

CITY OF WEST TORRENS



Notice of Panel Meeting

Notice is Hereby Given that a Meeting of the
COUNCIL ASSESSMENT PANEL

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

on

TUESDAY, 9 AUGUST 2022
at 5.00pm

Public access to the meeting will also be available via livestream at:
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

Apologies

Panel Member:

Ms Jane Strange

4 CONFIRMATION OF MINUTES

RECOMMENDATION

That the Minutes of the meeting of the Council Assessment Panel held on 12 July 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 53-57 & 59-63A Deeds Road, NORTH PLYMPTON

Application No 22008071

Appearing before the Panel will be:

Representors: **Paul Cosci** of 1 Lea Street, North Plympton wishes to appear in support of the representation.

Vanessa De Pretis of 4 Lea Street, North Plympton wishes to appear in support of the representation.

Amy Defluiter of 26 Laurence Street, South Plympton wishes to appear in support of the representation.

Applicant: **Phillip Brunning** (Town Planner), **Phil Weaver** (Traffic Engineer), **Chris Turnbull** (Acoustic Engineer), **Elliott Burke** (Philmac Pty Ltd), **Dragan Zlatkovic** (Philmac Pty Ltd) and **Richard Broadhead** (Philmac Pty Ltd) wish to appear in response to the representations.

DEVELOPMENT APPLICATION DETAILS

DEVELOPMENT NUMBER	22008071
APPLICANT	Philmac Pty Ltd
ADDRESS	53-57 & 59-63A Deeds Road, NORTH PLYMPTON
NATURE OF DEVELOPMENT	Additions and alterations to an existing industrial warehousing and storage facility, removal of a significant tree
ZONING INFORMATION	Zones <ul style="list-style-type: none"> Strategic Employment Overlays <ul style="list-style-type: none"> Aircraft Noise Exposure Airport Building Heights (Regulated) Building Near Airfields Hazards (Flooding - Evidence Required) Prescribed Wells Area Regulated and Significant Tree Technical Numeric Variations (TNVs) <ul style="list-style-type: none"> Maximum Building Height (Metres) (Maximum building height is 12m)
LODGEMENT DATE	7 April 2022
RELEVANT AUTHORITY	Council Assessment Panel
PLANNING & DESIGN CODE VERSION	2022.6
CATEGORY OF DEVELOPMENT	Code Assessed - Performance Assessed
NOTIFICATION	Yes
REFERRALS STATUTORY	<ul style="list-style-type: none"> Adelaide Airport Limited
REFERRALS NON-STATUTORY	<ul style="list-style-type: none"> City Assets Arborist Waste Management

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

SUBJECT LAND AND LOCALITY

The subject land is formally described as Allotments 12 and 13 of Filed Plan 2059 in the area named North Plympton, Hundred of Adelaide, Volume 5847 Folio 323 and Volume 5132 Folio 335, more commonly known as 53-57 & 59-63A Deeds Road, NORTH PLYMPTON. The subject site is rectangular in shape, with a primary frontage to Deeds Road of 103 metres and a depth of 201m, resulting in an overall site area of approximately 20703m².

There are no easements, encumbrances or Land Management Agreements on the Certificates of Title other than an easement vested to the Electricity Trust of South Australia. This easement is not considered to have any material impact on the proposed development.

The locality is commercial/industrial in nature with commercial/industrial land uses located on both the east and west sides of Deeds Road. These uses include a print finisher, a shipping container rental service, a food wholesaler and a tray manufacturer for utes, amongst others.

The wider locality is residential directly to the east 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 north.

The amenity within the immediate locality is considered to be heavily commercial/industrial, given the wide range of business type land uses found nearby.

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

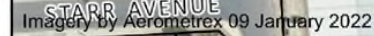




Figure 1 - Subject Site, rear parking area, viewed towards the west (tree proposed for removal)



Figure 2 - Subject Site, rear parking area, viewed towards the south



Figure 3 - Subject Site, rear parking area, viewed towards the north and east

PROPOSAL

The proposal comprises additions and alterations to an existing industrial warehousing and storage facility in addition to the removal of a significant tree.

The application is further detailed as per the report prepared by Phil Brunning and Associates as follows:

- The proposal comprises three elements namely, additional undercover area for Receiving & Dispatch (Element 1), automated vertical storage and retrieval building (Element 2) and removal of significant tree (Element 3);
- Element 1 works involve the construction of a 780 m² steel framed portal building with steel clad sides that will provide for greater capacity for manufacturing and support operations. This addition will integrate with that which adjoins it and present to Deeds Road as one building;
- Element 2 works involve the construction of a 1628 m² building that is to have a wall and internal clearance of 25 m with a ridge height of 27m. This building will accommodate the new vertical automated storage and retrieval system;
- Materials, colours and finishes include: Roller Shutter Door (Colorbond Windspray), Colorbond Clad Personal Access Door (Colorbond Wallaby), Revolution Roofing used for Wall Cladding (Colorbond Surfmist), Ultra Translucent Roof Sheeting, Revolution Roofing Roof Cladding (Colorbond Surfmist), 150mm Thick Reinforced Pre-Cast Concrete Wall Panels (Colorbond Wallaby);
- The works for Element 3 will necessitate the removal of a *Corymbia citriodora* (Lemon Scented Gum);
- Hours of operation will not change;
- Alterations to the car park at the rear of the site will also occur as a result of the works being carried out.

A smaller storage shed was proposed in the south east corner of the site measuring 6m by 12m and 4.55m in height but has now been removed from the proposed development. Likewise, a small walkway which was originally identified in the planning report as Element 1 has been removed from the proposal.

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 - Undercover area for receiving and dispatch	Performance Assessed
2 - Automated vertical storage and retrieval building	Performance Assessed
3 - Removal of a <i>Corymbia citriodora</i> (Lemon Scented Gum)	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 Strategic Employment Zone in the Planning and Design Code (The Code).

Properties notified	101 properties were notified during the public notification process.
Representations	Nine (9) representations were received.
Persons wishing to be heard	<p>Three (3) representors wishes to be heard.</p> <ul style="list-style-type: none"> • Paul Cosci of 1 Lea Street, North Plympton • Vanessa De Pretis of 4 Lea Street, Novar Gardens • Amy Defluiter of 26 Laurence Street, South Plympton
Summary of representations	<p>Concerns were raised regarding the following matters:</p> <ul style="list-style-type: none"> • The height of the building • The intensity of use within the building • Noise generated from activities • Traffic matters • Health and safety considerations • Property value
Applicant's response to representations	<p>Summary of applicant's response:</p> <p>Building Height</p> <ul style="list-style-type: none"> • The Planning & Design Code does not seek to hide buildings within the Strategic Employment Zone so as not to be visible from locations in the adjoining residential area but rather mitigate any visual impact arising (PO 4.1), which the applicant believes has been achieved in this instance. • PO 4.1 and the associated DPF which provides for buildings within an envelope formed by projecting a 45 degree plane from a height of 3 metres above ground level at the boundary between the non-residential and the residential use. • As shown on the initial proposal drawings, the building in question is sited well beyond the extent of the 45 degree building envelope contained within DPF 4.1, a distance of 39.81 metres from property boundary shared with these residential properties to the east, noting the proposed building height at 27 metres. <p>Intensity of Use</p> <ul style="list-style-type: none"> • This is a long-standing manufacturing use that is not constrained by conditions of approval that limit hours of operation and may be conducted in a 24 hour/7 day per week basis subject to observing the relevant noise measures. • No change is anticipated in the residential streets. <p>Noise</p> <ul style="list-style-type: none"> • The applicant has provided an acoustic report prepared by an acoustic engineer that recommends noise mitigation measures.

Applicant's response to representations <i>(continued)</i>	<p>Traffic</p> <ul style="list-style-type: none"> The applicant has provided a traffic report prepared by a qualified traffic engineer to demonstrate that traffic matters relating to parking on site is acceptable subject to a minor variation to allow for better manoeuvring of heavier vehicles within the site. <p>Health and Safety</p> <ul style="list-style-type: none"> Any suggestions of health and safety impacts on adjoining residents are refuted. <p>Property Values</p> <ul style="list-style-type: none"> Impact on property value (whether positive or negative) is not a valid town planning consideration.
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A copy of the representations and the applicant's response is contained in **Attachment 2**.

INTERNAL REFERRALS

Department	Comments
City Assets	<ul style="list-style-type: none"> The application is supported from a stormwater standpoint. The situation is much improved with the inclusion of detention and retention tanks. City Assets are unable to support the development from a traffic and parking perspective as a result of the non-complying layout of some of the parking spaces and the absence of information regarding the swept path assessment for the semi-trailer service vehicle. Amended plans and a further traffic report have been submitted by the applicant to address the concerns raised. Given that the site is not within a flood zone and the additional enclosed area is to meet existing building's FFL, the proposed 5.49 FFL is supported.
Consulting Arborist	<ul style="list-style-type: none"> There are currently no design solutions that could be used to effectively mitigate the continued structural damage associated with ongoing growth of the adjacent regulated tree. Therefore, complete removal is the only viable option to mitigate the issues associated with this tree and to allow for the future development of this site.
Waste Management	<ul style="list-style-type: none"> Waste Management have no issues with the proposed alterations, waste generation is not likely to change significantly. The existing waste services should suffice for the new additions.

EXTERNAL REFERRALS

Agency	Comments
Adelaide Airport Limited	<ul style="list-style-type: none"> There is no objection to the development subject to standard requirements. The recommendation includes the advice provided by the referral agency as advisory notes.

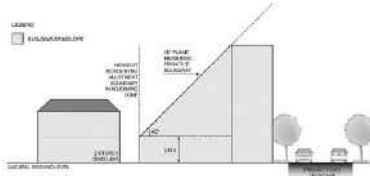
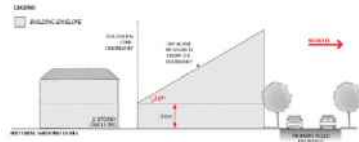
A copy of the internal and external referral responses are contained in **Attachment 3**.

RELEVANT PLANNING & DESIGN CODE PROVISIONS

The subject land is located within the Strategic 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>Strategic Employment Zone</i> <i>Local Variation (TNV)</i>	Maximum Building Height (Metres) (Maximum building height is 12m)	27m proposed Does not satisfy
Interface Height <i>Strategic Employment Zone</i> <i>PO 4.1</i>	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 within a neighbourhood-type zone as shown in the following diagram: 	Satisfies
Overshadowing <i>Strategic Employment Zone</i> <i>PO 4.2</i>	Buildings on sites with a southern boundary adjoining an allotment used for residential purposes within a neighbourhood-type zone are constructed within a building envelope provided by a 30 degree plane grading north measured from a height of 3m above natural ground level at the southern boundary, as shown in the following diagram: 	Satisfies
Car Parking <i>Table 1 - General Off-Street</i> <i>Car Parking Requirements</i>	0.5 spaces per 100m ² total floor area.	133 spaces provided 21 spaces shortfall Does not satisfy

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:

Intensity of use

The proposal development does not change the intensity of the premises as stated by the applicant. The proposed development enhances safety and productivity and this is considered to fall within the bounds of the site's current existing use rights.

Built Form/Building Height

A number of representors raised concerns regarding the building height of the new building (Element 2). While it is acknowledged that the height of the building to the rear of the site falls well outside the prescribed height (12m) found within the Local Variation TNV (Technical Numeric Variation) of the Strategic Employment Zone, the proposed height does satisfy Interface Height PO 4.1 of the zone in that the overall height of the proposed building falls under the 45 degree plane measured from the zone boundary, which is the eastern boundary of the site. This is achieved as a result of the 40m setback from the eastern boundary, thus allowing the building to deviate from the TNV. On this basis, the Performance Outcome is considered to be achieved.

Further to this, Adelaide Airport Ltd supports the additional height in that it will not impact on the safe operations of the airport, therefore PO 1.1 of the Airport Building Heights (Regulated) Overlay is considered to be satisfied.

In terms of the representors concern with the building height, it is acknowledged that the building will be seen from some vantage points. It is argued that a compliant building height of 12m would still be visible. The proposed setback of 40m and landscaping along the common fenceline is considered to sufficiently address this concern. Pencil Pine trees are recommended as a Reserved Matter along the eastern boundary fenceline due to their ability to quickly grow in confined spaces to a considerable height. Once the Pencil Pine trees reach a semi mature height, views of the rear building will be sufficiently obscured. The other buildings proposed will more or less replicate similar existing heights of the premises and are situated far from the residential properties to have no impact.

Solar access was also raised as a concern and based on the shadow diagrams submitted, shadows emanating from the 27m high warehouse building will not be cast over the adjacent residential area to the east until after 2pm on 21 June, thus receiving 5 consecutive hours of direct sunlight. This far exceeds the 2 hour minimum requirement found within PO 3.2 of the Interface between Land Uses module.

Noise and Air Emissions Overlay/Interface between Land Uses

Concern was raised by representors in relation to the potential noise generated within the proposed building to the rear of the site. This is not considered to be an issue as the building is 40m distant from the closest adjoining residential property. The building will be provided with acoustic requirements as per the acoustic report prepared by Sonus Acoustic Engineers. Having said that, the location of the site is within close proximity of Adelaide Airport which would generate far greater noise than the Philmac premises would. In this regard, PO's 1.2, 4.1 and 4.2 of the Interface between Land Uses module are satisfied.

