currently three vehicle crossovers providing access to the site, two in Richmond Road and one in Chambers Avenue. It is proposed to delete the east crossover to Richmond Road and to provide a six metre wide two-way access in the location of the existing crossover. In addition there will be provision for two new crossovers in Chambers Avenue, each six metres wide with two-way vehicle access.

The location of the crossovers are shown to provide vehicle access to the south and north car parking areas.

**CAR PARKING LAYOUT**

Car bays are 2500 mm wide and 5500 mm deep.

Vehicles will overhang edge garden kerbs and wheel stops by 500-800 mm.

Driveways are 6000 mm wide between car parking bays.



**OLYMPIC DEVELOPMENTS PTY LTD**  
**Commercial Development – Richmond**

**Development Application Report**

One access vehicle park complying with AS/NZS 2890.1 is positioned in the south car parking area.

All car parking bays will be line marked with 100 mm wide painted delineation and access car park symbols.

Directional arrows will be painted to show vehicle access at crossovers to comply with Australian Standards.

Vehicle access signs will be positioned at each entry point.

**POWER LINE SETBACK REQUIREMENTS**

The original Development Application Drawings were shown to Saidus Sefat, Energy Project Officer from the Office of the Technical Regulator and the building clearances from the existing power lines were agreed generally. These set backs are now shown on the current DA drawings in accordance with the following table.

Power Rating	Distances from Power Lines	
66 kV	Dimension B	5.5 metres
1 kV and above	Dimension C	3.1 metres
1 kV bare line	Dimension C	1.5 metres

The Applicant will sign the Electricity Act Declaration Form for the proposed building work.

**ARCHITECTURE & BUILT FORM**

To maximise the commercial viability of the proposed development, the building is constructed on the east boundary.

The car parking areas will permit articulation to the building mass.

Projecting roof canopies will provide weather protection to the large glass windows facing east and west, and to the roller doors. These will have PFC steel fascias.

The precast concrete panels will have recessed line marking to provide façade texture as shown on the elevations.

The glass facades to the south of the warehouses and the west and south of the restaurant/café will be 3000 mm high and constructed with 100 mm x 50 mm commercial aluminium box sections with an external pocket glazing system.

Metal wall cladding to the mezzanine floors will be Colorbond pan profile with concealed fixings.

The roof elements will be concealed by parapets and will be accessible for roof mounted air conditioning equipment.

**OLYMPIC DEVELOPMENTS PTY LTD**  
**Commercial Development – Richmond****Development Application Report**

Large box gutters will be provided, with substantial internal downpipes. External downpipes will have rainwater heads to enhance water disposal.

**OVERSHADOWING**

Because of the orientation of the site, there will be minimal overshadowing to the dwellings on the north of the site.

**ENERGY EFFICIENCY**

The design of the buildings will comply with the requirements of the Building Code of Australia Volume 1 Section J.

During the preparation of building construction documents, the following energy issues will be considered with the objective of achieving compliance.

Building fabric.  
External glazings.  
Building sealing.  
Air movement.  
Building services.

**SOLAR ENERGY**

The Applicant does not intend to provide photovoltaic energy capture but provision will be made in the electrical infrastructure for tenants to easily connect to their individual switchboards.

Solar panels would be roof mounted.

**HEATING & COOLING**

Reverse cycle split system air conditioning packages with necessary ducting and fresh air to each office area. The fan coil units will be located in the internal floor spaces of the tenancies to minimise visual impediments and noise to the adjoining dwellings and street frontages.

**ROOF ACCESS**

Roof access to service the roof mounted air conditioning units and to service box gutters and flashings will be via an internal ladder from the bulky goods tenancy, with roof access hatch.

Metal walkways will be provided from the access hatch to each AC unit.

Roof safety anchor points will be installed to comply with Work Safe requirements.

## **BUILDING IDENTIFICATION & SIGNAGE**

It is proposed to construct illuminated sign panels for each tenant mounted on a steel structure so that there is minimal visual obstruction to the car park. Refer to building elevations for proposed signage.

In addition there will be a requirement for sign panels attached to the building to identify with logo or lettering the tenant's corporate image. Details of these will be submitted to the Council for approval once the tenants provide this information. The size and detail of the tenant's signage will be controlled by the Applicant to achieve design harmony and to comply with the Council's subsequent approval.

## **SITE LIGHTING**

The south car park will be illuminated with bollard lights positioned in landscape areas as well as lighting recessed into building canopies.

The north car park will have building mounted security lights, daylight switch operated.

The design of these and mounting height will minimise light spill to the adjacent dwellings.

## **BUILDING SECURITY**

An automatic sliding gate with manual over-ride switching will be provided to secure the north car park. This will be time switched to close automatically for night time security. Fire egress access will be addressed.

## **ROOF CLADDING & DRAINAGE**

The roof areas will be clad with zinclaume roof decking concealed behind external building parapets and fascias.

Roofing will have a three degree fall towards box gutters.

Downpipes will be positioned internally behind perimeter walls.

All roof water collection will be with underground pipework directed to the engineered detention system (refer to Ginos Engineers drawings).

## **STORMWATER CAPTURE, DETENTION & DISCHARGE**

Refer to attached engineer's civil drawing for details of roof and site stormwater collection, detention and discharge including car park pollutant arresting measures.

Note: This was originally prepared in 2015

**OLYMPIC DEVELOPMENTS PTY LTD**  
**Commercial Development – Richmond**

**Development Application Report**

**WASTE MANAGEMENT**

A screened waste bin enclosure is provided to the north car park for warehouse tenant's use and an enclosure on the south side of the restaurant/café for the tenant's use.

**PAVEMENTS**

The pavements to the car parks will be bitumen. Walkways as shown will be concrete with line marking and broomed finish.

**FENCES**

The fences abutting the north boundary 2.4 metres high will be Colorbond steel with powdercoated steel columns.

**LETTER BOXES**

A group of four letter boxes will be mounted on a steel base and integrated with the landscaping on the Richmond Road frontage in the position shown.

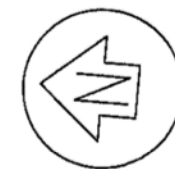
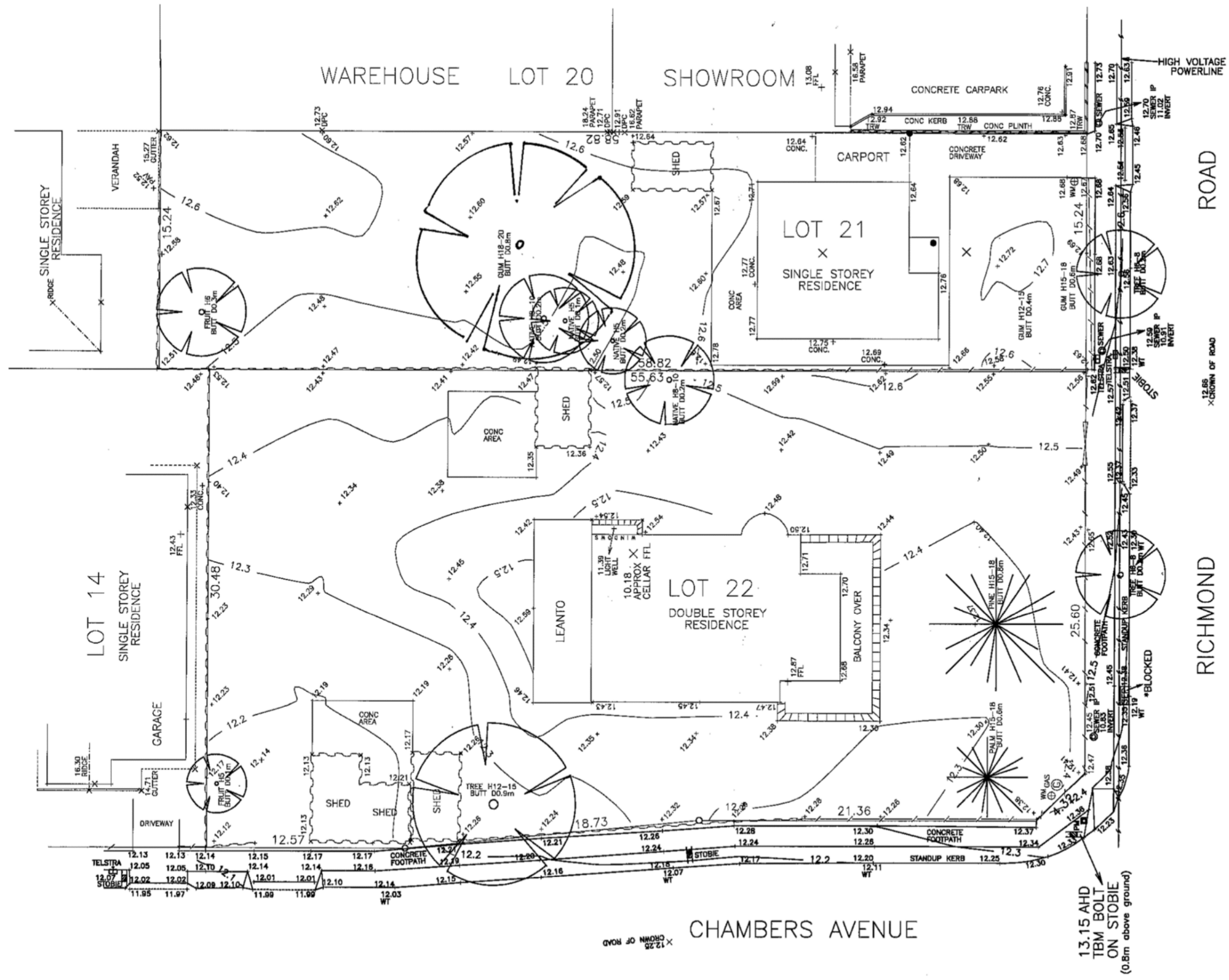
**LANDSCAPING**

The area of site currently devoted to landscaping is 112 square metres. The requirement is 6% of site area 2438 sq metres which is 146 sq metres. There is a 34 sq metre shortfall.

The planting will be low scale native species plants and ground covers and automatically irrigated. All landscape areas will have bark mulching.

**PYLON SIGN**

The pylon sign is intended to identify the site address and to provide tenant's identification signage. The dimensions will be 6 metres high by 3.0 metres wide and located as shown on the drawings.

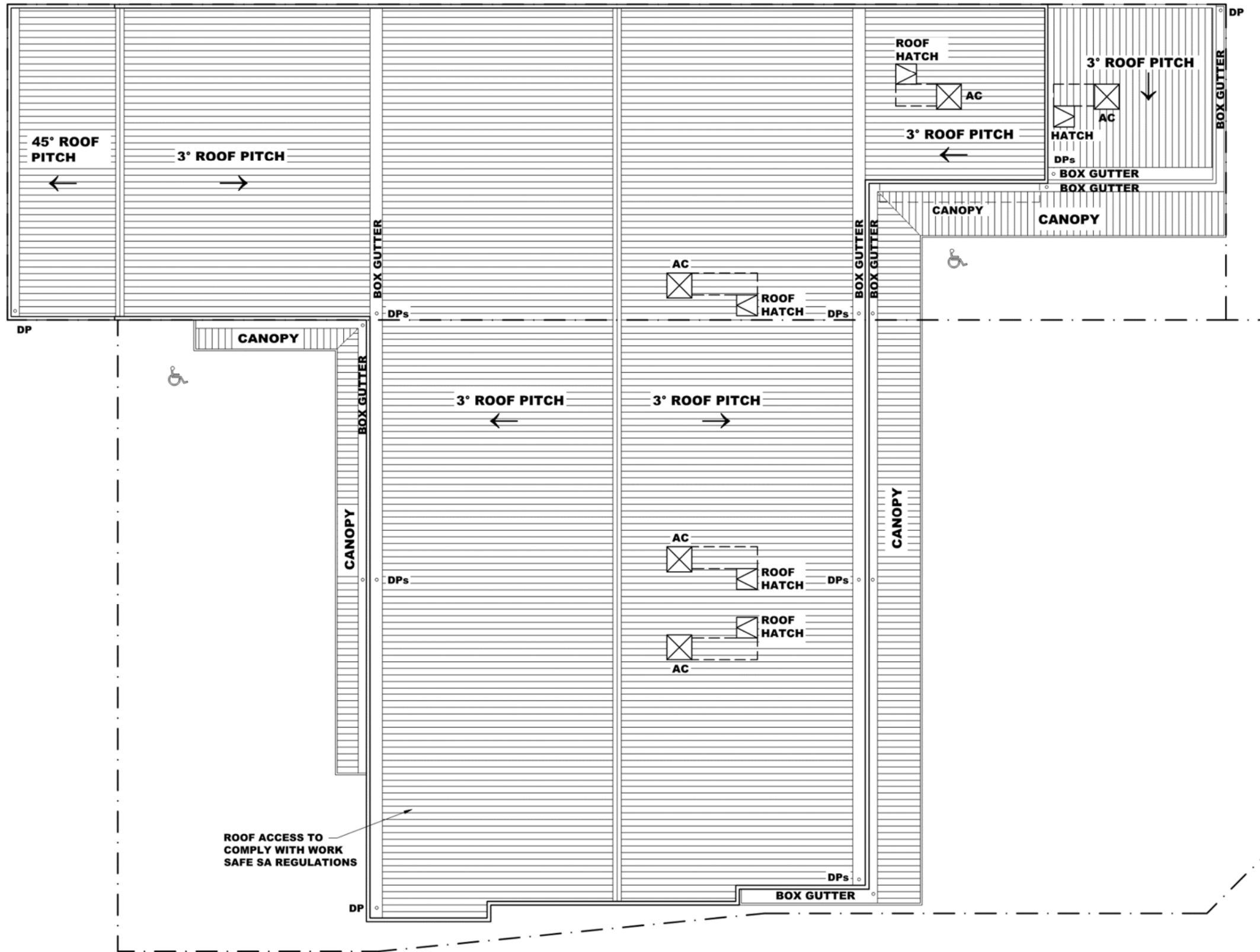


**GINOS ENGINEERS** PTY LTD  
 Consulting Engineers  
 2nd Floor  
 185 Victoria Square  
 Adelaide SA 5000  
 Telephone: (08) 8212 4900  
 Facsimile: (08) 8212 3829