Furthermore, hours of operation are not changing as a result of this development, thus there will be no additional impacts in this regard. The premises already operates at 24 hours per day, seven days per week.

Traffic Management

Alterations will be made to the premises that alter the car parking somewhat, however this is considered to improve upon the status quo. The car parking becomes more formalised and is supported by a well-regarded consultant traffic engineer. The changes proposed in Mr Weaver's report are considered appropriate and are accepted for the following reasons as follows:

- The 7 spaces located along the northern boundary can be amended from 90 degree parking to angled parking, thus allowing the vehicles to easily reverse and exit in a forward direction with minimal aisle width.
- The reduction in spaces on the double row of parking spaces oriented north/south allows for better manoeuvring of larger vehicles.
- There is ample space for additional car parking to be provided on site at the rear of the property in the event more spaces are required.
- In his report, Mr Weaver notes that there will be more parking spaces proposed (151) than there is currently (142).

Table 1 – General Off-Street Car parking Requirements of the Planning and Design Code would be relevant to the parking assessment. The relevant parking rates are:

- Store: 0.5 spaces per 100m² total floor area
- Warehouse: 0.5 spaces per 100m² total floor area
- Industry: 1.5 spaces per 100m² total floor area

With respect to the provision of car parking, Council's traffic engineer has noted that there is a shortfall in the number of car parking spaces provided of 21 spaces. It should be noted that this development facilitates better use and more efficient use of the premises. It is not proposed to be a generator of additional staff being employed. Also, as Mr Weaver noted above there is ample space for additional car parking to be provided on site, if required. Even if this weren't the case, the proposal shortfall would be spread on the average of the number of shifts, namely 7 spaces per shift, which is not considered to be fatal to the application.

A condition has been included in the recommendation to ensure large vehicle circulation and manoeuvrability in the car parking areas can be achieved.

On this basis, Table 1 is considered to be satisfied.

Landscaping

As per the discussion earlier in the report under 'Built Form/Building Height', it has been recommended as a Reserved Matter that a row of Pencil Pine trees be planted along the eastern boundary fence to restrict views towards the proposed 27m high building. The site is largely devoid of landscaping and any plantings will be considered to be an improvement.

Health and Safety

The premises occupied by Philmac, has carried out the manufacture of plastic parts for irrigation purposes for a considerable period of time. There has been no evidence presented that suggests there are any health and safety impacts associated with this long standing use or the proposed development.

Property values

As per long standing case law handed down by the Environment, Resources and Development Court, the perceived impact on property values by proposed development cannot be taken into consideration when assessing the appropriateness of a proposed development.

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 2022.6 dated 31 March 2022.

The development satisfactorily accords with the relevant provisions of the Planning and Design Code, in particular, the policies found with the Strategic Employment Zone, more specifically relating to interface height. In addition, a comprehensive landscape plan is required as a reserved matter to restrict views of the proposed structure to the rear of the site.

The hours of operation will not change, nor will access to the adjacent residential road network.

The issue of noise will be appropriately dealt with acoustic measures incorporated into the building closest to the adjoining residences.

On balance, the proposal reasonably satisfies the relevant provisions of the Planning and Design Code Version 2022.6 and therefore the application warrants the granting of Planning Consent, subject to the specified reserve matter 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. 22008071 by Philmac Pty Ltd to carry out additions and alterations to an existing industrial warehousing and storage facility, and removal of a significant tree at 53-57 & 59-63A Deeds Road, NORTH PLYMPTON (CT-5847/323, CT-5132/335) is GRANTED Planning Consent subject to the following reserved matter and conditions of consent:

Reserved Matter:

The following information shall be submitted for further assessment and approval by the City of West Torrens 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 rear of the site along the rear boundary. Such planting shall include Pencil Pine trees, shrubs and groundcovers that are complimentary to the desired character sought for this Zone and to assist in the softening of the built form and hard paved surfaces. More specifically, the row of Pencil Pine trees is to be planted along, and for the entire length of, the rear boundary (eastern boundary) at a height of 1.8m at the time of planting and planted no greater than 1m apart.

Pursuant to Section 127(1) of the *Planning, Development and Infrastructure Act 2016*, the Council 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/Demo Site Plan, Sheet PL01 Rev B, prepared by Tesseract International;
 - Proposed Site Plan - Sheet PL02 Rev D, prepared by Tesseract International ;
 - Proposed Part Site Plan, prepared by Tesseract International, Sheets PL03 - Rev C, PL04 - PL07 Rev B;
 - Elevations, prepared by Tesseract International, 20-549, dated 17 July 2022;
 - Elevations, prepared by Tesseract International, PL08 Rev A;
 - Elevations, prepared by Tesseract International, PL09, PL10 Rev B;
 - Elevations, prepared by Tesseract International, PL11, PL12 Rev C;
 - Perspectives, prepared by Tesseract International, PL13, PL14 Rev B;
 - Section, prepared by Tesseract International, PL15 Rev B;
 - Stormwater Management Plan, prepared by Tesseract International, Sheets C100 - C103 Rev A, dated March 2022;
 - Stormwater Management Plan prepared by Tesseract International, CSK1 Rev A, dated February 2022
 - Environmental Noise Assessment, prepared by Sonus Pty Ltd (Acoustic Engineers), dated July 2022;
 - Traffic Impact Statement prepared by Phil Weaver and Associates, dated 5 July 2022.
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. An amended plan shall be provided prior to the issue of Development Approval showing three car parking spaces (on the corners of the western row of each aisle) within the car parking area at the rear of the site removed in order to facilitate circulation of 19 m long semitrailers within the rear row of car parking at the eastern end of the site and circulation of a Heavy Rigid Vehicle (HRV) turning into the western aisle way at the rear of the site. The amended plan shall also show the angle of the 10 spaces on the northern side of the driveway (opposite the proposed WIP building) reorientated to 60° (rather than the current angle of 90°) as per the recommendations in the report prepared by Phil Weaver dated 5 July 2022.
4. 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.
5. All carparking 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 Carparking, prior to the occupation of the proposed development. Linemarking and directional arrows shall be clearly visible at all times.
6. Driveways, carparking spaces, manoeuvring areas and landscaping areas shall not be used for storage or display of materials or goods including waste products and refuse.

Advisory Notes:***Adelaide Airport Ltd:***

1. The development as described at an approximate height of RL 33.9m Australian Height Datum (AHD) does not penetrate the Adelaide Airport Obstacle Limitation Surface (OLS) airspace protected for aircraft operations. Any further proposed addition to the structure, including aerials, masts and vent/exhaust stacks, must be subject to a separate assessment.
 2. Crane operations associated with construction will be restricted to a maximum height of 36m Australian Height Datum and shall be the subject of separate application. Adelaide Airport Limited requires 48 days prior notice of any crane operations during the construction. Crane assessment may also have to be conducted by the Civil Aviation Safety Authority (CASA).
 3. Restrictions may apply to lighting illumination. Any lighting proposed shall conform to airport lighting restrictions and shall be shielded from aircraft flight paths.
 4. On completion of construction of the building. The proponent must provide Adelaide Airport with a written report from a certified surveyor on the finished height of the building.
-

Attachments

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

North Plympton 2073 002

9 March 2022

Rachel Knuckey
Team Leader Planning
City of West Torrens
Via the Plan SA Portal



Town Planning
Development Advice
Strategic Management

Dear Rachel,

DEVELOPMENT APPLICATION – PHILMAC PTY LTD – ADDITIONS & ALTERATIONS TO AN EXISTING INDUSTRIAL, WAREHOUSING & STORAGE FACILITY – 53 & 59 DEEDS ROAD, NORTH PLYMPTON

I refer to the Development Application by Philmac Pty Ltd that seeks Planning Consent for additions and alterations to their long standing existing industrial, warehouse and storage facility located at 53 and 59 Deeds Road, North Plympton so as to improve the efficiency of operations within this facility.

I have been engaged by Philmac Pty Ltd to provide town planning advice in relation to this proposal having regard to the existing improvements and operations on the land, the pattern and form of surrounding development and the relevant provisions of the Planning & Design Code.

Philmac is a wholly owned subsidiary of Aliaxis, a world leader in the manufacture and distribution of plastic performance pipe systems and fittings used in water supply and irrigation systems globally, having commenced their operations in South Australia since 1929 and from this plant in North Plympton since the early 1980's.

Further details regarding Philmac can be viewed at www.philmac.com.au

Consistent with its ongoing endeavor for continued improvement and efficiency so as to respond to the needs and requirements of constantly changing global markets, Philmac has undertaken a review of its operations at North Plympton and have committed to significant capital works to achieve this objective.

In addition to certain system improvements in the cost effective manufacture of quality products utilising state of the art techniques and technology, it is necessary to enhance their warehousing capacity and performance by introducing an automated storage and retrieval storage system for products, both finished and in progress.

Key in this regard, is the installation of a new vertical automated storage and retrieval system. Such a facility will not only minimises the effective footprint on this somewhat constrained site, but will optimise the receipt, storage and retrieval of products using sophisticated software systems and autonomous mobile robots.

Further detail regarding this system has been provided on the application package

Phillip Brunning & Associates

ABN 40 118 903 021

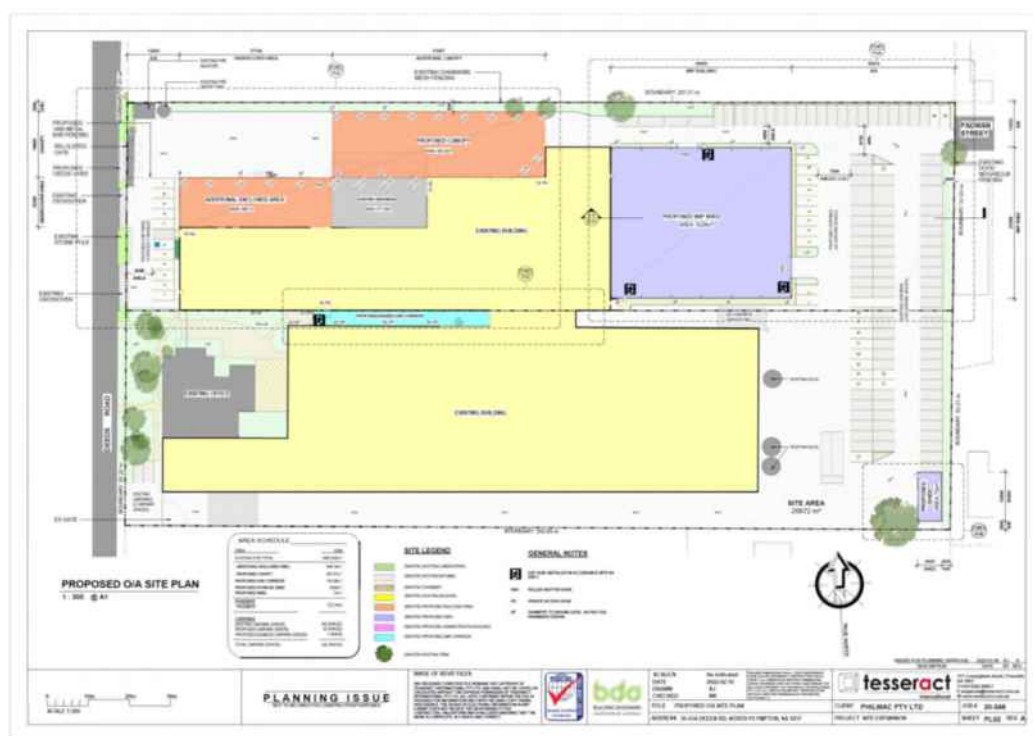
26 Wakeham Street
Adelaide SA 5000
0407 019 748
phil@phillipbrunning.com



1. Proposal

The proposal as depicted in the drawing set prepared by Tesseract is comprised of the following elements or components that are integrated from a systems perspective to achieve the required level of efficiency. In addition to this drawing set, Philmac have provided a very informative summary document for your consideration.

- Element 1 AMR Corridor for enhanced movement between buildings
- Element 2 Additional Undercover Area for Receiving & Dispatch
- Element 3 Automated Vertical Storage & Retrieval Building



Element 1 works will involve a minor increase in roofed area between buildings of 160 m² and will effectively connect the automated assembly area with the mould hall where plastic injection, machining and similar process are undertaken. Necessary building code upgrades will also be undertaken to facilitate this connection.

Element 2 works involve the construction of a 780 m² steel framed portal building with steel clad sides that will provide for greater capacity for manufacturing and support operations. This addition will integrate with that which adjoins it and present to Deeds Avenue as one building.

Element 3 works involve the construction of a 1628 m² building that is to have a wall and internal clearance of 25 m with a ridge height of 27 m. This building will accommodate the new vertical automated storage and retrieval system, spoken of above. This building will utilise concrete dado walls and steel sheet cladding above.

In addition to these elements, it is proposed to undertake certain internal reorganisation of plant and equipment. While these internal works will increase efficiency and productivity they do not change the external form of the existing building, and in themselves may not constitute 'development' as defined.



2. Site & Locality

The site of the proposed development is comprised of two allotments:

- Allotment 13 (53 Deeds Road) in Filed Plan 2059 within the Hundred of Adelaide, as recorded in Certificate of Title Volume 5847 Folio 323; and
- Allotment 12 (59 Deeds Road) in Filed Plan 2059 within the Hundred of Adelaide, as recorded in Certificate of Title Volume 5132 Folio 335.

In combination the site has an area of some 19,000 m².

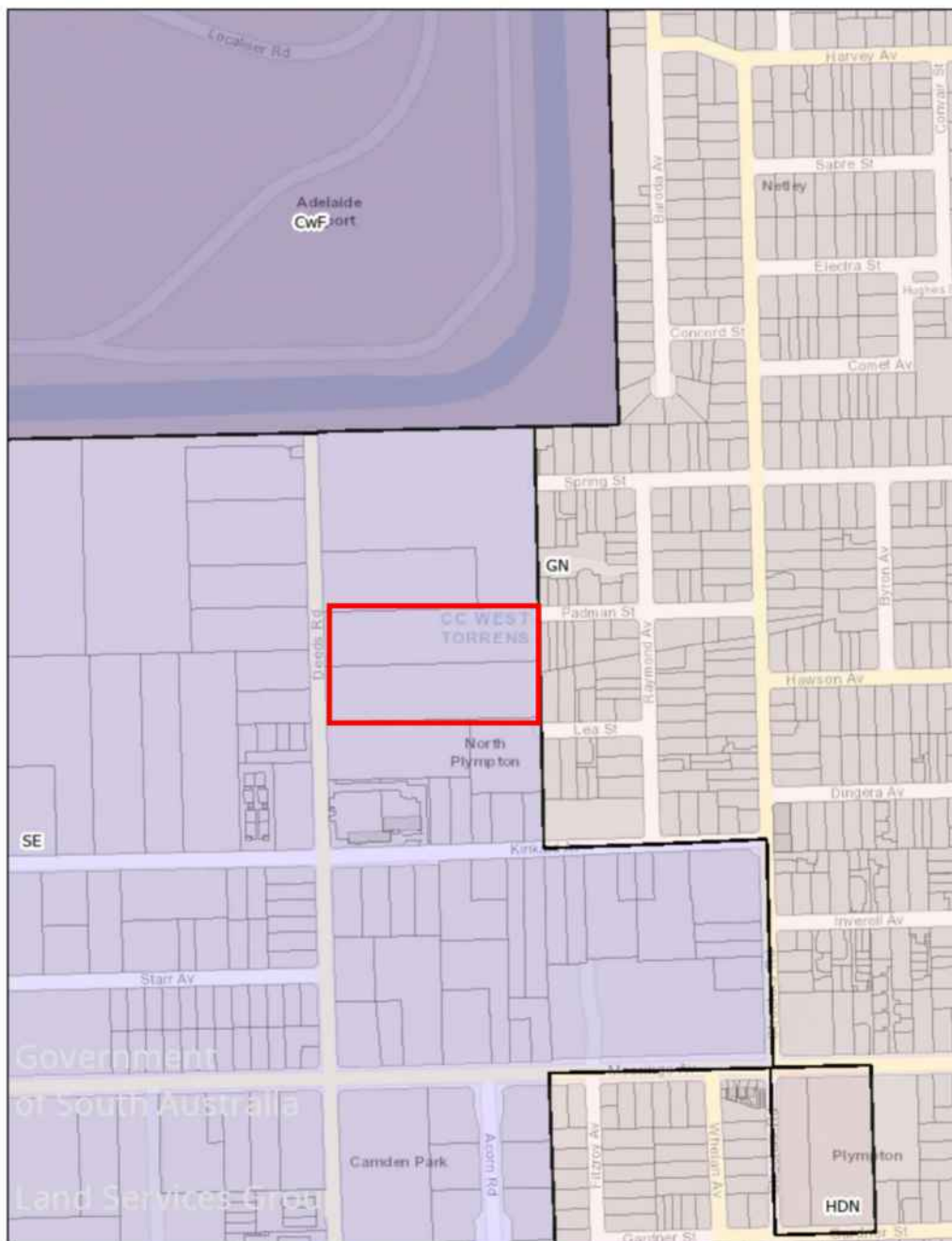
While the Philmac facility at North Plympton includes a leased property at 47 Deed Road, this property does not form part of the site for the proposed development which is limited to 53 and 59 Deeds Road.





3. Planning & Design Code

The site of the proposed development is located within the Strategic Employment Zone of the Planning and Design Code. As can be seen from the zone map provided below, the site adjoins land in the General Neighbourhood Zone to the east.



To the north of the site is the Adelaide Airport which is located within Commonwealth Facilities Zone. As the title suggests, this is Commonwealth land which is removed or immune from the State planning system.



The following policy Overlays are applicable to the site

- Aircraft Noise Exposure (ANEF 20)
- Airport Building Heights (Regulated) (*All structures over 15 metres*)
- Building Near Airfields
- Hazards (Flooding - Evidence Required)
- Prescribed Wells Area
- Regulated and Significant Tree of this development.

Table 5 – Procedural Matters indicates that proposal is not excepted from notification.

As the height of structures on site will exceed 15 metres, the application is to be referred to Adelaide Airports Limited as the airport-operator company within the meaning of such under the *Airports Act 1996* of the Commonwealth.

Preliminary discussions with AAL have informed the proposed building height.

4. Assessment Considerations

The following matters are most relevant to the assessment of this proposal

4.1 Land Use

The proposed development will not change the existing use of this land. The existing use for industry (manufacturing) and associated warehousing and distribution will continue albeit in an improved manner through the initiatives discussed above, not the least of which being the automated storage and retrieval system.

This use of land sits comfortably within the policies for the Strategic Employment Zone, the Desired Outcome for which provides for *a range of industrial, logistical, warehousing, storage, research and training land uses together with compatible business activities generating wealth and employment for the state*.

Performance Outcome 1.1 clarifies this when it states that

development primarily for a range of higher-impacting land uses including general industry, warehouse, transport distribution and the like is supplemented by other compatible development so as not to unduly impede the use of land in other ownership in the zone for employment-generating land uses, particularly those parts of the zone unaffected by an interface with another zone that would be sensitive to impact-generating uses.

With respect to the latter portion of this policy expression, I deal with the amenity considerations in relation to the residential area to the east further below, noting that this is an existing interface situation. with the industrial use of this property not subject to restriction in terms of hours of operation and the like.

4.2 Economic Benefit

Desired Outcome 1.1 for the Strategic Employment Zone also makes it clear that this is location for business activities that generate wealth and employment for the State. Manufacturing businesses such as Philmac are under increasing economic pressure to improve systems and efficiency, else face the prospect of closure or relocation.

While Philmac has a long standing history here in South Australia, it is part of a global business which operates within a global context where markets are influenced by a range of factors including cost pressures in an increasingly competitive operating environment.



This proposal represents a significant capital investment in the future of operations in South Australia which is recognised and supported by the South Australia Government. We anticipate a letter of support from the South Australian Government and will provide to Council once received.

I am mindful that the Planning, Development and Infrastructure Act 2016 has as its Object

to provide financial mechanisms, incentives and value-capture schemes that support development and that can be used to capitalise on investment opportunities, and to promote cooperation, collaboration and policy integration between and among State government agencies and local government bodies.

4.3 Form & Appearance

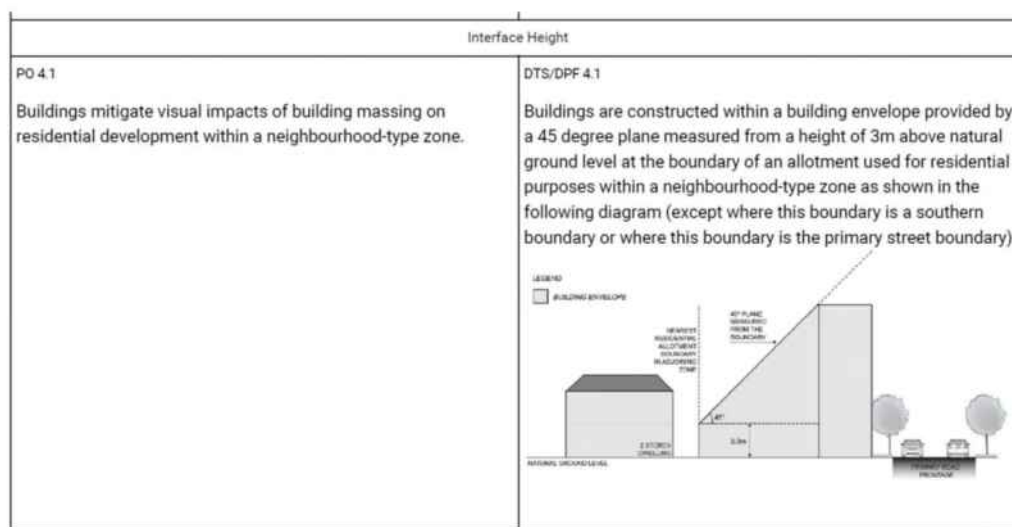
It is appropriate to note that the height of the proposed automated storage building is somewhat greater than the maximum other specified by the Planning & Design Code for this location which is 12 metres. While taller than that ordinarily provided for, the planning authority enjoys a discretion to accept greater height.

That is, if there are legitimate planning reasons as to why a building of greater height may be acceptable in the circumstance, the planning authority may form the view that the proposal is *not* seriously at variance with the Planning & Design Code and grant the requested consent.

I note that while the Planning and Design Code identifies a maximum building height of 12 metres, no planning rational or explanation is provided within this policy document as to the basis for this dimension, as is the case in other circumstances where building height is of critical importance.

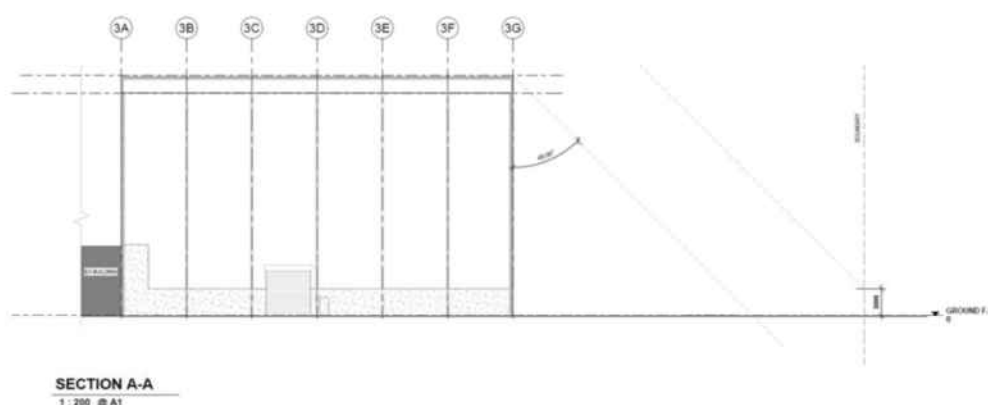
Rather, policies which are articulated within the Strategic Employment Zone have an emphasis on the manner in which non-residential buildings relate to existing low scale residential development in adjoining neighbourhood type zone and seeks a suitable interface between the two.

In this regard, I note that Performance Outcome 4.1 and the associated Designate Performance Measure which provides for buildings within an envelope formed by projecting a 45 degree plane from a height of 3 metres above ground level at the boundary between the non-residential and the residential use.





On my review, the proposal comfortably satisfies this building envelope given the substantive distance or set back provided between the two. I draw your attention to the cross section provided by Tesseract in their drawing set which conforms compliance with this DPF.



The Planning & Design Code provides an extensive suite of policy provisions that speak to design and appearance, including materials and finishes, facade composition and set back presentation to public roads. With reference to these provisions, I provide the following commentary for your consideration:

- proposed buildings are set well back from not only the property boundary to the east where the site adjoins residential properties, but also from Deeds Road being not closer to the street than existing buildings;
- suitable provision is made for landscaping to the front and rear of the site which will include trees and shrubs to assist in softening the appearance of buildings and enhancing local biodiversity;
- mindful that these are industrial buildings within an established industrial area, the proposal displays appropriate materials and finishes which have low light reflective finishes which assists in reducing their visual prominence;
- the taller storage building will incorporate a dado wall effect to add visual interest and reduce the vertical proportions of the structure to the extent that it will be visible from surrounding land;
- this storage building while 27 m height, is located more centrally within this very large site such that would not be visually prominent when viewed from the public realm nor from the residential properties to the east;
- this long standing industrial estate characterised by large steel framed buildings that while larger than that which are found within residential areas are nonetheless compatible if suitable separation is provided between the two; and
- appropriate separation has been provided between the differing forms of development, as evidenced by the cross section interface building envelope drawing referred to above.



4.4 Amenity

In addition to built form considerations, it is necessary to assess this proposal with respect to the potential for noise impact on the residential properties that adjoin to the east of the site. More particularly, the extent to which the proposal any increase noise impact.

Mindful of noise arising from aircraft using the nearby Adelaide Airport, I have turned my mind to the likelihood of noise arising from the activity conducted within the proposed buildings which are the subject of this development application. Use of the car park and associated driveways will not change.

The taller of the proposed building is to accommodate a storage function, utilising an automated placement and retrieval system which is understood to result in minimal noise that is unlikely to be audible from outside the building and certainly not of a magnitude that would disturb residents within the nearby residential area.

The addition proposed to the loading and unloading building adjacent to Deeds Road, is some 140 metres from the residential area to the east and will be screened by the proposed automated storage building. I do not anticipate an increase in noise impacts arising from this proposal.

Given the siting position of the proposed building works, I do not expect that shadow cast will have any impact on adjoining residential properties to the east. To the extent that an increase in shadow will arise from the proposed storage building, it will fall on the balance of the site occupied by Philmac.