PROPRIETOR	<b>OLYMPIC GROUP</b>
PROJECT	<b>WAREHOUSE PROJECT</b> 239-243 RICHMOND ROAD RICHMOND
DRAWING	<b>ENGINEERING SURVEY</b>
DATE	<b>JUNE 2015</b>
DRAWN	
SCALE	<b>1:250</b>
DWG. NO.	<b>27993-ES</b>

\*NOTE : CONTOUR LINES INTERPOLATED THROUGH STRUCTURES ARE INDICATIVE ONLY  
 : THERE IS A CELLAR UNDER THE RESIDENCE ON LOT 22  
 note: this is not a boundary survey :- boundary plotted is purely indicative  
 SURVEYED BY SPECIALTY SURVEYS : JUN'15

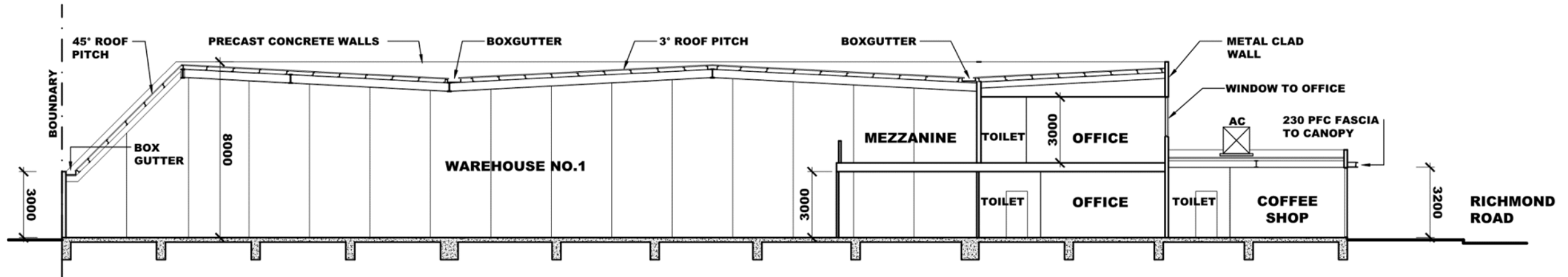




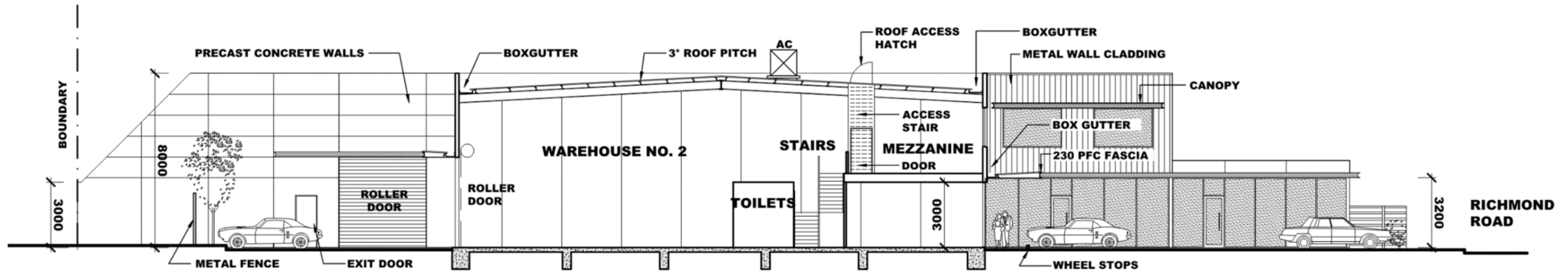
SCALE 1:200 (A3)  
 0 2 4 6m

PROPRIETOR  
**OLYMPIC DEVELOPMENTS**  
 PROJECT  
**PROPOSED WAREHOUSE**  
**239-241 RICHMOND ROAD**  
**RICHMOND**  
 DRAWING  
**ROOF PLAN**  
 DATE **JUL 2021**  
 DRAWN **GP**  
 SCALE **1:200**  
 DWG REF **DA 3**

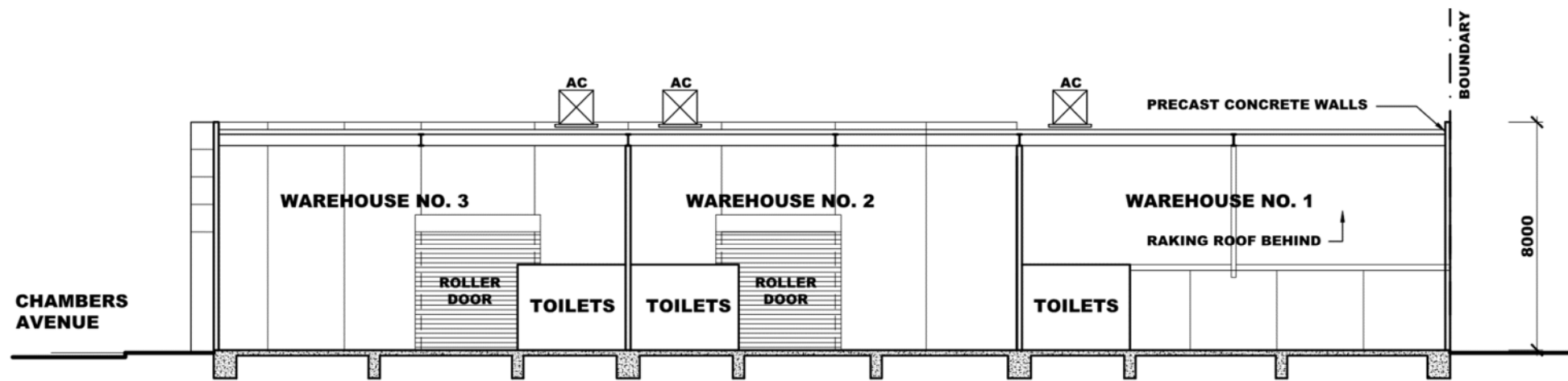
**Rod Roach** Architecture  
 Tel (08) 8338 5805 E: rr@rodroach.com.au



**SECTION AA**



**SECTION BB**

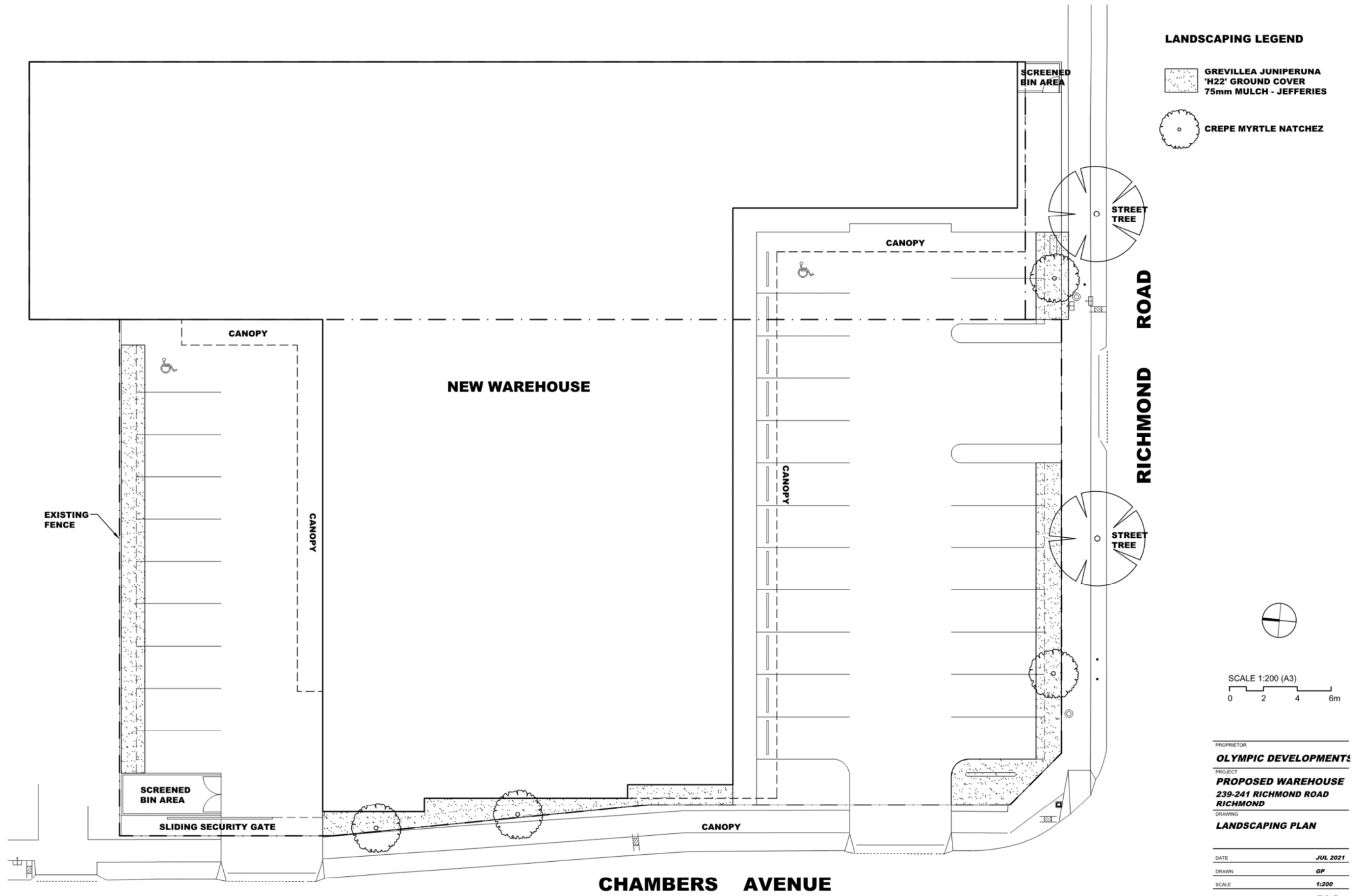


**SECTION CC**

PROPRIETOR  
**OLYMPIC DEVELOPMENTS**  
 PROJECT  
**PROPOSED WAREHOUSE**  
**239-241 RICHMOND ROAD**  
**RICHMOND**  
 DRAWING  
**SECTIONS**

DATE **JUL 2015**  
 DRAWN **RB**  
 SCALE **1:200**  
 DWG REF **DA 5**

**Rod Roach** Architecture  
 Tel (08) 8338 5805 E: r@rodroach.com.au



**LANDSCAPING LEGEND**

-  GREVILLEA JUNIPERUNA 'H22' GROUND COVER  
75mm MULCH - JEFFERIES
-  CREPE MYRTLE NATCHEZ

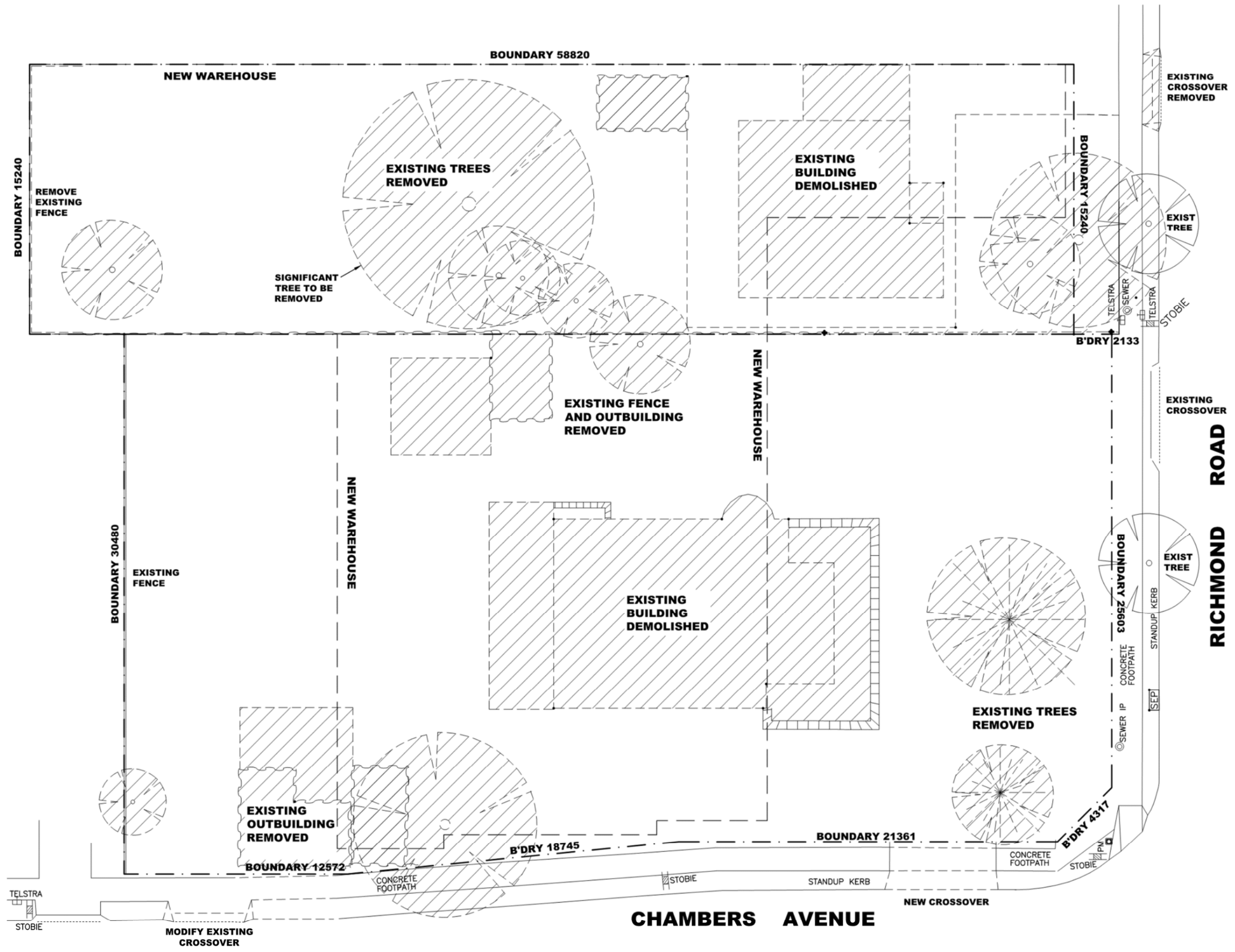


SCALE 1:200 (A3)  
0 2 4 6m

PROPRIETOR	<b>OLYMPIC DEVELOPMENTS</b>
PROJECT	<b>PROPOSED WAREHOUSE 239-241 RICHMOND ROAD RICHMOND</b>
DRAWING	<b>LANDSCAPING PLAN</b>
DATE	<b>JUL 2021</b>
DRAWN	<b>GP</b>
SCALE	<b>1:200</b>
DWG REF	<b>DA 6</b>

**Rod Roach** Architecture  
Tel (08) 8338 5805 E: rr@rodroach.com.au

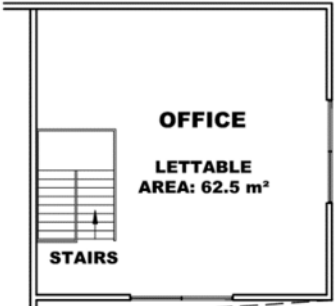
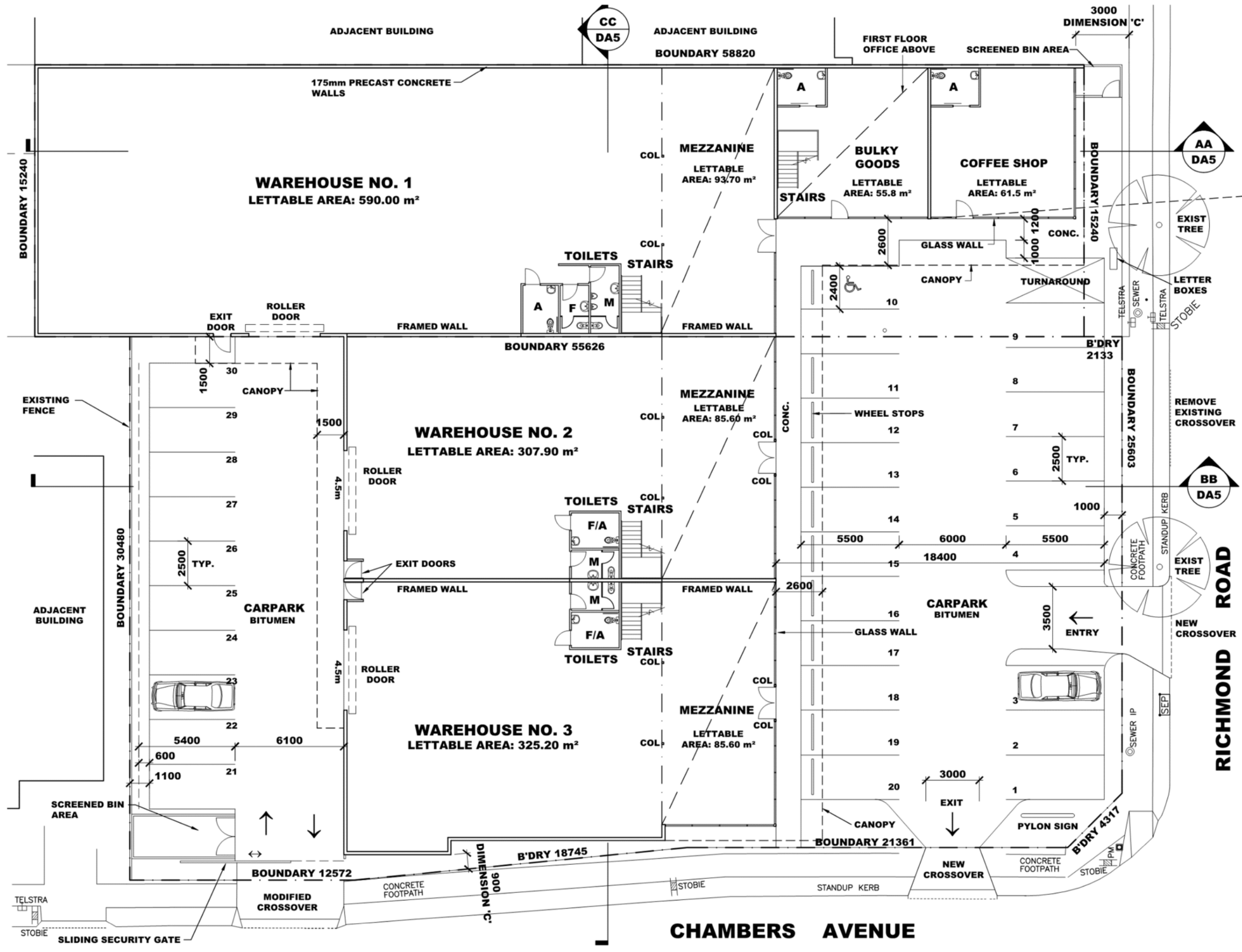




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PROPRIETOR	<b>OLYMPIC DEVELOPMENTS</b>
PROJECT	<b>NEW WAREHOUSE 239-241 RICHMOND ROAD RICHMOND</b>
DRAWING	<b>EXISTING SITE / DEMOLITION PLAN</b>
DATE	<b>JUL 2021</b>
DRAWN	<b>GP</b>
SCALE	<b>1:200</b>
DWG REF	<b>DA 1</b>

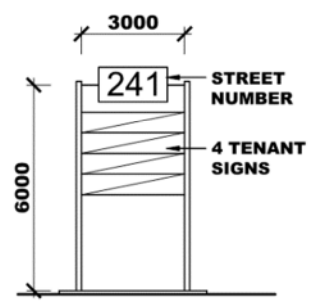
**Rod Roach** Architecture  
Tel (08) 8338 5805 E: rr@rodroach.com.au



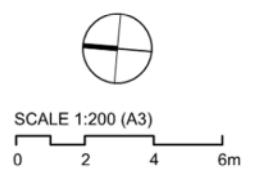
**FIRST FLOOR OFFICE PLAN**

**AREAS**

SITE AREA	2525 m <sup>2</sup>
BUILDING AREA	1462 m <sup>2</sup>
SITE COVERAGE	58 %



**PYLON SIGN**



PROPRIETOR  
**OLYMPIC DEVELOPMENTS**

PROJECT  
**PROPOSED WAREHOUSE  
239-241 RICHMOND ROAD  
RICHMOND**

DRAWING  
**SITE & FLOOR PLAN**

DATE **MAR 2022**

DRAWN **GP**

SCALE **1:200**

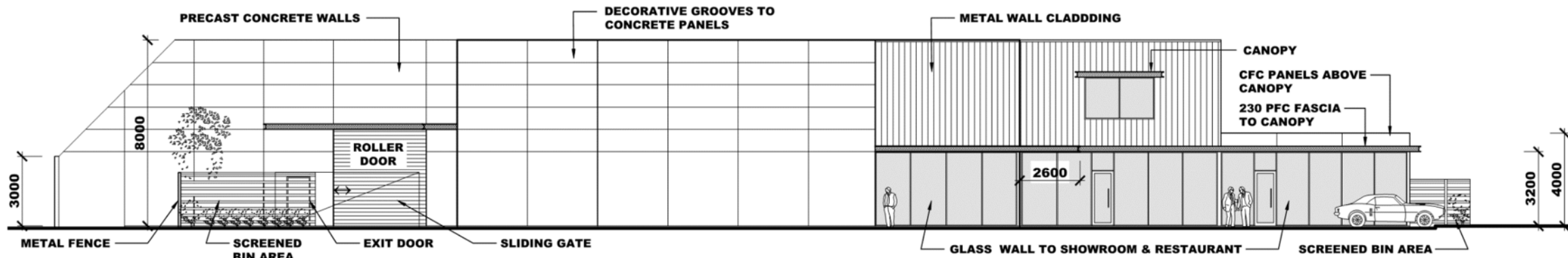
DWG REF **DA 2A**

**SITE & FLOOR PLAN**

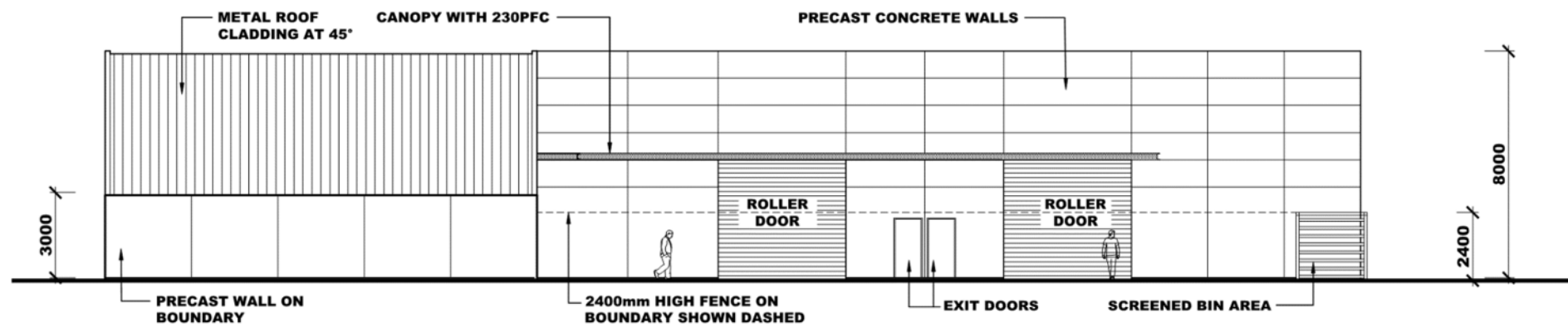
**Rod Roach Architecture**  
Tel (08) 8338 5805 E: m@rodroach.com.au