4.5 Traffic & Parking

While I defer to the expert advice to be provided by Mr Phil Weaver of Phil Weaver and Associates, an experienced and highly regarded traffic engineer, I offer the following opinions from a town planning perspective with reference to the relevant provisions of the Planning & Design Code.

Notwithstanding an increase in floor area, I expect the demand for car parking arising from this plant will remain neutral or possibly decrease. I say this due to the transition towards automation which will rationalise the current workforce over time. This transition is discussed in the document provided by Philmac.

If the planning authority was of the mind to limit this approval to Philmac as the operator of this facility, then it is my instructions are that there is no objection to an appropriately worded condition being applied to the planning consent. This would preserve the planning authority's ability to review any change in circumstance.

Mr Weaver will review and advise in relation to the movement of vehicles, to, from and within the site, with will demonstrate that this will occur according to the relevant design standards and in a manner that does not compromise the role, function and/or safety of the surrounding road network.

4.6 Airport Building Heights

Given a building height greater than 15 metres, the development application is to be referred to Adelaide Airports Limited (AAL). AAL will assess whether the proposed buildings pose a hazard to the operation of the airport in terms of the Obstacle Limitation Surface (OLS) and Procedures for Air Navigation Services PANS-OPS.



4.7 Tree Removal

Regrettably, it will be necessary to remove a mature tree from the land in order to provide for the proposed building. This tree, a mature eucalypt has a trunk circumference of 2.46 metres and is therefore *regulated* in the meaning of such under the Planning, Development and Infrastructure Act 2016.

While a tree of some size, good form and on the face of it healthy condition, it is located more centrally within this large industrial site such that makes a limited contribution to visual amenity and local character. If the economic potential of this land is to be realised, this tree will need to be removed.

4.8 Stormwater Management

The Applicant has engaged Tesseract International to advise in relation to the management of stormwater arising from this development to the extent that the proposal may change the current arrangements on site. This report and preliminary design will be provided shortly once completed.

4.9 Environmental Initiatives

In so far as the Planning & Design Code seeks enhanced environmental performance, I note that Philmac has a demonstrated commitment to the installation of PV solar cells for power generation, with the roof of the new buildings likely to be utilised for similar purpose in due course.

With respect to electrical power use on site, I am advised that Philmac are currently reviewing all options and alternatives and will be able to provide a more definitive position to Council following the outcome of further discussions with SAPN over the coming weeks and months.

5. Conclusion

In conclusion, I am of the view that the proposal is an acceptable form of development that suitably accords with the Planning & Design Code so as to warrant planning consent. To the extent, the proposal does depart from certain measures (such as building height) no serious planning impacts are expected.

Yours faithfully

PHILLIP BRUNNING & ASSOCIATES PTY LTD

A handwritten signature in black ink, appearing to be 'PB', is located below the company name.

PHILLIP BRUNNING RPIA

Registered Planner

Accredited Professional – Planning Level 1, 2 & 3



Product Register Search (CT 5847/323)
Date/Time 10/03/2022 09:24AM
Customer Reference
Order ID 20220310001199

REAL PROPERTY ACT, 1886



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 5847 Folio 323

Parent Title(s) CT 4014/244
Creating Dealing(s) CONVERTED TITLE
Title Issued 11/05/2001 Edition 1 Edition Issued 11/05/2001

Estate Type

FEE SIMPLE

Registered Proprietor

PHILMAC PTY. LTD. (ACN: 007 873 047)
OF 286 SOUTH ROAD HILTON SA 5033

Description of Land

ALLOTMENT 13 FILED PLAN 2059
IN THE AREA NAMED NORTH PLYMPTON
HUNDRED OF ADELAIDE

Easements

NIL

Schedule of Dealings

NIL

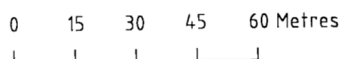
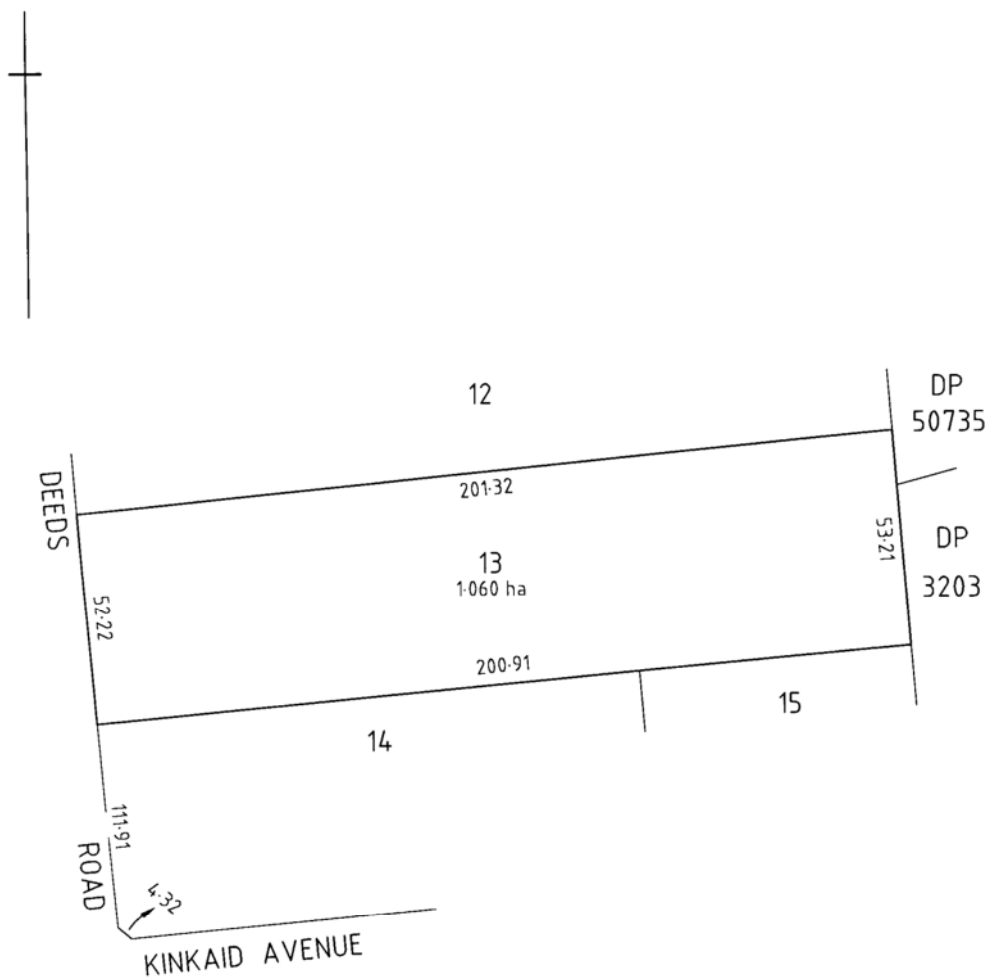
Notations

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



Product
Date/Time
Customer Reference
Order ID

Register Search (CT 5847/323)
10/03/2022 09:24AM
20220310001199





Product	Historical Search
Date/Time	10/03/2022 09:24AM
Customer Reference	
Order ID	20220310001199

Certificate of Title

Title Reference: CT 5847/323
Status: CURRENT
Parent Title(s): CT 4014/244
Dealing(s) Creating Title: CONVERTED TITLE
Title Issued: 11/05/2001
Edition: 1

Dealings

No lodged Dealings found.



Product Register Search (CT 5132/335)
Date/Time 10/03/2022 09:22AM
Customer Reference
Order ID 20220310001156



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 5132 Folio 335

Parent Title(s) CT 3563/85
Creating Dealing(s) TG 7464600
Title Issued 16/07/1993 Edition 1 Edition Issued 16/07/1993

Estate Type

FEE SIMPLE

Registered Proprietor

PHILMAC PTY. LTD. (ACN: 007 873 047)
OF 53 DEEDS ROAD NORTH PLYMPTON SA 5037

Description of Land

ALLOTMENT 12 FILED PLAN 2059
IN THE AREA NAMED NORTH PLYMPTON
HUNDRED OF ADELAIDE

Easements

SUBJECT TO EASEMENT(S) OVER THE LAND MARKED A AND B TO THE ELECTRICITY TRUST OF SOUTH AUSTRALIA (TG 7464600)

Schedule of Dealings

NIL

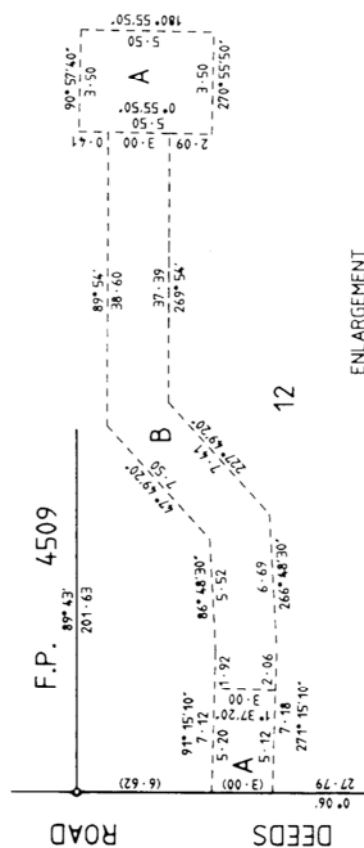
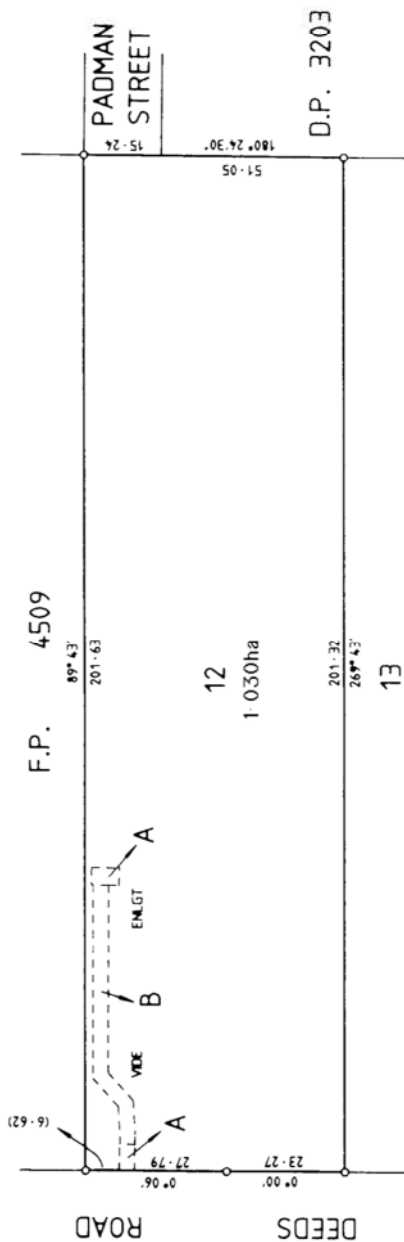
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Dealings Affecting Title	NIL
Priority Notices	NIL
Notations on Plan	NIL
Registrar-General's Notes	NIL
Administrative Interests	NIL

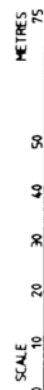


Product
Date/Time
Customer Reference
Order ID

Register Search (CT 5132/335)
10/03/2022 09:22AM
20220310001156



ENLARGEMENT
not to scale





Product	Historical Search
Date/Time	10/03/2022 09:22AM
Customer Reference	
Order ID	20220310001156

Certificate of Title

Title Reference: CT 5132/335
Status: CURRENT
Parent Title(s): CT 3563/85
Dealing(s) Creating Title: TG 7464600
Title Issued: 16/07/1993
Edition: 1

Dealings

No lodged Dealings found.