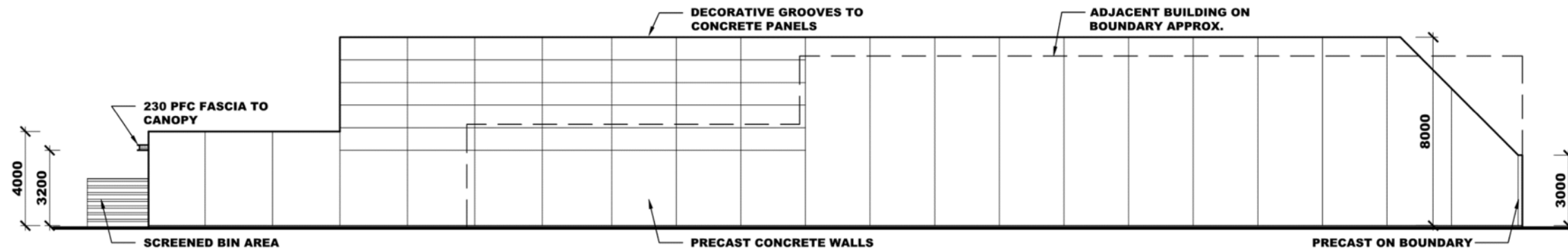
**SOUTH ELEVATION**



**WEST ELEVATION**



**NORTH ELEVATION**



**EAST ELEVATION**

PROPRIETOR	<b>OLYMPIC DEVELOPMENTS</b>
PROJECT	<b>PROPOSED WAREHOUSE 239-241 RICHMOND ROAD RICHMOND</b>
DRAWING	<b>ELEVATIONS</b>
DATE	<b>MAR 2022</b>
DRAWN	<b>GP</b>
SCALE	<b>1:200</b>
DWG REF	<b>DA 4A</b>

**Rod Roach** Architecture  
Tel (08) 8338 5805 E: rr@rodroach.com.au



**Stantec Australia Pty Ltd**  
Level 5, 75 Hindmarsh Square  
Adelaide SA 5000

7 April 2022

Project/File: 300303484

**Rod Roach Architecture**  
1/424 Portrush Road  
Linden Park SA 5065

Dear Rod,

**Reference: Dev No. 21028599 – 239-243 Richmond Road, Richmond – Proposed Warehouse Development – Response to DIT RFI**

I refer to the proposed development located at 239-241 Richmond Road, Richmond for a proposed warehouse, office and shop development with regards to Development No. 21028599. A Schedule 9 – Further Information Request dated 7 February 2022 has been received from Department for Infrastructure and Transport for the proposed development. The FIR included the following:

1. *Details of the expected traffic generation from the development for all uses on the site including light vehicles and heavy vehicles for daily, AM and PM peak movements.*
2. *Details of the largest vehicle expected to require access to the site as per Major Urban Transport Routes Overlay DTS/DPF 1.1, c), (i.e. largest delivery/refuse vehicle) and predominant direction of travel to/from the site.*
3. *Consistency of the proposed access arrangements with Major Urban Transport Routes Overlay with DTS/DPF 4.1 - Access - Location (Spacing) - New Access Points, particularly turning movements into the new access adjacent the Richmond Road/Chambers Avenue junction and assess the potential for vehicles to queue back onto Richmond Road.*
4. *Review the right turn movements to/from the proposed access (existing crossover) on Richmond Road that is located within the Aldridge Terrace median opening and consistency with Major Urban Transport Routes Overlay with DTS/DPF 4.1 - Access - Location (Spacing) - New Access Points.*
5. *Provide vehicle swept path turn diagrams demonstrating that vehicle movements will be achieved for the largest vehicle expected to access the development and illustrating that two-way passenger car (B99) movements can via the proposed access points occur in accordance with the relevant Australian Standard and in accordance with the Major Urban Transport Routes Overlay.*
6. *A revised site plan demonstrating the above can be achieved.*

This letter provides a response to the above matters in the FIR from DIT.

### Existing Situation

The subject site is located on allotments at 239 and 241 Richmond Road in Richmond, on the eastern side of Chambers Street. The site is also located opposite Aldridge Terrace on the southern side of Richmond Road. The existing site currently comprises residential dwellings with existing driveways on Richmond Road and Chambers Street.

The site is located in an Employment zone, with light industrial and commercial properties to the east and west on Richmond Road. Residential uses exist to the north of the site on Chambers Street.

Design with community in mind



Richmond Road is an arterial road under the care and control of Department for Infrastructure and Transport. It comprises dual carriageways with a raised central median, with two lanes in each direction. Richmond Road carries approximately 18,600 vehicles per day (DIT, 2021).

Chambers Street is a local road under the care and control of City of West Torrens. It comprises a single 9.5 metre wide (approx.) carriageway within a 15 metre road reserve (approx.). Footpaths are provided on each side of the road adjacent the site. Traffic surveys undertaken in March 2022 indicates Chambers Street carries approximately 500 vehicles per day near Richmond Road.

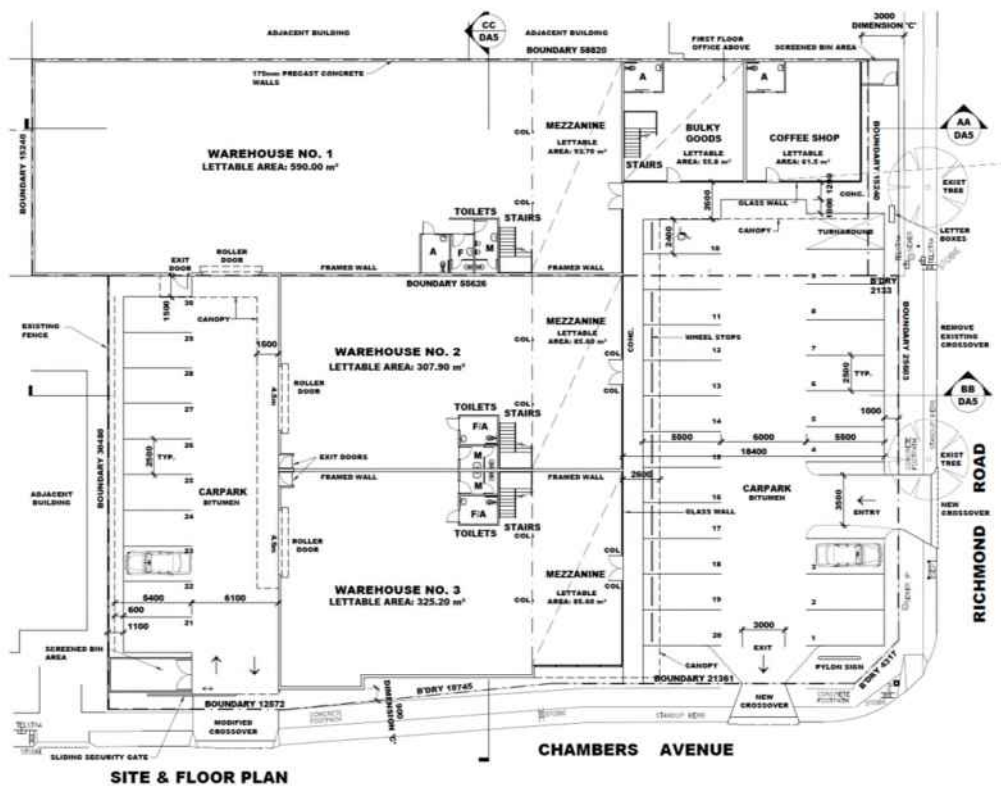
### Proposed Development

The proposed development will comprise a mix of uses including:

- Warehouse (1,448sq.m)
- Office (56sq.m)
- Bulky Goods (56sq.m)
- Shop (61.5sq.m)
- Two car parking areas with access from Chambers Street and Richmond Road, to accommodate 30 car parking spaces

The proposed amended layout is shown in Figure 1.

Figure 1 Proposed Layout





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## Traffic Assessment

Traffic generation estimates for the proposed development have been sourced from the Transport for New South Wales 'Guide to Traffic Generating Developments' (formerly RTA NSW, 2002, henceforth referred to as the TfNSW Guide).

Estimates of peak hour and daily traffic volumes resulting from the proposed land use floor areas are set out in Table 3.

Table 1: Traffic Generation Estimates

Use	Size (sq. m)	Traffic Generation Rate (Trips/100 sq. m)		Total Vehicle Movements (vehicles)	
		Daily	Peak Hour	Daily	Peak Hour
Warehouse	1,488	4	0.5	60	8
Office (level 1)	56	10	2	6	1
Bulky Goods (ground)	56	17	2.7	9	2
Shop	62	100	10	100	6
<b>TOTAL</b>				<b>175</b>	<b>17</b>

Table 1 indicates that if the peak periods for all the uses were to coincide, the proposed development would generate 17 vehicles per hour and 175 vehicles per day. When considering the existing use generation of 16 vehicles per day for the subject site, this would be a net increase of 159 vehicles per day. Trips associated with vehicle loading at the rear of the property are expected to typically occur outside of the traffic peak periods.

A survey of turning movements during the AM and PM peak hours identified a total of 45 and 42 vehicles per hour entering and exiting the Chambers Avenue/Richmond Road intersection. Richmond Road operates with significant gaps between platoons of vehicles providing a high level of capacity for the intersection with no significant queueing or delays for vehicles entering or exiting Chambers Avenue observed. The additional traffic identified for the proposed development will not significantly impact the operation of the existing intersection.

Against existing traffic volumes in the vicinity of the site, the additional traffic generated by the proposed development would not be expected to impact on the safety or efficiency of the surrounding road network.

## Parking

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

The assessment has identified 15 spaces are required for the proposed development. A total of 30 spaces will be provided which will more than cater for the anticipated parking demand of the land uses.

**Table 2: Parking Requirement**

Use	Size (sq. m)	P&D Code Requirement (spaces per 100sq.m)	Parking Spaces Required
Warehouse	1,488	0.5	8
Office (level 1)	56	4	2
Bulky Goods (ground)	56	2.5	2
Shop	62	5	3
<b>TOTAL</b>			<b>15</b>

**Car Park Layout**

The parking layout has been designed in accordance with Australian Standard/New Zealand Standard for Off Street Car parking (AS/NZS2890.1:2004 and AS/NZS2890.6:2009).

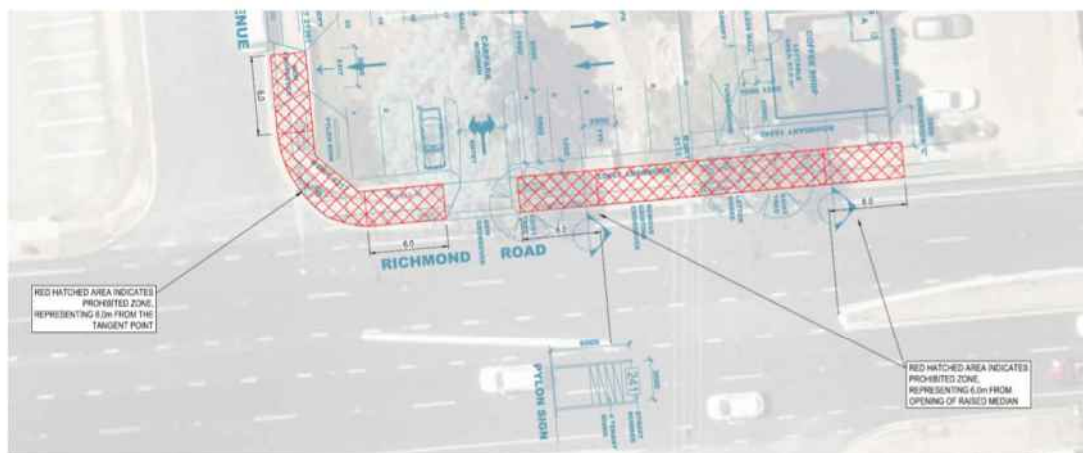
Key features of the car park design include:

- 90 degree parking spaces have been provided with a width of 2.5m and a length of 5.5m and set within a 6m wide aisle;
- Parking space for people with disabilities and associated shared spaces have been provided in accordance with the AS/NZS2890.6:2009 in the front car park;
- 1m blind aisle extensions have been provided at each end of the car park and a turning bay has been provided at each end of the car park in accordance with AS/NZS2890.1:2004;

**Access**

The proposed development will have an access point on Richmond Road and two access points on Chambers Street. The Richmond Road access point has been identified by DIT as not meeting the requirements of Major Transport Routes Overlay DTS/DPF 4.1 – Access – Location (Spacing) – New Access Points. A review of the site with regards to the requirements of the P&D Code has found there is limited opportunity for an access point on Richmond Road.

**Figure 2 Access Prohibited Zones**



In order to comply with the P&D Code, it is proposed that an entry only driveway be provided on Richmond Road, and an exit only to Chambers Avenue. This arrangement will provide safe and convenient access given the small size of the car park and low traffic volumes estimated for the site. It will ensure that the existing junction of Aldridge Terrace will not be impacted by the proposed development.

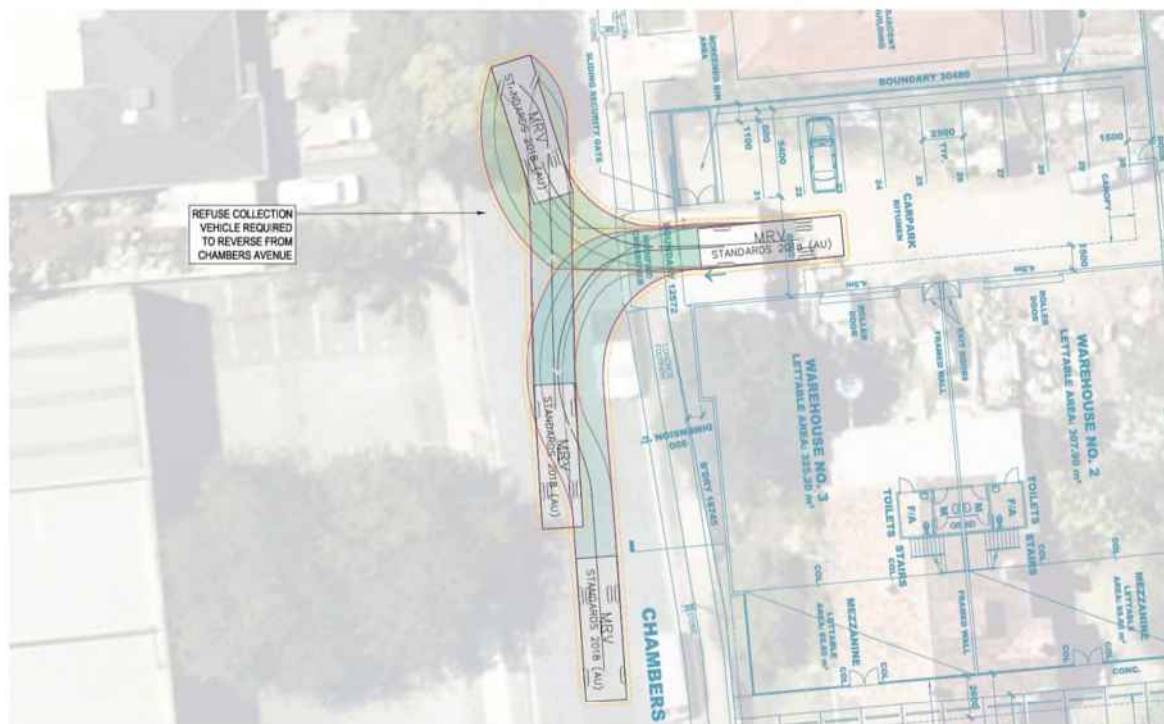
Whilst the exit driveway proposed to Chambers Avenue will technically be within a prohibited zone, the exit movement can operate safely as it will be required to give-way to all traffic on Chambers Avenue. There is good sight distance for exiting vehicles to view other vehicles on Chambers Avenue and at the intersection with Richmond Road.

**Vehicle Access**

The proposed development has been designed to generally accommodate vehicles up to Medium Rigid Vehicle at the rear access point on Chambers Street. This would require this size vehicle to reverse into or out of the site from Chambers Street. Considering this is likely to be occasional service (i.e. less than 1 per day), this arrangement is considered acceptable given low volumes on Chambers Street and good sight distance for these movements. The turn path for a Medium Rigid Vehicle entering and exiting the site with a reverse manoeuvre is shown in

Figure 3.

**Figure 3 MRV access to rear car park**



The warehouse layout will support Small Rigid Vehicles to enter and exit in a forward direction, with access into the proposed warehouse doors from the rear car park. Larger vehicles may access the site



and unloading the car park, as typically occurs in smaller warehouse developments. The size of the warehouses would only require small to medium sized trucks to access the site. Turn path diagram for SRV accessing the warehouses is shown in Figure 4 and Figure 5.

**Figure 4 SRV Entry Movements**

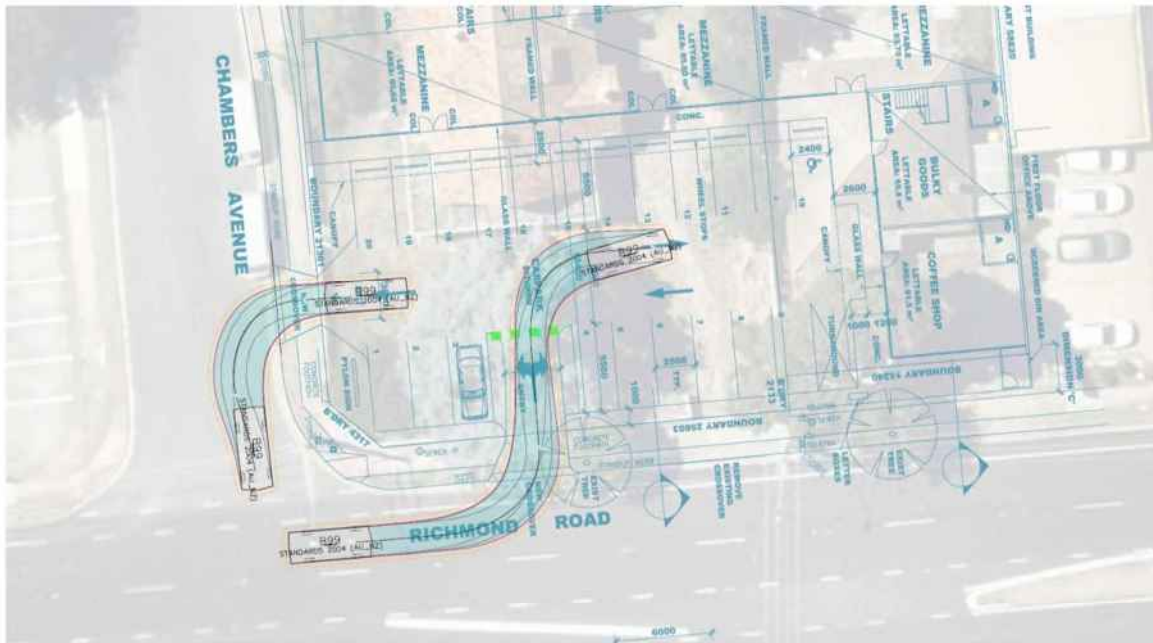


**Figure 5 SRV Exit Movements**



Light vehicles will be able to access the front car park with the proposed access points with separate entry and exit movements. These are shown in Figure 6.

**Figure 6 Light Vehicle Car Park Access**



**Summary**

The traffic assessment of the proposed development has been undertaken and has the following in repose to the matters raised in the Department for Infrastructure and Transport Request for Further Information:

1. *Details of the expected traffic generation from the development for all uses on the site including light vehicles and heavy vehicles for daily, AM and PM peak movements.*

The traffic assessment has found the proposed development would generate 17 vehicles per hour and 175 vehicles per day. When considering the existing use generation of 16 vehicles per day, this would be a net increase of 159 vehicles per day. The overall increase in traffic is minor.

2. *Details of the largest vehicle expected to require access to the site as per Major Urban Transport Routes Overlay DTS/DPF 1.1, c), (ie. largest delivery/refuse vehicle) and predominant direction of travel to/from the site.*

The largest vehicle expected to access the site is a waste collection vehicle based on a typical 8.8 metre size Medium Rigid Vehicle. Other vehicles accessing the site would typically be smaller rigid trucks (SRV class) and light vehicles. These vehicles are proposed to access the site via the rear access point on Chambers Street.

It is expected that these vehicles would arrive and depart the site via Richmond Road to the east and west of the site.

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3. *Consistency of the proposed access arrangements with Major Urban Transport Routes Overlay with DTS/DPF 4.1 - Access - Location (Spacing) - New Access Points, particularly turning movements into the new access adjacent the Richmond Road/Chambers Avenue junction and assess the potential for vehicles to queue back onto Richmond Road.*

The proposed access points have been revised to meet the requirements of Performance Outcome 4.1 of the Major Urban Transport Routes Overlay in the planning and Design Code.

4. *Review the right turn movements to/from the proposed access (existing crossover) on Richmond Road that is located within the Aldridge Terrace median opening and consistency with Major Urban Transport Routes Overlay with DTS/DPF 4.1 - Access - Location (Spacing) - New Access Points.*

The relocation of the access point on Richmond Road will not permit right turn movements from Richmond Road into the site.

5. *Provide vehicle swept path turn diagrams demonstrating that vehicle movements will be achieved for the largest vehicle expected to access the development and illustrating that two-way passenger car (B99) movements can via the proposed access points occur in accordance with the relevant Australian Standard and in accordance with the Major Urban Transport Routes Overlay.*

Swept path diagrams have been provided for vehicles in the site in this report.

6. *A revised site plan demonstrating the above can be achieved.*

A revised site plan has been developed as per the comments in this report.

Naturally, should you have any questions or require any further information, please do not hesitate to contact me on (08) 8334 3600.

Yours sincerely,

**STANTEC AUSTRALIA PTY LTD**



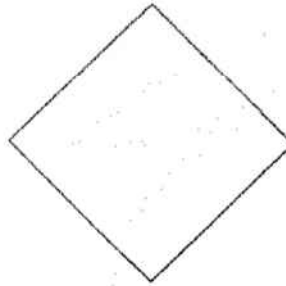
**Paul Morris**  
Group Leader - Transportation SA  
M.Trans&Traff, MAITPM  
paul.morris2@stantec.com

**OLYMPIC DEVELOPMENTS PTY LTD**  
**Commercial Development – Richmond**

**Development Application Report**

**SCHEDULE OF MATERIALS & FINISHES**

<b>Element</b>	<b>Material</b>	<b>Finish</b>	<b>Colour</b>
Structural Walls	Precast concrete	Painted	Dulux "Chinchilla White"
Wall Cladding	Steel panel	Colorbond	"Wallaby"
Window & Door Frames	Aluminium	Powder coated	To match "Wallaby"
Glass Shop Fronts	Laminated	Clear	
Mezzanine Windows	Laminated	Grey tinted	
Roller Doors	Steel	Powder coated	To match "Wallaby"
Exit Doors	Steel clad	Powder coated	To match "Wallaby"
Roof	Steel roof deck	Colorbond	"Surf Mist"
Fascias	Steel PFC	Painted	To match "Wallaby"
Canopy Ceilings	Fibre cement	Painted	Dulux "Chinchilla White"
Bin Screens	Perforated steel	Powder coated	To match "Wallaby"
Fencing	Steel	Colorbond	"Wallaby"



GINOS ENGINEERS PTY LTD

Consulting Engineers

## ***STORMWATER CONCEPT***

**PROPOSED COMMERCIAL DEVELOPMENT**  
**CNR. CHAMBERS AVE. AND RICHMOND RD. RICHMOND**

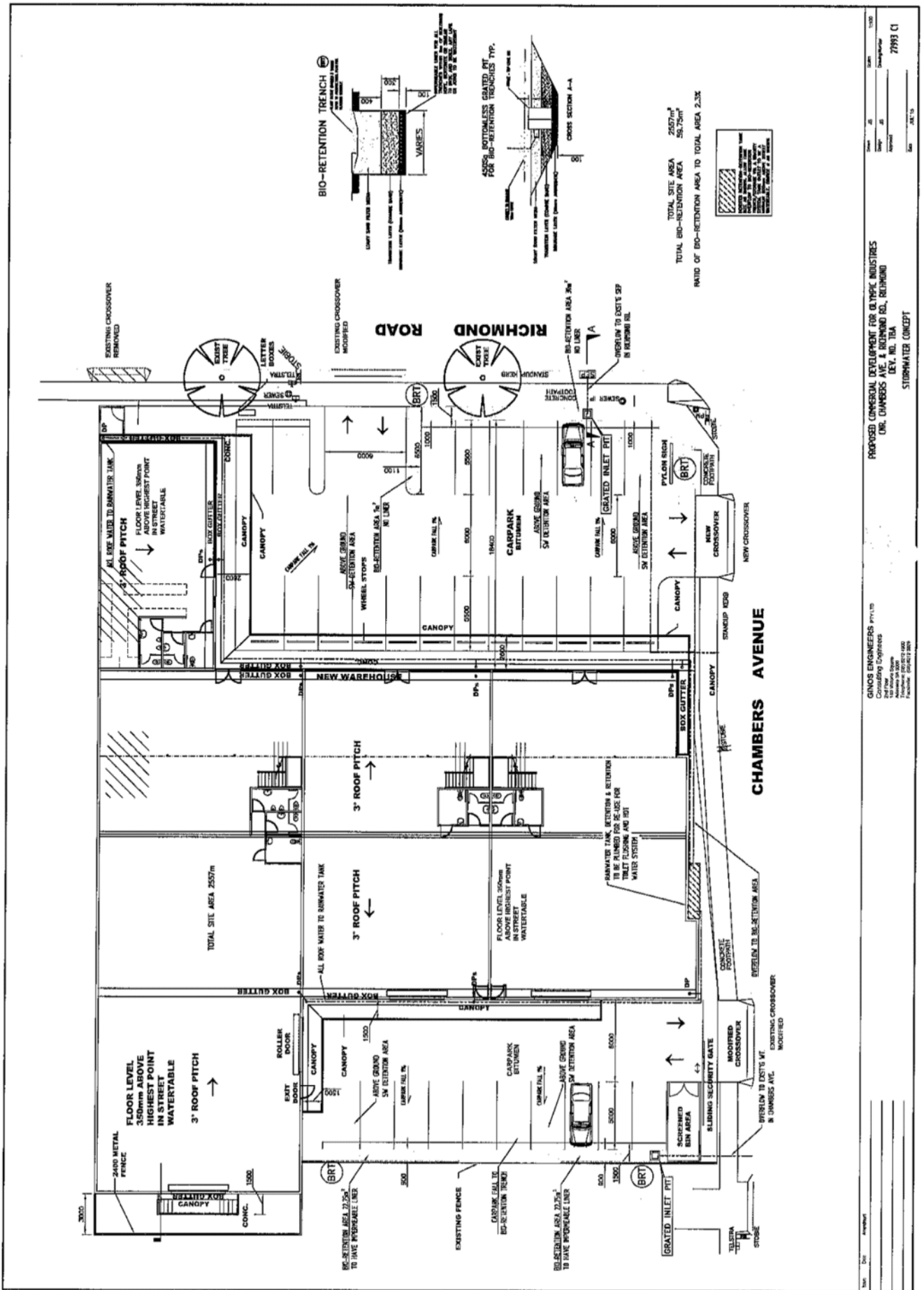
FOR: OLYMPIC INDUSTRIES

JOB NO. 27993

DATE: 16<sup>th</sup> JUL 15

Contact: John Savic  
Ph. 8212 4900





*Job no.27993*

## **COMMERCIAL DEVELOPMENT – RICHMOND**

### **Stormwater Concept**

#### **Introduction**

The proposed development consists of new warehousing, restaurant and car parking at the corner of Chambers ave. and Richmond rd. Richmond.