FACTORY OF THE FUTURE PROJECT

FOR

PHILMAC PTY LTD

53-59 DEEDS RD, NORTH PLYMPTON, SA 5037

APPLICATION ID: 22008071

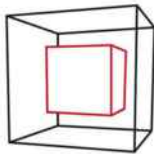
PROJECT: 20-549

ARCHITECTURAL DOCUMENTATION				
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PL 00	COVER SHEET	-	C	2022.08.01
PL 01	EXISTING/DEMO O/A SITE PLAN	1:350	B	2022.08.01
PL 02	PROPOSED O/A SITE PLAN	1:350	D	2022.08.01
PL 03	PROPOSED PART SITE PLAN (SHEET 1 OF 2)	1:200	C	2022.08.01
PL 04	PROPOSED PART SITE PLAN (SHEET 2 OF 2)	1:200	B	2022.08.01
PL 05	FLOOR PLANS (SHEET 1 OF 3)	1:100	B	2022.08.01
PL 06	FLOOR PLANS (SHEET 2 OF 3)	1:100	B	2022.08.01
PL 07	FLOOR PLANS (SHEET 3 OF 3)	1:100	B	2022.08.01
PL 08	ELEVATIONS (SHEET 1 OF 5)	1:100	C	2022.08.01
PL 09	ELEVATIONS (SHEET 2 OF 5)	1:100	B	2022.08.01
PL 10	ELEVATIONS (SHEET 3 OF 5)	1:100	B	2022.08.01
PL 11	ELEVATIONS (SHEET 4 OF 5)	1:100	C	2022.08.01
PL 12	ELEVATIONS (SHEET 5 OF 5)	1:100	C	2022.08.01
PL 13	PERSPECTIVES(SHEET 1 OF 2)	-	B	2022.08.01
PL 14	PERSPECTIVES(SHEET 2 OF 2)	-	B	2022.08.01
PL 15	SECTION	1:100	B	2022.08.01



PLANNING ISSUE

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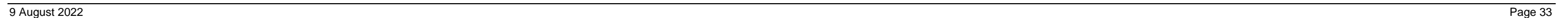


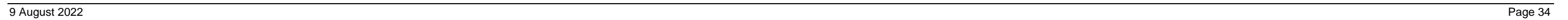
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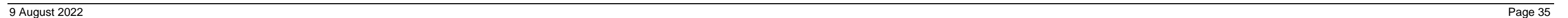
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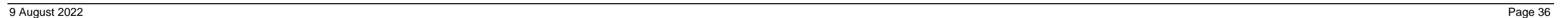
Tesseract International (Aust) Pty Ltd | 111 Conyngham Street, Frewville SA 5063
T +61 8 8362 8860 | F +61 8 8362 8890 | E enquiries@tesseract.com.au

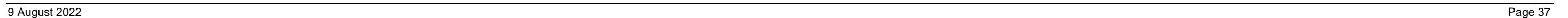
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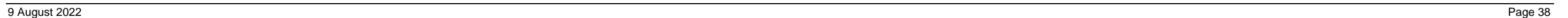


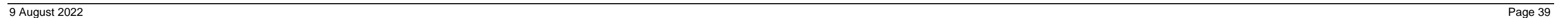


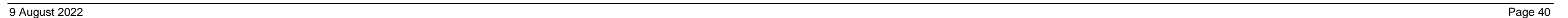














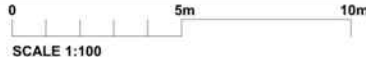
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- RL### LEVEL RELATIVE TO FLOOR LEVEL
- FL FLOOR LEVEL
- DO01 DOOR NUMBER
- B NEW BOLLARDS, CONCRETE FILLED. REFER TO ARCHITECTURAL SITE PLAN FOR LOCATIONS AND CIVIL DRAWINGS FOR DETAILS.
- DP PVC STORMWATER DOWNPIPE, PAINTED FINISH. RAINHEAD / OVERFLOW SPOUT IF SHOWN. COLORBOND FINISH.
- CAP ROOF CAPPING
- EG EAVES GUTTER - PURPOSE FOLDED STEEL
- EVC EVAPORATIVE COOLING UNIT AS PER THE MECHANICAL ENGINEER'S DESIGN.
- NOTE:**
- 1) PROVIDE ALL NECESSARY TRIMS AND FLASHINGS TO ENSURE ALL BUILDINGS ARE WATERTIGHT. ALL EXPOSED TRIMS, CAPPINGS ETC TO BE IN COLORBOND MATERIAL.
- MATERIALS:**
- RSD ROLLER SHUTTER DOOR.
- PA COLORBOND CLAD PERSONAL ACCESS DOOR, PAINTED FINISH AS SELECTED.
- WC REVOLUTION ROOFING 'REVS' OR EQUIVALENT WALL CLADDING, RIBS RUNNING HORIZONTALLY, PAINTED FINISH AS SHOWN.
- TRC 2400 gsm GRP ULTRA-TRANSLUCENT ROOF SHEETING WITH 300X150X1mm SAFETY MESH (TBC)
- RC REVOLUTION ROOFING 'REV 5' ROOF CLADDING. COLOUR SURFMIST.
- RCW 150mm THICK REINFORCED PRE-CAST CONCRETE WALL PANELS, AS PER STRUCTURAL ENGINEERS' DESIGN.
- COLOUR LEGEND**
- DUNE
- SURFMIST

NORTH ELEVATION (ASRS BUILDING)

1 : 100 @ A1

PLANNING ISSUE

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SCALE/S As indicated

DATE 19-07-2022

DRAWN SJ

CHECKED NK

TITLE ELEVATIONS (SHEET 2 OF 5)

ADDRESS 53-59 DEEDS RD, NORTH PLYMPTON, SA 5037

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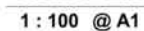
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	2022.03.08	SJ	A
DESCRIPTION	DATE	BY	REV.
CLIENT	PHILMAC PTY LTD	JOB #	20-549
PROJECT	FACTORY OF THE FUTURE PROJECT	SHEET	PL 09
		REV.	B

111 Conyngham street, Frewville SA 5063
T+618 8362 8860 I
E enquiries@tesseract.com.au
W www.tesseract.com.au



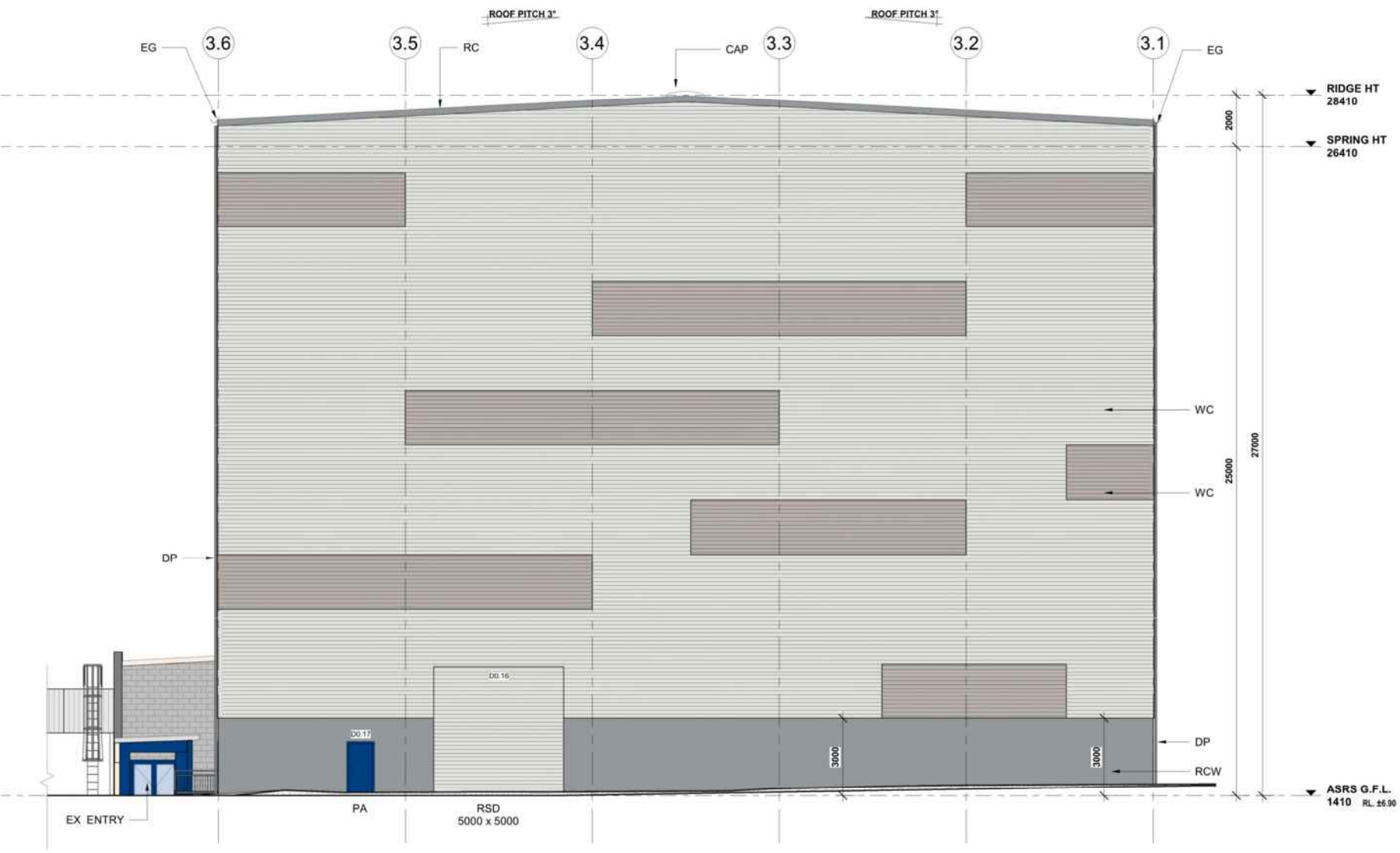
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REV. B

 SURFMIST

PROJECT FACTORY OF THE FUTURE PROJECT SHEET PL 11		REV. C
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EAST ELEVATION (ASRS BUILDING)
1 : 100 @ A1

ELEVATION LEGEND

- RL### LEVEL RELATIVE TO FLOOR LEVEL.
FI FLOOR LEVEL.
DO.01 DOOR LEVEL.
DO.01 DOOR NUMBER.
B NEW BOLLARDS. CONCRETE FILLED. REFER TO ARCHITECTURAL SITE PLAN FOR LOCATIONS AND CIVIL DRAWINGS FOR DETAILS.
DP PVC STORMWATER DOWNPIPE. PAINTED FINISH. RAINHEAD / OVERFLOW SPOUT IF SHOWN. COLORBOND FINISH.
CAP ROOF CAPPING
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EVC EVAPORATIVE COOLING UNIT AS PER THE MECHANICAL ENGINEER'S DESIGN.

NOTE:

1) PROVIDE ALL NECESSARY TRIMS AND FLASHINGS TO ENSURE ALL BUILDINGS ARE WATERTIGHT. ALL EXPOSED TRIMS, CAPPINGS ETC TO BE IN COLORBOND MATERIAL.

MATERIALS:

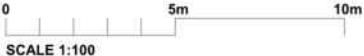
- RSD ROLLER SHUTTER DOOR.
PA COLORBOND CLAD PERSONAL ACCESS DOOR. PAINTED FINISH AS SELECTED.
WC REVOLUTION ROOFING 'REV5' OR EQUIVALENT WALL CLADDING. RIBS RUNNING HORIZONTALLY. PAINTED FINISH AS SHOWN.
TRC 2400 gsm GRP ULTRA-TRANSLUCENT ROOF SHEETING WITH 300X150X1mm SAFETY MESH (TBC)
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RCW 150mm THICK REINFORCED PRE-CAST CONCRETE WALL PANELS. AS PER STRUCTURAL ENGINEERS' DESIGN.

COLOUR LEGEND

- DUNE
SURFMIST

ISSUED FOR PLANNING APPROVAL	2022.08.01	SJ	C
ISSUED FOR PLANNING APPROVAL	2022.03.15	SJ	B
ISSUED FOR PLANNING APPROVAL	2022.03.08	SJ	A
DESCRIPTION	DATE	BY	REV.

PLANNING ISSUE
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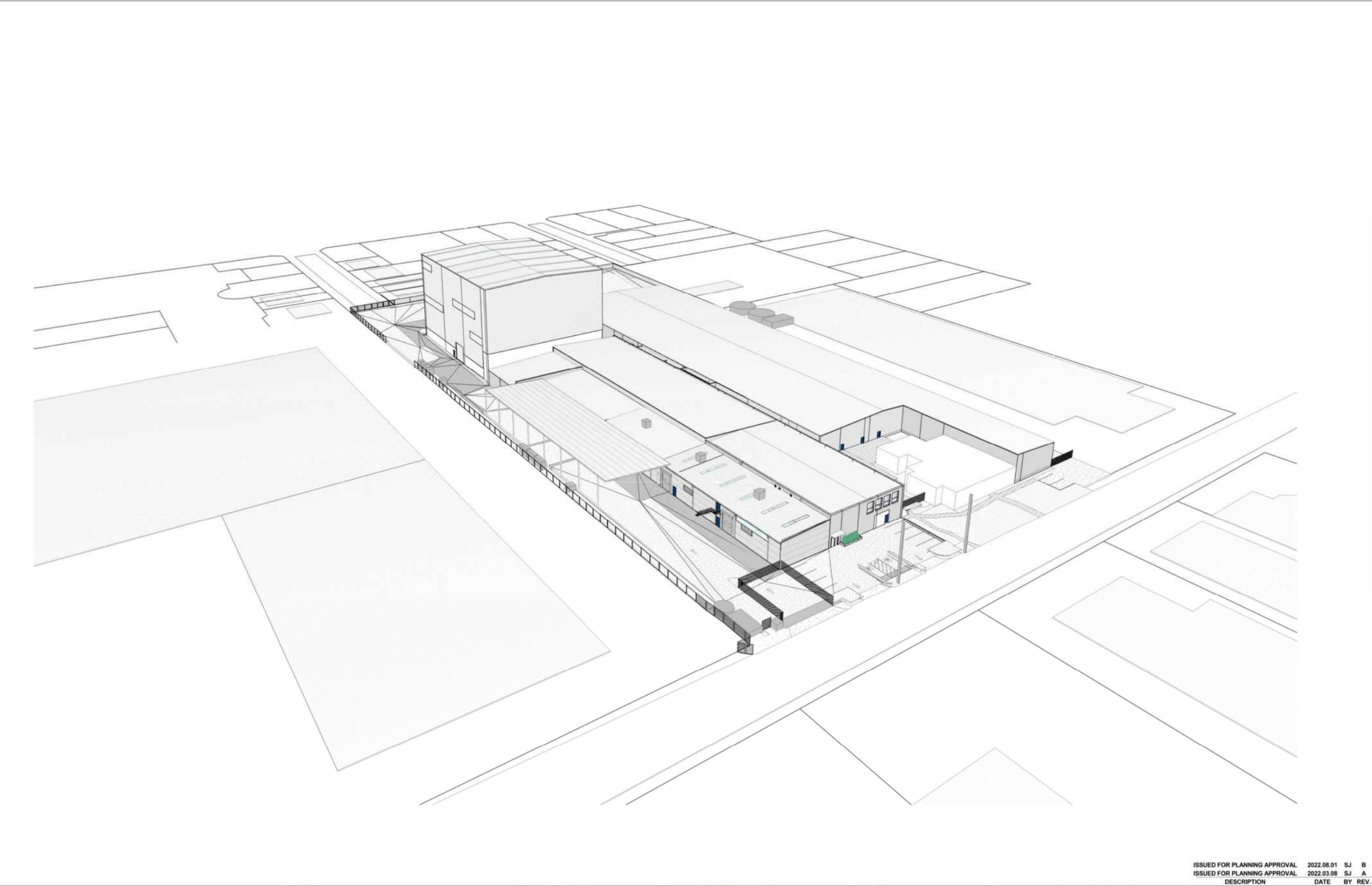
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SCALE/S As indicated
DATE 19-07-2022
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TITLE ELEVATIONS (SHEET 5 OF 5)
ADDRESS 53-59 DEEDS RD, NORTH PLYMPTON, SA 5037