The site is currently made up of two existing residential properties.

#### **Proposed Components:**

- Bitumen car parking area
- Building roofs
- Underground sw pipes, pits
- Above ground detention
- WSUD – Water sensitive urban design, bio-retention filtration

#### **Stormwater Proposal**

Council generally requires that post development flows are restricted. Attached is correspondence from council which outlines stormwater requirements for the proposed development.

The general approach for this development will be in line with councils requirements which can be broadly summarised as follows, improve water quality prior to stormwater exiting the site, limiting post-development flows from the site to 20l/s and ensuring that people and property are safe from inundation.

Grassed areas where they can be, will be used to provide water quality improvement, carparks may be used for detention if practical, above ground tanks will be used for retention and detention as required.

If grassed areas/ bio-retention is not possible, then a proprietary filtration system may be required.

*Job no.27993*

## **Council Preliminary requirements**

### **1.0 Stormwater Detention (Commercial-Industrial) (Less than 4000m<sup>2</sup>)**

As the allotment(s) being affected by the proposed development total between 1000 and 4000 square metres, stormwater detention measures will be required to be undertaken to restrict the total discharge from the total development site to a maximum of 20 litres per second for the site critical 20 year ARI storm event.

In calculating the stormwater detention requirements, runoff from any existing structures and buildings to be maintained must be taken into consideration.

**An indication of how the storage is to be provided and calculations supporting the nominated volume are to be provided.**

### **2.0 Detention Volume Trade-off for Rainwater Re-use Provision**

To encourage the conservation of water in commercial developments, the applicant should be requested to provide a roof stormwater collection and re-use system which delivers harvested water back into the building for use in at least the toilet and potentially also the hot water system.

The ability for such a system to deliver the majority of the non-potable water supply for a development of this scale is relatively simple and easy to achieve.

Upon the provision of information demonstrating a considered efficiency between the supply and demand associated with an active re-use scheme, Council is typically willing to enable an offset to any required detention storage by an amount equivalent to stormwater re-use storage.

## **Stormwater Quality Treatment**

### **3.0 Stormwater Quality – Commercial Sites**

Council typically requests that stormwater quality measures within carpark and manoeuvring area to address the collection of oils, grease and sediment from the stormwater flow.

Although these measures are often addressed through the installation of proprietary devices, Council encourages the use of better Water Sensitive Urban Design measures to improve the quality of site discharge flows. An example of which may be to drain the site to appropriately designed vegetated swales and bio-filtration trenches. It would appear that the proposed layout may lend itself to this style of treatment.

2 *Cnr. Chambers ave. & Richmond rd. Richmond*



*Job no.27993*

**An indication of how the water quality requirements are to be met should be provided on revised site plans prior to the finalisation of the planning assessment for this development.**

#### **4.0 Stormwater Quality Targets**

It is considered within the stormwater industry that the following table outlines current best practice for the targeted improvement of stormwater quality from new developments of scale.

The targets being;

<b>Parameter</b>	<b>Target</b>
Litter/Gross Pollutant	Retention of litter greater than 50mm for flows up to the 3 month ARI peak flow.
Oil and Grease	No visible oils for flows up to the 3 month ARI peak flow.
Reduction in Average Annual Total Suspended Solids (TSS)	80% *1
Reduction in Average Annual Total Phosphorous (TP)	60% *1
Reduction in Average Annual Total Nitrogen (TN)	45% *1

\*1 - Reduction as compared to an equivalent catchment with no water quality management controls.

Industry standard computer modelling would be anticipated (as a minimum) to be utilised to demonstrate the suitability of the proposed measures to achieve the above nominated targets.

## Details of Representations

### Application Summary

Application ID	21028599
Proposal	Demolition of existing dwellings and associated structures, and construction of three (3) warehouses with associated office and storage space, two retail tenancies with associated offices along with associated carparking landscaping and freestanding pylon signage
Location	239 RICHMOND RD RICHMOND SA 5033, 241-243 RICHMOND RD RICHMOND SA 5033

### Representations

#### Representor 1 - Liana Castellan

Name	Liana Castellan
Address	Unit 1, 10 Clifton Street HAWTHORN SA, 5062 Australia
Submission Date	13/07/2022 06:42 PM
Submission Source	Online
Late Submission	No
Would you like to talk to your representation at the decision-making hearing for this development?	No
My position is	I support the development
<p><b>Reasons</b></p> <p>I approve of the development as it will improve and add to the quality of commercial properties on Richmond Road. Also I encourage removal of the significant tree close to the boundary of my property at 237 Richmond Road. The tree has, over a number of years, caused damage to my property with the consistent blocking of gutters with leaves resulting in flooding into my warehouse and damage to roof panels.</p>	

### Attached Documents

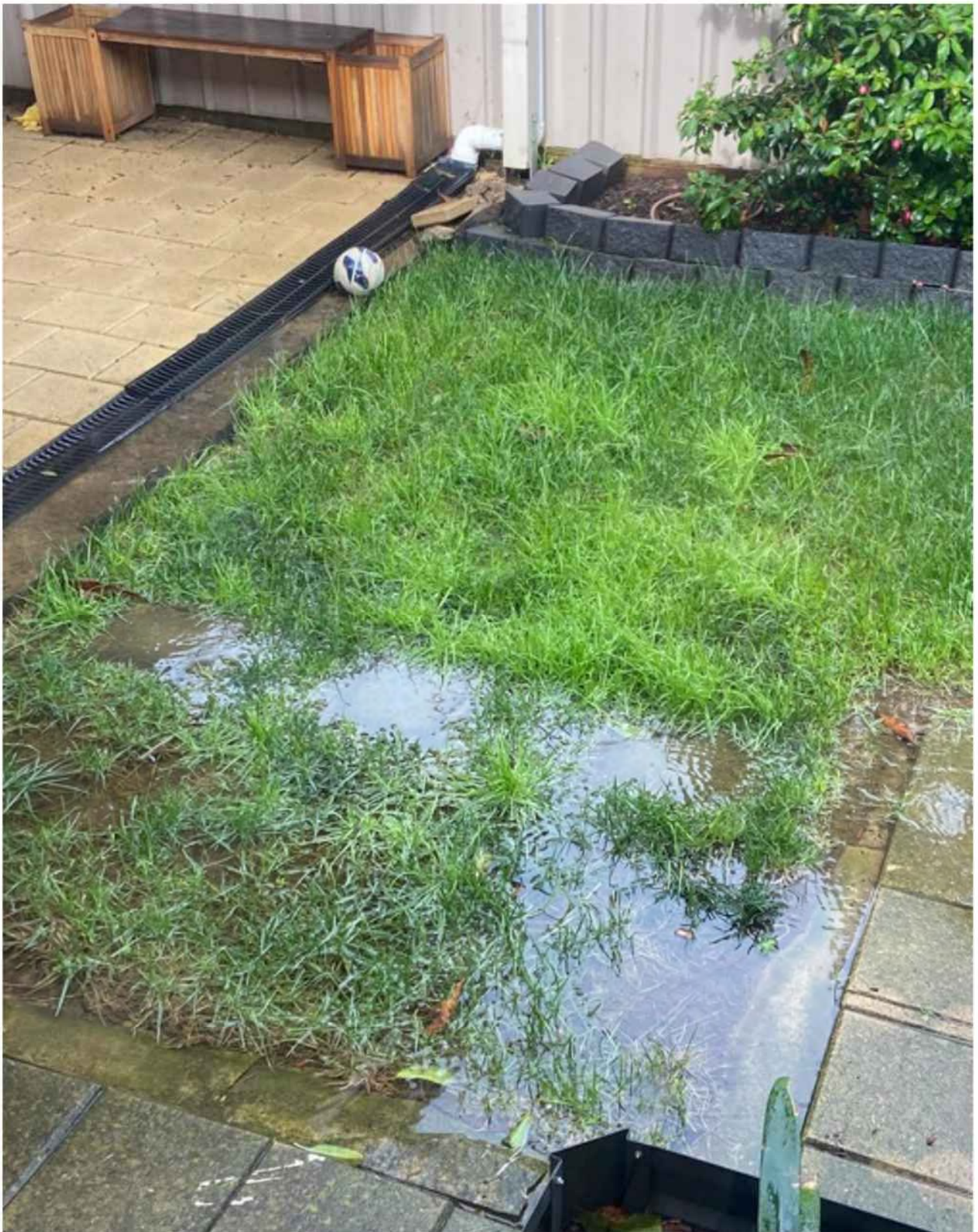
## Representations

### Representor 2 - David Stevens

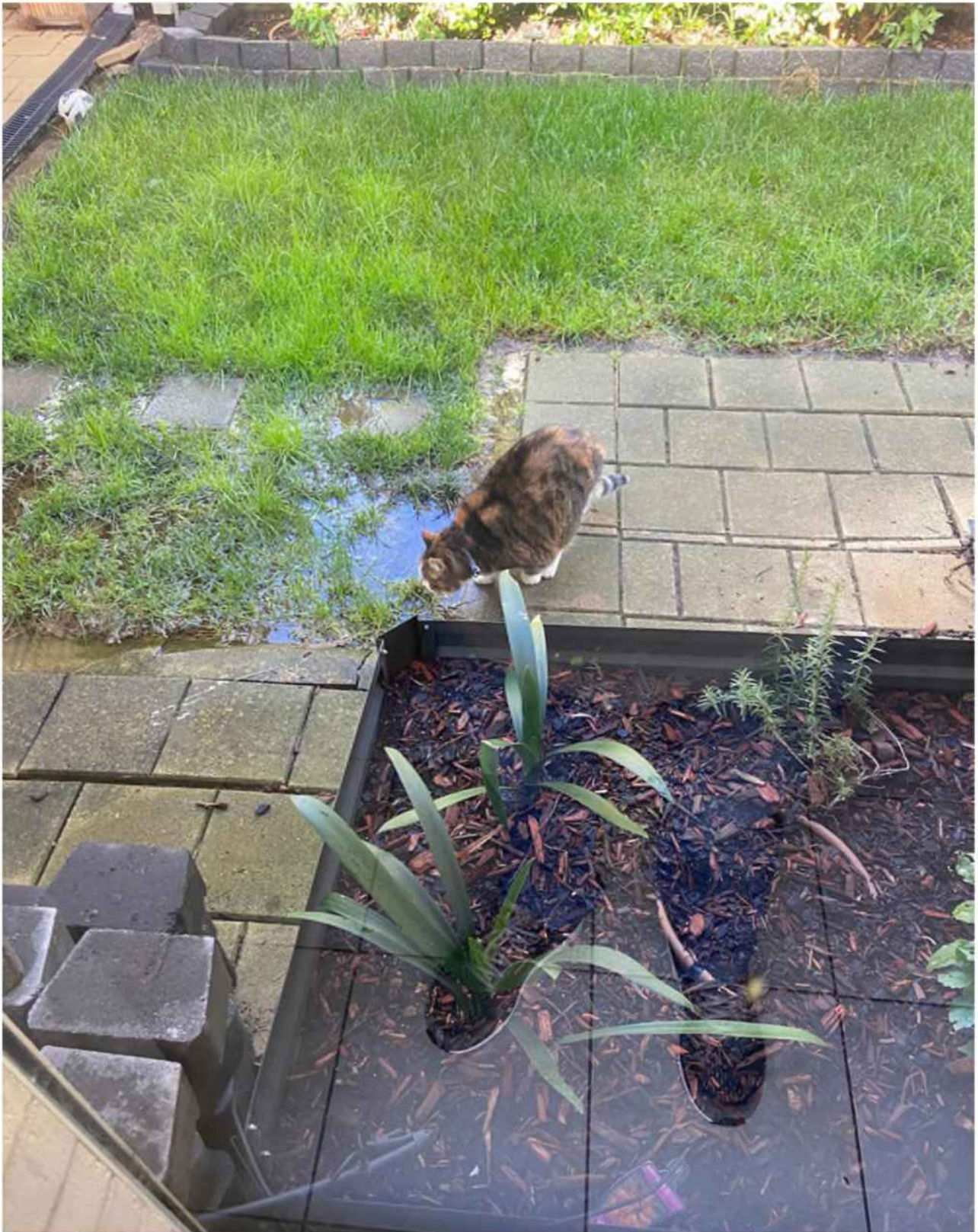
Name	David Stevens
Address	26b Lucas St RICHMOND SA, 5033 Australia
Submission Date	02/08/2022 09:12 PM
Submission Source	Online
Late Submission	No
Would you like to talk to your representation at the decision-making hearing for this development?	Yes
My position is	I oppose the development
<p><b>Reasons</b></p> <p>Plans indicate a) removal of my fence, meaning the building will neighbour my residence, and b) a 45 degree roof pitch for the part of the building backing on to my backyard. My concern is in heavy rain, the water will spill into my back yard. My backyard floods now, so this will only get worse. I also have a concern regarding the removal of the large native tree that. It is a healthy tree.</p>	

### Attached Documents

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IMG_3648-1087368.jpg







**OLYMPIC GROUP**  
**239 Richmond Rd, Richmond DA21028599**

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Responses to 2 Representations.

**Representation 1- “Does not” support the Development**

Submitted by David Stevens, Owner of 26b Lucas Street Richmond. Received 2 August 2022  
Contact details, Email, [Mobile](#).

I have spoken to Mr Stephens on the 30 August 2022 to address his concerns, the principle one being that the proposed sloping roof to the South of his property would direct roof water onto the rear yard of his property. It was discussed that a large box gutter behind the boundary wall would collect all roof water which would be discharged into the proposed new stormwater disposal system. In addition the wall capping flashing would slope into the box gutter to eliminate any wall drips from falling onto his land.

From the photos submitted it can be seen that the rear yard is inundated with surface water. I discussed this with Mr Stevens, who said that there was insufficient drainage to the yard. This matter should be given attention before likely damage may result with the existing dwelling. Should the proposed development proceed this issue could be eliminated with overflow into the swale proposed along the north boundary side.

In addition Mr Stevens is concerned that the significant Eucalypt in East side of the property is to be removed.

As this tree is some 25 metres from Mr Stevens property if approval is given by the Council, it would not have significant impact on him.

I have discussed these matters with Mr Stevens, but he will not withdraw his objection and still wishes to be heard at the Council Assessment.

**Representation 2 –“Does” support the Development**

Submitted by Liana Castellan, Owner of property on the East side of the proposed Development in Richmond Road.  
Contact details, [Email](#), [Mobile](#).

I have spoke to Liana Castellan on the 30 August 2022 to address the development proposal lodged and her support for same.

Liana Castellan has advised me that she and her husband have owned their property for some 35 years which was used as an office-warehouse for their building and plumbing businesses. She supports the proposed Development as it will reinforce the commercial activities in Richmond Road when it is occupied. The existing Eucalypt has been a constant irritant for her as the leaf litter from the tree has cost her considerable sums of money for roof maintenance, repair and replacement. She advises that the tree was only about 3 metres when they purchased the property 35 years ago, but has grown to the height and spread it is currently. She strongly supports the removal of the tree.

**NOTIFICATION TO REPRESENTORS**

These Responses will be emailed to David Stevens and Liana Castellan for their information.

**COUNCIL ASSESSMENT PANEL**

As Mr Stevens wishes to be heard at the Council Assessment Panel meeting, I wish to attend same with the Olympic Development Group to put their case before the Panel.



# Memo

From Richard Tan  
Date 24/01/2022  
Subject 21028599, 239 - 243 RICHMOND RD RICHMOND SA 5033

Rachel/Phil,

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

Note: Civil plan has not been provided.

## 1.0 FFL Consideration – Finished Floor Level (FFL) Requirement

- 1.1 Based on the survey information provided on 'Engineering Survey' (GE, Ref: 27993-ES, dated 06/2015) a minimum FFL of 12.86 would be required.

**It is recommended that revised plans indicating the required minimum FFL be provided to Council.**

**The applicant should also confirm that the provided survey plan is reflecting current site and verge condition, as the survey was done in year 2015.**

## 2.0 Verge Interaction

- 2.1 In association with new development, driveways and stormwater connections through the road verge need to be located and shaped such that they appropriately interact with and accommodate existing verge features in front of the subject and adjacent properties. Any new driveway access shall be constructed as near as practicable to 90 degrees to the kerb alignment (unless specifically approved otherwise) and must be situated wholly within the property frontage.

New driveways and stormwater connections are typically desired to be located a minimum 1.0 metre offset from other existing or proposed driveways, stormwater connections, stobie poles, street lights, side entry pits and pram ramps, etc. (as measured at the kerb line, except for driveway separation which will be measured from property boundary). An absolute minimum offset of 0.5m from new crossovers and stormwater connections to other existing road verge elements is acceptable in cases where space is limited.

These new features are also desired to be located a minimum of 2.0 metres from existing street trees, although a lesser offset may be acceptable in some circumstances. If an offset less than the desired 2.0 metres is proposed or if it is requested for the street tree to be removed, then assessment for the suitability of such will be necessary from Council's Technical Officer (Arboriculture).

- 2.1.1 Civil plan should be provided with all existing and proposed verge features indicated.

**It is recommended that civil plan indicating satisfaction to the above requirements should be provided to Council.**

- 2.1.2 The proposed new crossover at Chambers Avenue must be 6.0m away from the tangent point of the kerb of the intersection of Richmond Road and Chambers Avenue. This is a requirement under the Australian Standards (AS2890.1-2004).

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

- 2.2 It should also be nominated for the stormwater connection through the road verge area to be constructed of shape and material to satisfy Council's standard requirements

- 100 x 50 x 2mm RHS Galvanised Steel or
- 125 x 75 x 2mm RHS Galvanised Steel or
- Multiples of the above.

**It is recommended that revised plans clearly and accurately indicating satisfaction of the above criteria be provided to Council.**

- 2.3 It should be noted that any portion of the existing crossover that will be made redundant should be reinstated to vertical kerb prior to the completion of any building works at the applicant's expense. It should also be indicated on revised plans that any redundant crossovers will be reinstated.

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

### 3.0 Traffic Requirements

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

I refer to the above development which comprises of 3 warehouses, a small bulky goods tenancy or office, a coffee shop and associated car parking. I note that the proposal plan identifies a small office tenancy instead of a 'bulky goods' tenancy as described in the application. The proposal plans show car parking of 31 spaces, comprising of a 21-space car park at the Richmond Road frontage and a 10-space car park at the Chambers Avenue frontage.

While I understand that there was a similar proposal for the subject site in 2015 (assessed under the previous Council's Development Plan), this would be irrelevant to the current proposal which has been lodged under the Planning and Design Code.

The subject site is located within the Employment Zone of the Planning and Design Code.

### 3.1 Parking Layout

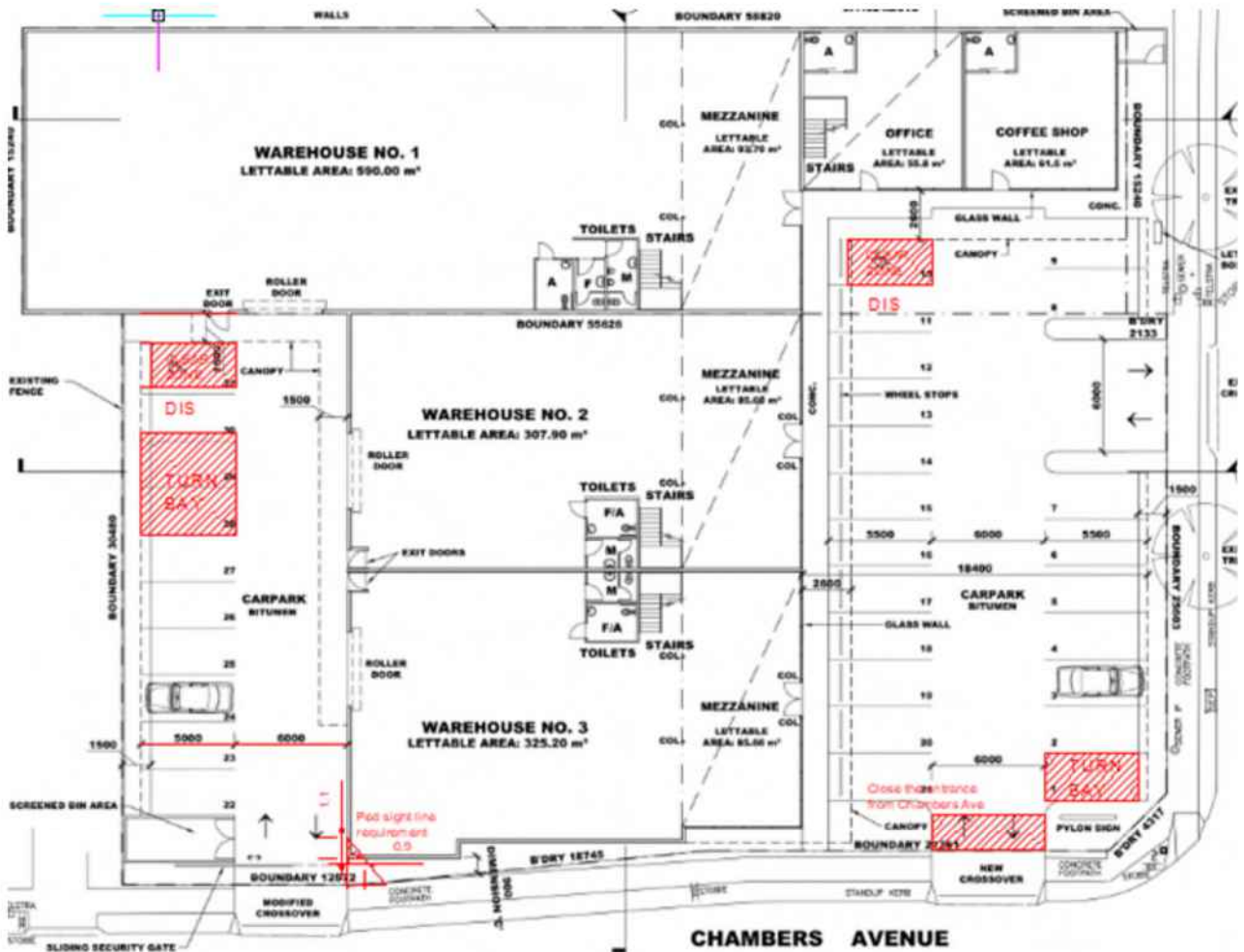
There are a number of amendments required to the parking layout to enable the layout to meet the requirements of the current parking standards and also to deal with the servicing aspects of the proposal.

I note that there is limited information provided regarding service vehicles that may require access to the warehouses other than the comment that the warehouses would be 'used by occupiers who do not require large vehicle access to the warehouse facilities' (see Rod Roach Architecture Report August 2021 Page 2). Given the constrained nature of the rear car park (Chambers Avenue) where the roller doors of the warehouses are located, my assessment indicates that the 6.4m long SRV truck (as per AS 2890.2-2018) would be able to access the warehouses and rear car parking layout. Vehicles larger than the SRV would not be able to access the roller doors. A condition restricting service vehicles to SRV size for the proposed 3 warehouses would be appropriate.

A screened refuse bin area is proposed at the entrance to the rear car park. The constrained nature of the rear car park would not allow a typical refuse truck to enter the site and turnaround. Given that refuse collection would likely be of an infrequent nature, it would be acceptable for a refuse truck to reverse into the site from Chambers Avenue for the waste collection. However, the waste collection should occur after business hours so as to minimise the impact on other users of the car park and users of Chambers Avenue. A condition restricting servicing of the bins to outside of business hours would be appropriate.

I note that the two tenancies at the Richmond Road frontage (bulky goods or office and coffee shop) have relatively small floor areas. Servicing for the tenancies would likely be of an infrequent nature and by small vehicles. A condition restricting service vehicles to passenger vehicle size for these two tenancies would be appropriate.