CLIENT PHILMAC PTY LTD
PROJECT FACTORY OF THE FUTURE PROJECT
JOB # 20-549
SHEET PL 12 REV. C





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TITLE
ADDRESS

PERSPECTIVES(SHEET 1 OF 2)
53-59 DEEDS RD, NORTH PLYMPTON, SA 5037


ISSUED FOR PLANNING APPROVAL
ISSUED FOR PLANNING APPROVAL

2022.08.01
2022.03.08

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DESCRIPTION
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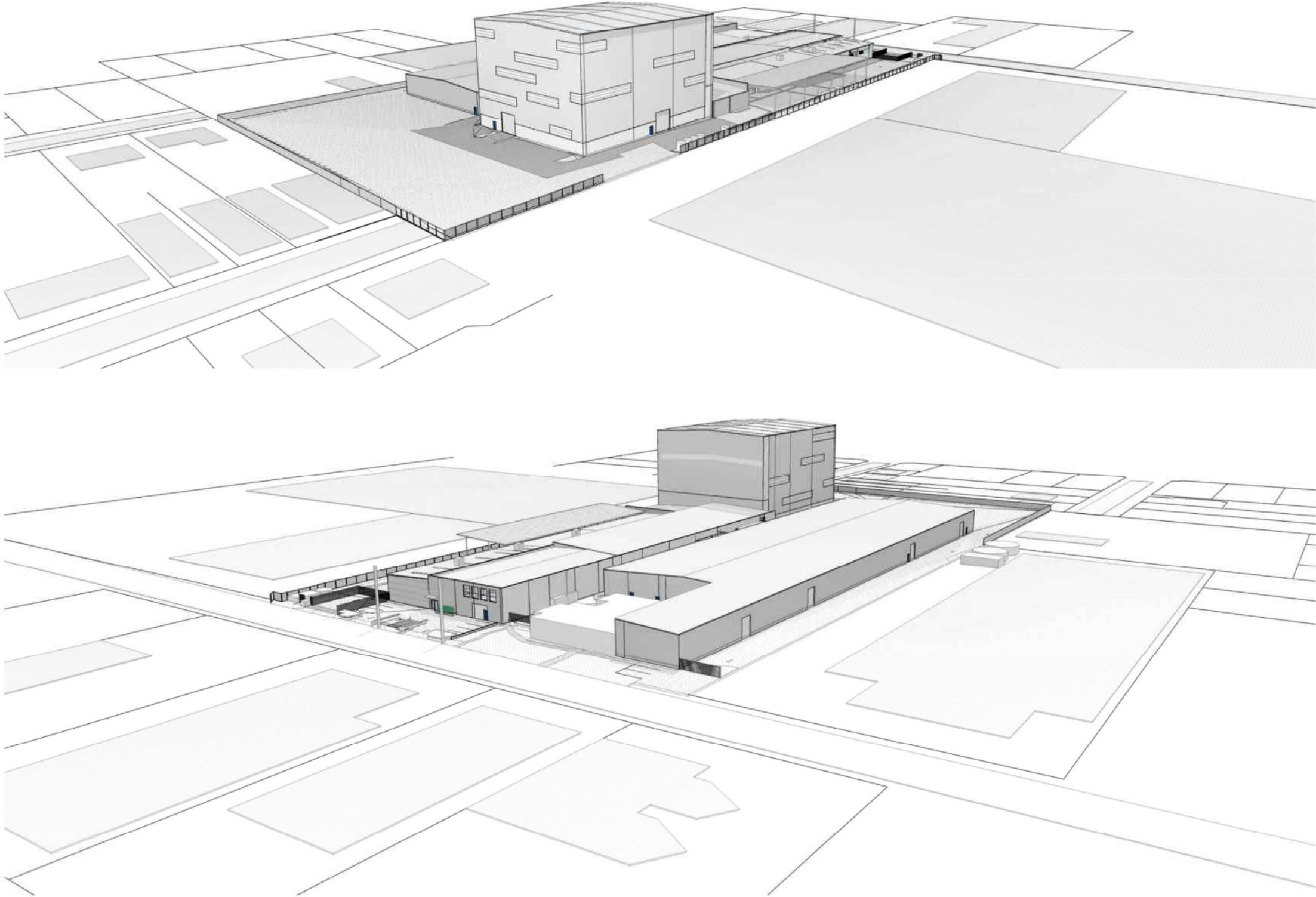
111 Conyngham street, Frewville
SA 5063
T+618 8362 8860
E enquiries@tesseract.com.au
W www.tesseract.com.au





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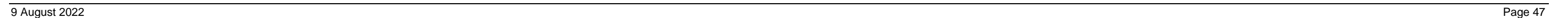
PHILMAC PTY LTD
FACTORY OF THE FUTURE PROJECT

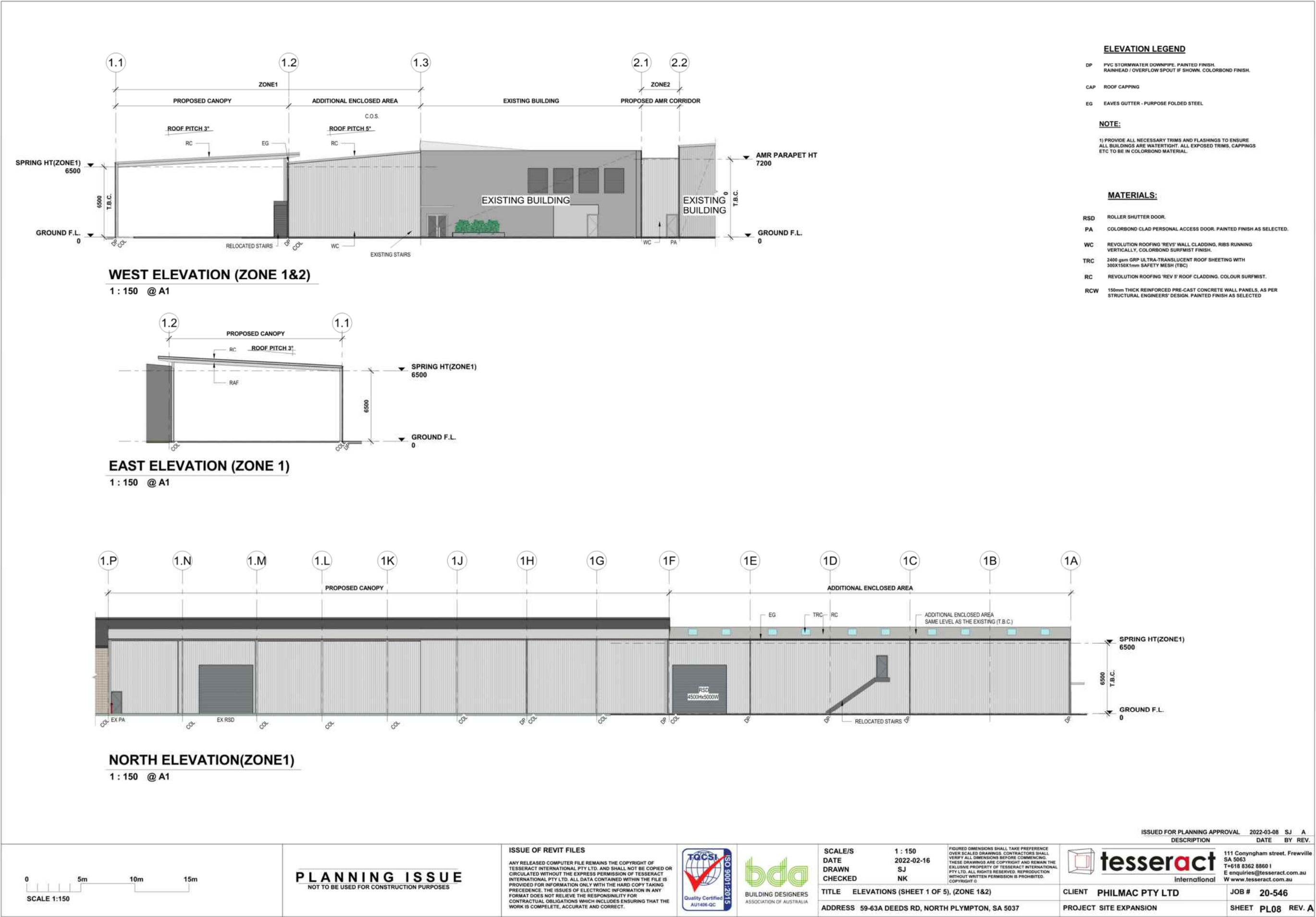
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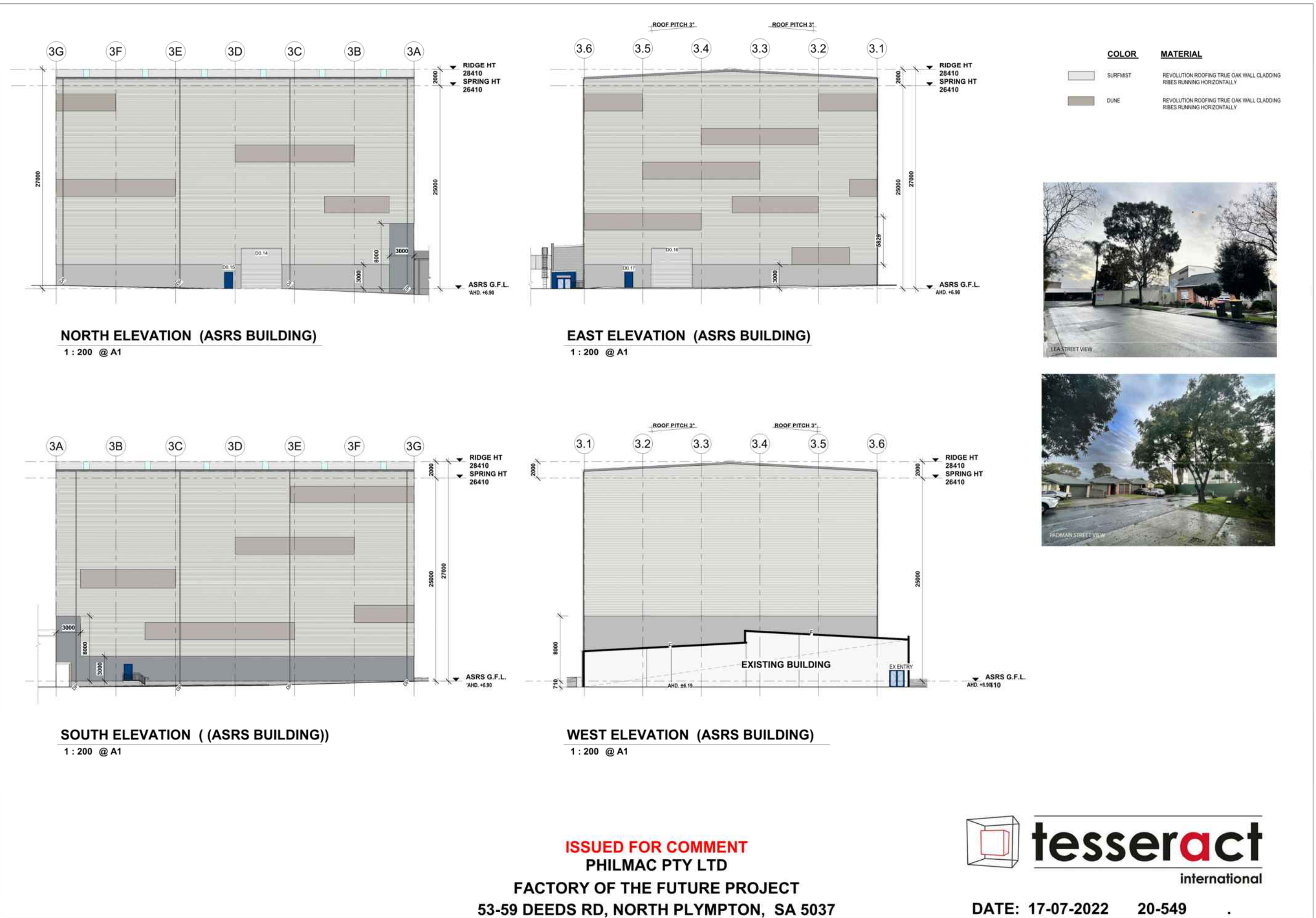
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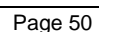