The following amendments to the car park layouts would be required:



**Rear Car Park**

1. The disabled parking space would require an adjacent clear zone space to comply with AS/NZS 2890.6-2009. One parking space would be lost as a result.
2. A widened turn bay space would be required for the dead end car park and also to accommodate the turnaround for the SRV truck access to Warehouse 1. Two parking spaces would be lost as a result.
3. To comply with the pedestrian sight line requirement in AS/NZS 2890.1-2004, the corner of the Warehouse 3 building would need to cut-back.

**Front Car Park**

1. The disabled parking space would require an adjacent clear zone space to comply with AS/NZS 2890.6-2009. One parking space would be lost as a result.
2. The proposed location of the Chambers Avenue crossover does not comply with AS/NZS 2890.1-2004 or Overlay: Major Urban Transport Routes PO 4.1 and DTS/DPF 4.1 (a). The close proximity of the entry from Richmond Road may create adverse impact on the Chambers Avenue/Richmond Road junction, if an entering vehicle is blocked by

- vehicles queued to exit Chambers Avenue to Richmond Road. The proposed access point should be deleted. One parking space would be lost as a result (to provide a turnaround bay for the dead end car park).
3. While the proposed car park access point in Richmond Road would be located opposite Aldridge Road, it would be possible to provide a 'seagull' type island at the median opening to restrict right turns into and out of the subject site in Richmond Road. I leave it to DIT to specify its requirement for the central median arrangement as Richmond Road is managed and controlled by DIT.
  4. To encourage cycling as a mode of transport, I recommend that 2 bicycle rails be provided at the front car park.

### **Recommendations:**

- **That the amendments (1) to (5) as discussed above be incorporated into the proposed car park layouts.**
- **A condition is required to restrict service vehicles to SRV size for the proposed 3 warehouses.**
- **A condition is required to restrict servicing of the bins to outside of business hours.**
- **A condition is required to restrict service vehicles to passenger vehicle size for the office/bulky goods and coffee shop tenancies.**
- **Two bicycle rails be provided at the front car park.**

The above amendments would reduce the on-site parking provision from 31 spaces to 26 spaces.

### **3.2 Traffic and Parking Assessment**

*Table 1 – General Off-Street Car Parking Requirements* of the Planning and Design Code would be relevant to the parking assessment of the subject development.

The relevant parking rates are:

- Warehouse – 0.5 spaces per 100m<sup>2</sup> total floor area.
- Shop (in the form of a restaurant or involving a commercial kitchen) – 0.4 spaces per seat.
- Shop (in the form of a bulky goods outlet) – 2.5 spaces per 100m<sup>2</sup> GLFA.
- Office – 4 spaces per 100m<sup>2</sup> GLFA.

The amended car park shown above would have 26 parking spaces.

The proposed floor areas as identified in the Development Application Report are:

<b>Tenancy</b>	<b>Warehouse</b>	<b>Office</b>
Warehouse 1	590m <sup>2</sup>	93.7m <sup>2</sup>
Warehouse 2	308m <sup>2</sup>	85.6m <sup>2</sup>
Warehouse 3	325m <sup>2</sup>	85.6m <sup>2</sup>
	<b>Floor area</b>	

Bulky goods or office tenancy	119m2	
Coffee shop (unknown number of seats)	62m2	

If considered as 'warehouse' land uses, the parking required for Warehouse 1, 2 and 3 would be 7.4 spaces and the office tenancy would require 4.8 spaces, ie total of 12.2 spaces. As 26 parking spaces would be available on-site, the surplus parking of 13.8 spaces would be more than adequate to accommodate the parking requirement of the small coffee shop, ie the surplus parking would be equivalent to a rate of 22 spaces per 100m2.

If the warehouse tenancies were to be considered separately as 'warehouse' and 'office' land uses, the parking requirement for Warehouse 1, 2 and 3 would be 16.6 spaces and the office tenancy would require 4.8 spaces, ie total of 21.4 spaces. The surplus parking availability for the small coffee shop would be equivalent to a rate of 7.4 spaces per 100m2.

Given the site's reasonable proximity to public transport services and peak hour bicycle lanes in Richmond Road, it would not be unreasonable to discount the above parking requirement for the subject site. If say a 10% discount were to be adopted, the parking requirement estimated above would be reduced by say 2 spaces.

Based on the above assessment, I am satisfied that adequate parking would be provided for the development.

Based on the amended parking layout shown above, I do not have concern with the traffic impact of the development on the adjacent road network.

#### 4.0 Waste Management

- 4.1 Due to the nature of this application being a commercial development, 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.**

#### 5.0 Stormwater Management

##### 5.1 Stormwater Harvest and Re-use

City Assets typically strongly encourages the inclusion of stormwater collection and active re-use, particularly with function with possible high demand of water reuse and hence a high volume of reduction of stormwater runoff from the site can be simply achieved.

Collection and active re-use of stormwater in developments of this nature can go a long way towards the achieving the other stormwater management



measures if water quality and detention, as well as the sustainability benefits which area achieve through water conservation considerations.

**It is strongly encourage that the applicant explore the stormwater collection and re-use option as above.**

## 5.2 Stormwater Detention

Stormwater detention measures will be required to be undertaken to limit the peak discharge rate for the site critical 20 year ARI storm event to equivalent to a predevelopment arrangement with a 0.25 runoff coefficient.

In calculating the stormwater detention requirements, runoff from any existing structures and buildings to be maintained must be taken into consideration.

**It is recommended that an indication of how the storage is to be provided and calculations supporting the nominated volume be submitted to Council.**

## 5.3 Stormwater Quality

Council typically requests the implementation of stormwater quality measures for development of this nature to address the removal of stormwater pollutants from the stormwater flow exiting the site.

The following table outlines current recommended practice for the targeted improvement of stormwater quality from new developments of scale, as outlined in the State Government's Water Sensitive Urban Design Policy - 2013. The targets being;

Parameter	Target
Reduction Litter/Gross Pollutant	90%*
Reduction in Average Annual Total Suspended Solids (TSS)	80%*
Reduction in Average Annual Total Phosphorous (TP)	60%*
Reduction in Average Annual Total Nitrogen (TN)	45%*

\* Reduction as compared to an equivalent catchment with no water quality management controls.

Although these measures are often addressed through the installation of proprietary devices, Council encourages the use of Water Sensitive Urban Design measures to improve the quality of site discharge flows which may also provide other added benefits to the development, such as permeable pavers or raingardens.

**An indication of how the water quality requirements are to be met should be provided on revised site plans prior to the finalisation of the planning assessment for this development.**

Regards  
Richard Tan  
Civil Engineer

**OFFICIAL**

In reply please quote 21028599  
 Enquiries to Mr Martin Elsworthy  
 Telephone (08) 7322 9038  
 E-mail dit.landusecoordination@sa.gov.au



**Government of South Australia**

Department for Infrastructure  
 and Transport

**TRANSPORT PLANNING AND  
 PROGRAM DEVELOPMENT**

**Transport Assessment**

GPO Box 1533  
 ADELAIDE SA 5001

ABN 92 366 288 135

24 June 2022

Mr Phil Smith  
 City of West Torrens  
 165 Sir Donald Bradman Drive  
 Hilton

Dear Mr Smith

### **SCHEDULE 9 - REFERRAL RESPONSE**

<b>Development No.</b>	21028599
<b>Applicant</b>	Rod Roach
<b>Location</b>	241-243 Richmond Road, Richmond
<b>Proposal</b>	Commercial development with three warehouses, small bulky goods, coffee shop with associated car parking and site works

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

### **CONSIDERATION**

The subject development abuts Richmond Road, an arterial road under the care, control and management of the CoH and Chambers Avenue, a local road under the control of Council. Richmond Road is identified as a Freight Route under DIT's '*A Functional Hierarchy for South Australia's Land Transport Network*'. Richmond Road carries approximately 18,600 vehicles per day (6.5% commercial vehicles) and has a posted speed limit of 60km/h.

The site is currently comprises a dwelling with an existing access to Richmond Road at the south eastern corner of the site and an existing access on Chambers Avenue at the north western corner of the site.

The subject proposal comprises a commercial development with the main car park being located adjacent to Richmond Road. A small car park and loading area is located to the rear of the development. Access to the Richmond Road car park is proposed via a single ingress only access on Richmond Road and an egress only access on Chambers Avenue.

A Traffic Impact Assessment (TIA) has been undertaken by Stantec identifying that the development is expected to generate 17 vehicles per hour and 175 vehicles per day which can be accommodated by the surrounding road network. A turn path assessment has been undertaken demonstrating that vehicles can safely enter and exit the proposed development.

The Richmond Road access is located between a staggered T-junction which has back to back right turn lanes serving both Chambers Avenue and Aldridge Terrace. This TIA notes that this is the only location along the Richmond Road frontage that achieves the necessary

#18788849

separation from the adjacent junctions. The Chambers Avenue access is located in close proximity to the Richmond Road/Chambers Avenue junction and is non-compliant with Figure 3.1 in AS/NZS2890.1:2004.

It is understood that the access arrangements to the Richmond Road car park are largely as a result of the development footprint and adjacent junction locations. However, the access arrangements are unusual and may not result in ideal circulation through the car park. Having the Richmond Road access at the existing location adjacent the eastern property boundary, although non-compliant with the Australian Standard, may have provided an improved flow. However, given the development layout, the proposed location is acceptable.

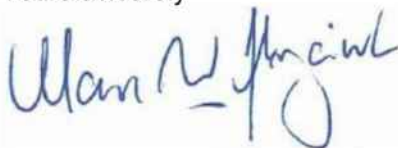
With respect to the Chambers Avenue access to the Richmond Road car park, it is recommended that this be located slightly further away from the junction to achieve the objective of Figure 3.1 of AS/NZS2890.1:2004 and made two-way to improve the operation of the car park. This arrangement will avoid the potential for vehicles approaching from the east to enter the site via the egress or being required to undertake a combined u-turn and left turn manoeuvre to access the site. It is understood that this will require modification to the car parking adjacent to Chambers Avenue.

#### **ADVICE**

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

1. Vehicular access to serve the site via Richmond Road shall be limited to an ingress only access located in accordance with the Site Plan by Olympic Developments, reference DA 2A, dated March 2022. The access point shall be angled at 70 degrees to the road and suitably signed and line-marked to reinforce the desired traffic flow.
2. All vehicles shall enter and exit the site in a forward direction and all vehicle manoeuvring areas shall be kept clear of impediments to manoeuvring.
3. The redundant crossover on Richmond Road shall be closed and reinstated to Council's kerb and gutter standards at the applicant's expense.
4. Stormwater run-off shall be collected on-site and discharged without impacting the safety and integrity of the adjacent road network. Any alterations to the road drainage infrastructure required to facilitate this shall be at the applicant's cost.

Yours sincerely



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

**7 REVIEW OF ASSESSMENT MANAGER DECISION**

Nil

**8 CONFIDENTIAL REPORTS OF THE ASSESSMENT MANAGER**

Nil

**9 RELEVANT AUTHORITY ACTIVITIES REPORT****9.1 Activities Summary - October 2022****Brief**

This report presents information in relation to:

1. Any development appeals before the Environment, Resources and Development (ERD) Court where the Council Assessment Panel (CAP) is the relevant authority;
2. Other appeal matters before the ERD Court of which SCAP and the City of West Torrens Assessment Manger are the relevant authority;
3. Any deferred items previously considered by the CAP;
4. Summary of applications that have been determined under delegated authority where CAP is the relevant authority; and
5. Any matters being determined by the State Commission Assessment Panel (SCAP).

**RECOMMENDATION**

The Council Assessment Panel receive and note the information.

**Development Application appeals before the ERD Court in the City of West Torrens****CAP is the relevant authority**

Nil

**Assessment Manager is the relevant authority**

DA number	Address	Description of development	Status
22010657	3 Lowry Street, FULHAM	Construction of two (2) single storey detached dwellings	This application was refused.  Appeal lodged on 6 July 2022 to ERDC.  Directions Hearing scheduled for 7 October 2022.

DA number	Address	Description of development	Status
21028943	47 Lurline Street, MILE END	Torrens title land division - one allotment into two; demolition of existing outbuildings and ancillary structures and construction of new carport to side of existing dwelling	This application was refused.  Appeal lodged on 31 August 2022 to ERDC.  Compulsory conference scheduled for 7 October 2022.

### SCAP is the relevant authority

Nil

### Deferred CAP Items

Nil

### Development Applications determined under delegation (CAP is the relevant authority)

Awaiting Plan SA Portal functionality to report on relevant applications accurately.

### Development Applications pending determination by SCAP

DA Number	Reason for referral	Address	Description of development
211/M135/21 Lodged 16 March 2021	Schedule 10	1 Selby Street, KURRALTA PARK	Construction of a 10-storey residential flat building with associated car parking and site works.  Under Assessment.

### Conclusion

This report is current as at 28 September 2022.

### Attachments

Nil

## 10 OTHER BUSINESS

### 10.1 Planning Policy Considerations

## 11 MEETING CLOSE