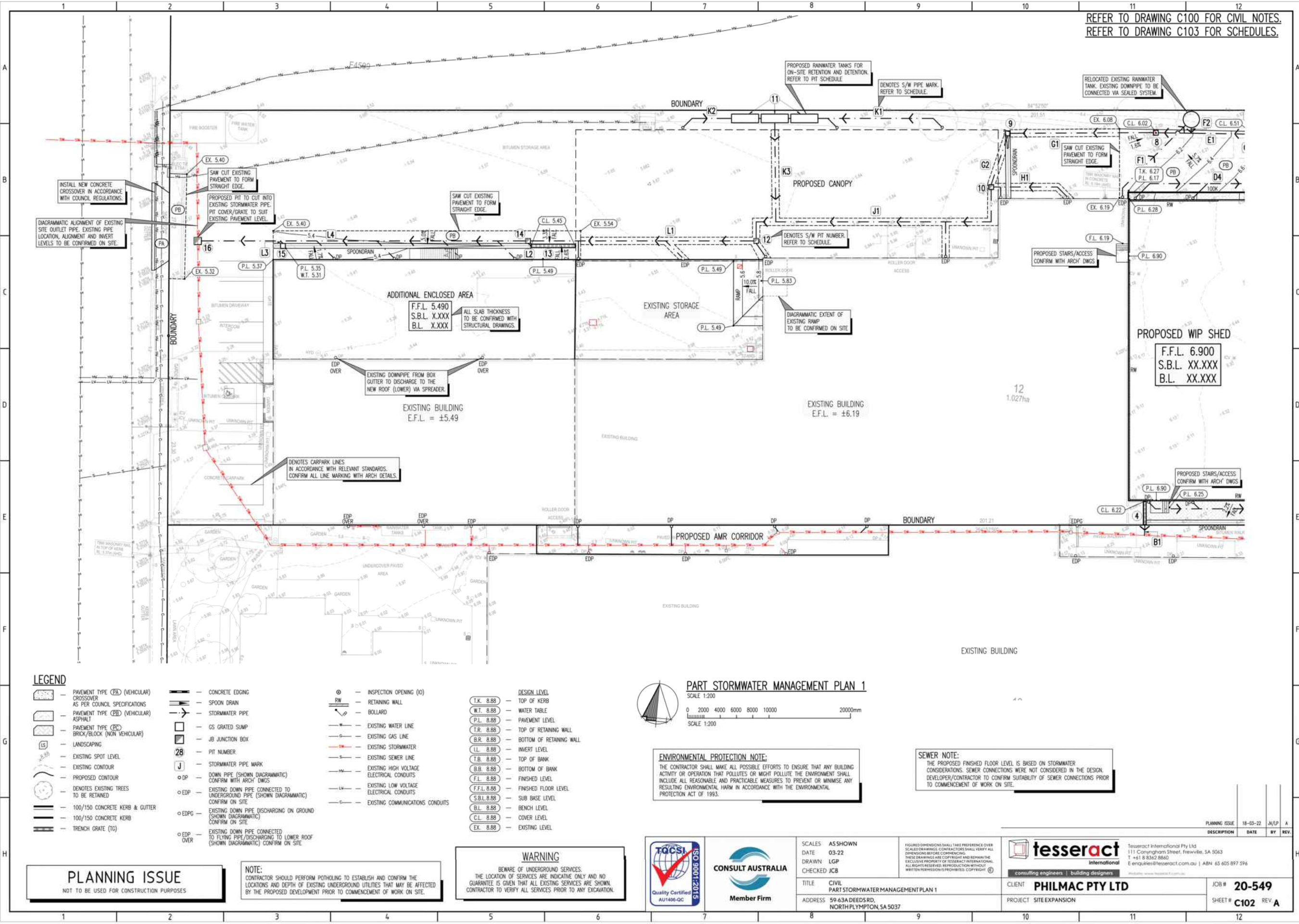
ARTIST IMPRESSION ONLY NOT TO BE USED FOR CONSTRUCTION PURPOSES		ISSUE OF REVIT FILES <small>ANY RELEASED COMPUTER FILE REMAINS THE COPYRIGHT OF TESSERACT INTERNATIONAL PTY LTD. AND SHALL NOT BE COPIED OR CIRCULATED WITHOUT THE EXPRESS PERMISSION OF TESSERACT INTERNATIONAL PTY LTD. ALL DATA CONTAINED WITHIN THE FILE IS PROVIDED FOR INFORMATION ONLY WITH THE HARD COPY TAKING PRECEDENCE. THE ISSUES OF ELECTRONIC INFORMATION IN ANY FORMAT DOES NOT RELIEVE THE RESPONSIBILITY FOR CONTRACTUAL OBLIGATIONS WHICH INCLUDES ENSURING THAT THE WORK IS COMPLETE, ACCURATE AND CORRECT.</small>	 	SCALE/S	<small>FIGURED DIMENSIONS SHALL TAKE PREFERENCE OVER SCALED DRAWINGS. CONTRACTORS SHALL VERIFY ALL DIMENSIONS BEFORE COMMENCING. THESE DRAWINGS ARE COPYRIGHT AND REMAIN THE EXCLUSIVE PROPERTY OF TESSERACT INTERNATIONAL PTY LTD. ALL RIGHTS RESERVED. REPRODUCTION WITHOUT WRITTEN PERMISSION IS PROHIBITED. COPYRIGHT ©</small>		<small>111 Conyngham street, Frewville SA 5063 T+618 8362 8860 E enquiries@tesseract.com.au W www.tesseract.com.au</small>
				DATE 19-07-2022 DRAWN SJ CHECKED NK			
PLANNING ISSUE NOT TO BE USED FOR CONSTRUCTION PURPOSES				ADDRESS 53-59 DEEDS RD, NORTH PLYMPTON, SA 5037		PROJECT FACTORY OF THE FUTURE PROJECT	SHEET PL 14 REV. B

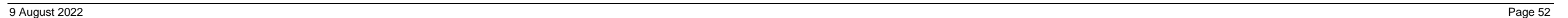


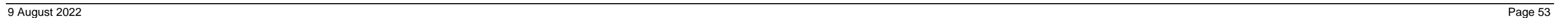


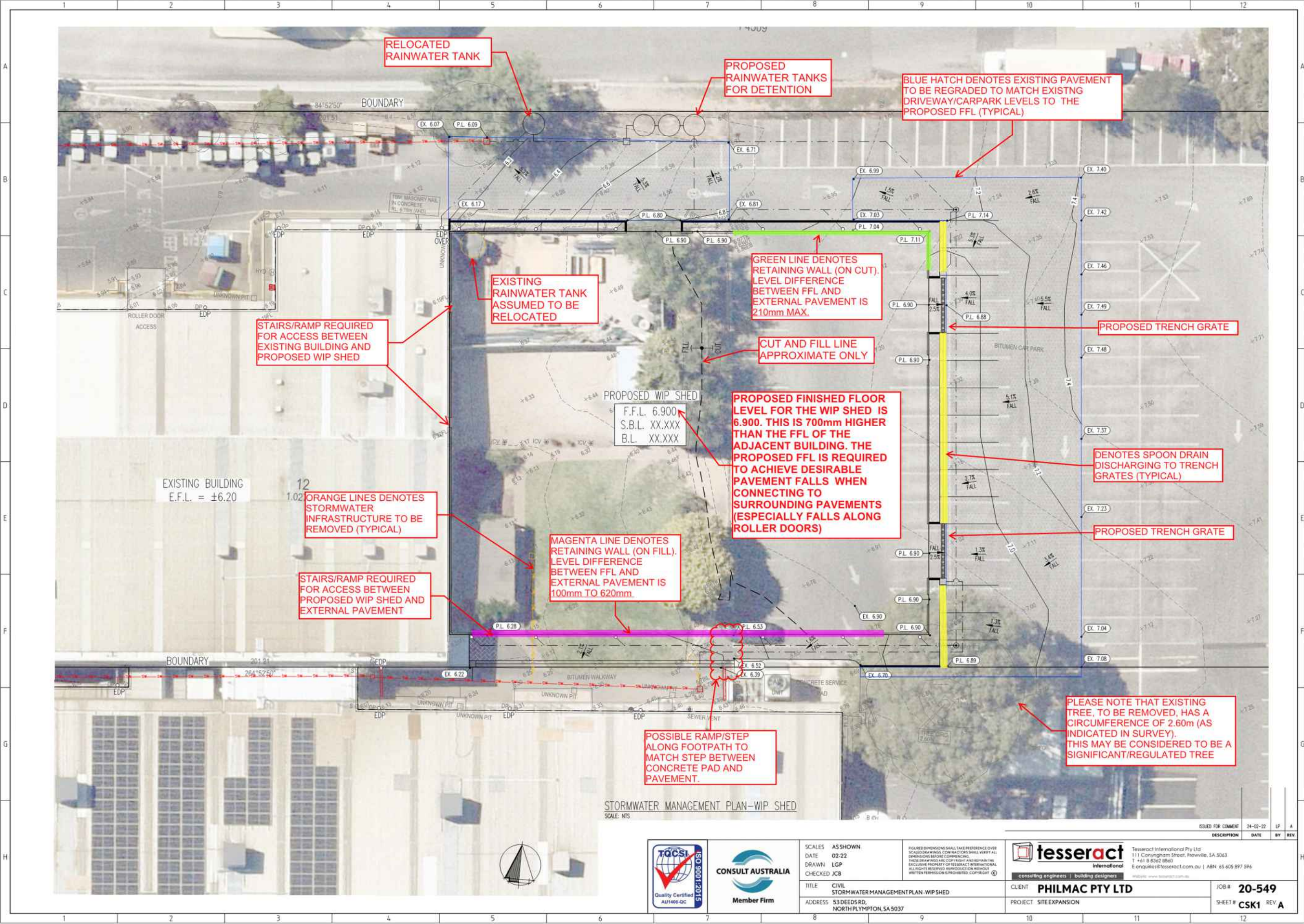












PHIL WEAVER & ASSOCIATES

Consultant Traffic Engineers
ABN 67 093 665 680

204 Young Street
Unley SA 5061

P: 08 8271 5999
E: mail@philweaver.com.au

File: 22-042

5 July 2022

Mr Richard Broadhead
Engineering Services Manager
Philmac

By email: Richard.Broadhead@philmac.com.au

Dear Mr Broadhead,

PROPOSED BUILDING ADDITIONS – 53-59 DEEDS ROAD, NORTH PLYMPTON – TRAFFIC AND PARKING ASSESSMENT

I refer to our previous discussions with respect to the proposed building additions on the above site which currently accommodates an industrial warehouse and storage facility operated by Philmac Pty Ltd.

As requested, we have undertaken the following review of the traffic and parking related aspects of the subject development.

EXISTING SITUATION

The subject site comprises two allotments, namely No. 53-57 (southern allotment) and No. 59 (northern allotment) Deeds Road. The adjoining allotment to the south (No. 47-51) is currently leased by the applicant but does not form part of the subject Development Application.

The subject site is located on the eastern side of Deeds Road, North Plympton, with an overall 52.22m frontage to this roadway.

The subject site is rectangular in shape with an overall area of 20,872m².

The subject site is located within an *Employment Zone*.

The subject site is owned and operated by Philmac, and currently accommodates:

- an industrial development comprising approximately 7,500m² of gross leasable floor area (glfa),
- approximately 220 employees, including 40 office employees (8.00 am to 5.00 pm) and 180 shift workers distributed over three shift lines namely:-

- 7.00 am to 3.00 pm,
 - 3.00 pm to 11.00 pm, and
 - 11.00 pm to 7.00 am.
- Vehicular access to the majority of the site typically provided in a one-way (clockwise) arrangement with entry via an access point centred approximately 25m from the northern boundary of the site and exit provided via an access point located adjacent to the southern boundary of the site,
 - Vehicles up to and including 19m long semi-trailers,
 - Approximately 145 on-site car parking spaces, comprising 7 spaces between Deeds Road and the building on the northern allotment (No. 59), 2 spaces in the south-western corner of the site adjacent to the exit-only access point, and the remaining 136 spaces distributed at the eastern 'rear' of the site,
 - A further 18 car parking spaces are provided at the front of 47-51 Deeds Road, and
 - External storage and loading areas in the north-western and south-eastern corners of the site, respectively.

Deeds Road adjacent to the subject land is a two-way undivided roadway under the care and control of the City of West Torrens. This roadway has a default speed limit of 50km/h and a kerb to kerb width of approximately 10.9m.

Deeds Road terminates approximately 160m to the north of the subject site on the southern side of Adelaide Airport and intersects with Kinkaid Avenue approximately 120m to the south of the subject site. The section of Deeds Road adjoining the subject site is essentially a no-through road beyond the intersection with Kinkaid Avenue.

On-street parking on Deeds Road adjacent to the subject site is typically unrestricted, with the exception of a two-hour (2P) restricted section adjacent the southern allotment (with a capacity to accommodate 4 parked cars), and a No Stopping anytime restriction adjacent to the northernmost 5m frontage of the subject site to facilitate exit movements from the adjoining development / access point.

From inspections of the locality it has been identified that there is a capacity to accommodate approximately 43 cars within the unrestricted parking areas on Deeds Road between the intersection of this roadway with Kinkaid Avenue and the northern end of the street at the boundary with the Adelaide Airport.

In the most recent five-year reporting period from 2016 to 2020 (inclusive), there have been no recorded road crashes on Deeds Road within 100m of the subject site.

Aerial imagery of the subject site and adjoining locality is provided in *Figure 1* below.

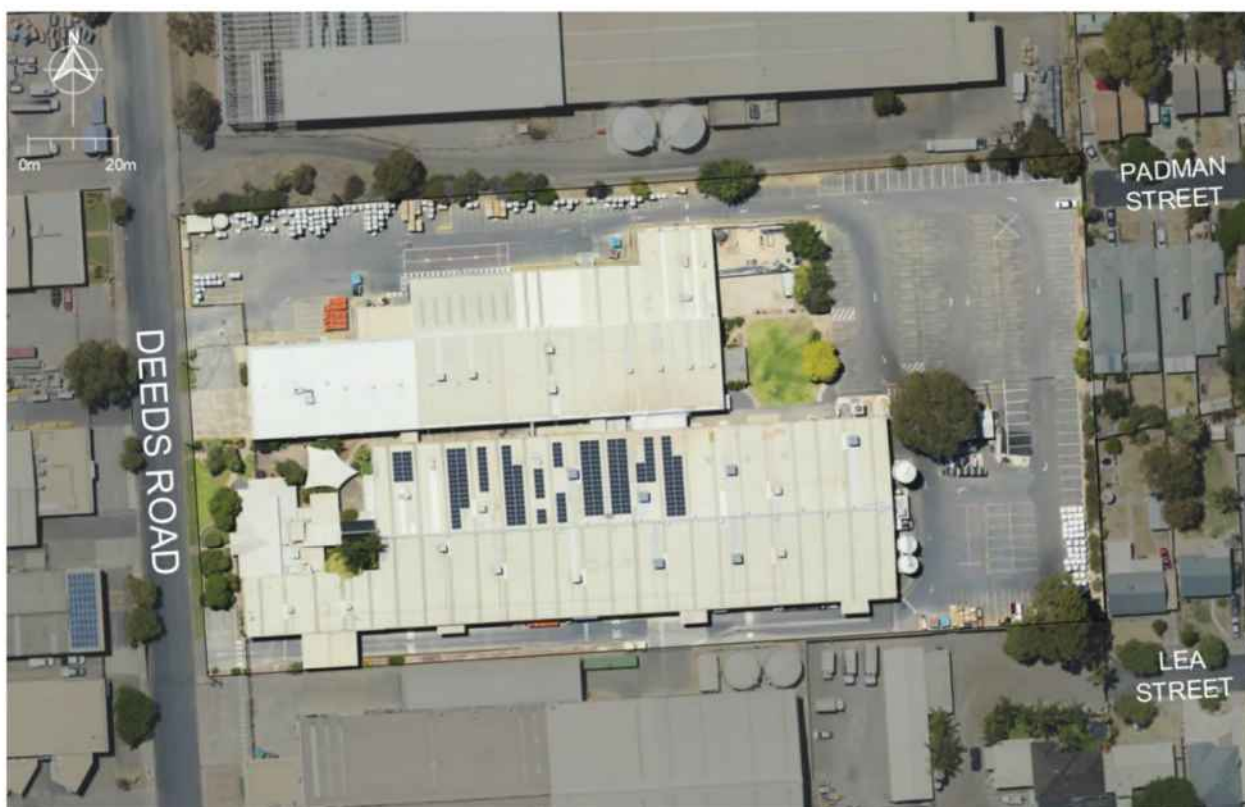


Figure 1: Subject site and surrounding locality

PROPOSED DEVELOPMENT

The proposed site expansion is identified on a series of plans prepared by Tesseract International (Project 21-526 Sheets PL00 to PL14) dated March 2022.

The proposed development will provide:-

- Building alterations including:
 - enclosure of an area between the buildings on the land located at 53 to 57 Deeds Road and 59 Deeds Road to provide an AMR Corridor for enhanced movement between these buildings,
 - construction of an additional undercover area to work accommodate reception and dispatch of materials and product, and
 - the construction of an Automated Vertical Storage & Retrieval / Work In Progress (WIP) building at the rear of the existing building located at 59 Deeds Road.
- Alterations to the existing vehicular access arrangements including:
 - A minor relocation of the main site entry slightly to the north, and
 - Minor changes to internal circulation, and

- Alterations to the existing on-site car parking areas including:
 - Reconfiguration of the front car parking area to provide 11 spaces for office staff and visitors, and
 - Amendments to the rear car parking area as a result of the footprint of the proposed WIP building.

The plans identify that the width of each 90° car parking space will be 2.5 m including the accessible car parking space and associated shared area at the front of the site.

The car parking layout will include four parallel spaces along the northern circulation roadway with the remaining spaces angle at 90°. The four parallel parking spaces are shown with widths of 2.55 m and lengths of 6.1 m.

Access aisle ways at the rear of the 90° car parking spaces would generally be a minimum of 6.2 m with the exception of those spaces located on the northern side of the site opposite the proposed Automated Vertical Storage & Retrieval (WIP) building.

It is recommended that three car parking spaces (on the corners of the western row of each aisle) within the car parking area at the rear of the site should be removed in order to facilitate circulation of 19 m long semitrailers within the rear row of car parking at the eastern end of the site and circulation of a Heavy Rigid Vehicle (HRV) turning into the western aisle way at the rear of the site.

Given the reduction in the width of the driveway/parking aisle on the northern side of the site in order to accommodate the footprint of the proposed WIP building I recommend that the angle of the 10 spaces on the northern side of the driveway (opposite the proposed WIP building) should be reorientated to 60° (rather than the current angle of 90°) consequently reducing the capacity of this area parking to seven spaces. These proposed changes would decrease the capacity of the on-site parking areas to 133 spaces.

On the above basis the proposed development would result in a total of 133 car parking spaces on the sites occupied by 53-57 and 59 Deeds Road based upon the suggested amendments to the plans including the provision of 13 car parking spaces at the front of the site comprising 11 spaces in the existing parking area in front of the building on 59 Deeds Road and two car parking spaces in front of the existing building located on 53 to 57 Deeds Road.

The 18 spaces located at the front of 47-51 Deeds Road will be retained resulting in a total on-site car parking provision of 151 car parking spaces for the subject development.

On the above basis, I consider that the design of the on-site car parking areas would conform to the relevant off-street car parking standards (*AS/NZS 2890.1:2004* and *AS/NZS 2890.6:2009*).

PARKING ASSESSMENT

Table 1 - General Off Street Car Parking Requirements within the *Planning and Design Code* identifies car parking requirements relevant to the proposed development as reproduced in *Table 1* below.

Table 1: Relevant off street car parking requirements

Class of Development	Number of Required Car Parking Spaces
Industry	1.5 spaces per 100m ² <u>total</u> floor area
Warehouse	0.5 spaces per 100m ² <u>total</u> floor area

I understand that the increase in floor area will predominantly accommodate storage of finished products within the additional enclosed areas at the front of the site and warehousing within the Automated Vertical Storage & Retrieval (Work In Progress) building.

For the purpose of this assessment it has been assumed that the provision of the AMR corridor could theoretically be considered as part of a factory use.

Table 2 (below) consequently provides an assessment of the theoretical increase in parking demand generated by the proposed additional floor areas on-site.

Table 2: Theoretical increase in car parking demand

Proposed Building Additions	Area (m ²)	Parking rate - spaces /100m ²	Spaces required
WIP Shed	1628	0.5	8.1
Enclosed area	446.7	0.5	2.3
Canopy	830.03	0.5	4.2
Shed	72	0.5	0.4
AMR corridor	133.54	1.5	2.0
Total			17 spaces

While the above assessment suggests an increase in car parking demand equivalent to 17 spaces, I understand that there will be no increase in staff associated with the proposed works. Consequently I consider that in reality there will be no increase in parking demand above that currently occurring on-site.

I am advised that there are currently three production shifts per day (Monday to Friday) with a maximum of 60 workers per shift with changeover between shifts occurring typically at:-

- 7.00 am,
- 3.00 pm, and
- 11.00 pm.

Consequently there would be a maximum parking demand generated by shift workers during immediate periods of changes in shift with peak demand occurring at approximately 3.00 pm on each day. Assuming that all shift workers drive individually to the site this would equate to a maximum requirement for 120 car parking spaces for these staff.

I also understand that there would be a demand for approximately 30 car parking spaces associated with office staff at the above time.

Consequently, I anticipate that there would theoretically be a peak demand for at most 150 car parking spaces on site. This level of demand should not change as a result of the proposed development. This overall level of car parking demand would be met by the provision of 151 spaces across the total site area.

I conducted a review of car parking demand within the on-site car parking area and on-street on Thursday 2 June 2022 between approximately 2.50 pm and 3.30 pm, i.e., in the period immediately prior to and after the change of shift associated with the subject development.

This review identified the following parking demands:-

- 30 cars parked with the unrestricted car parking areas (with a capacity of approximately 43 spaces) on the eastern and western sides of the section of Deeds Road between the intersection with Kinkaid Avenue and the boundary with Adelaide Airport at 2.50 pm,
- 142 cars within the various on-site car parking areas (including 6 cars parked within the parking area at the front of 47-51 Deeds Road) at approximately 2.55 pm, i.e., immediately prior to the change from day time to afternoon / evening shift, and
- 91 cars within the on-site car parking areas (including 6 cars parked within the parking area at the front of 47-51 Deeds Road) at 3.25 pm, i.e., after the change from day time to afternoon / evening shift. The reduction in parking demand in the half hour period from the inspection at 2.55 pm and that conducted at 3.25 pm reflected the departure of daytime shift workers from the subject development.

On the above basis I consider that the provision of a total of 151 within the various parcels of land operated by Philmac, which exceeded the 142 parking spaces parked on-site during the period of peak parking demand over the change of shifts, will be sufficient for the operation of future facilities on-site particularly given my understanding that there will be no increases in either office or production staff on-site as a result of the proposed building additions. This aspect reflects the nature of these proposed additions which essentially accommodate additional covered storage on-site replacing existing outdoor storage already occurring on site and an Automated Vertical Storage & Retrieval (WIP) system requiring very low levels of staffing.

TRAFFIC ASSESSMENT

Vehicular Trip Generation

The '*Guide to Traffic Generating Developments*' report produced by the (former) Roads and Traffic Authority of NSW identifies the trip generation rates relevant to the subject site as reproduced in *Table 3* below.

Table 3: Relevant RTA Trip generation rates

Form of Development	Daily vehicle trips	Weekday peak hour vehicle trips
Warehouses	4 per 100 m ² gfa	1 per 100 m ² gfa
Factories	5 per 100 m ² gfa	1 per 100 m ² gfa

Based upon an overall increase of approximately 3000 m² of storage area the proposed building additions would theoretically generate an increase in the volume of traffic entering and exiting the subject site of approximately 120 trips per day including approximate 15 trips in peak hour periods.

However, for the reasons indicated above, namely that there will not be an increase in staffing levels associated with the proposed works, it is anticipated that the actual increase in traffic movements would be much lower than that calculated from the RTA trip generation rates.

It is my understanding that any increase in traffic generated as a result of the proposed building additions would relate to an increase in deliveries equivalent to approximately 6 to 8 containers per month, i.e., the equivalent of approximately two additional container movements per week.

As previously indicated there should not be any increase in staff movements entering and exiting the subject site as a result of the proposed development.

I therefore conclude that there will be negligible increase in traffic movements generated by the proposed development.

Traffic entering and exiting the subject site continue to turn right into the site and left out of the site onto Deeds Road given that all traffic accessing the site will travel to and from the south.

The largest vehicles that will access the site will continue to be 19 m long semitrailers.

Figure 2 (included within the appendix to this report) identifies the entry and exit movements of a 19 m long semitrailer into the relocated access point on Deeds Road and an exit point from the existing gateway on the southern side of the building located at 53-57 Deeds Road. This assessment identifies that such a vehicle would continue to be able to enter and exit the subject site in a forward direction without the need to make multiple turns.

The plans prepared by Tesseract International indicate that the width of the proposed relocated crossover would be approximately 8.2 m as measured along the property boundary of the site with a gateway width of 6 m. The width of this gateway would need to be increased to 8.2 m in order to accommodate right turn entry movements by 19 m long semitrailers at this location.

Figure 3 (also included within the appendix to this report) identifies the turning paths of both:-

- A 19 m long semitrailer circulating within the rear aisle way of the car park at the eastern end of the site to travel around the building in a clockwise circulation pattern, and
- A 12.5 m long HRV turning from the northern roadway into the area at the rear of the proposed WIP shed.

The above figures identify that these internal circulation movements could be readily accommodated based on previously identified minor amendments to the proposed car parking layout at the rear of the site.

From my review on site during the change of shift it was apparent that there were no capacity issues on the Road network associated with staff leaving the site after the conclusion of the daytime shift particularly as all movements comprised left turn exit movements only.

REPRESENTATIONS

I have reviewed copies of the nine (9) representations which included written commentary in relation to the subject development. Only three of these representations included any references to traffic related matters. This commentary was generalised but in any event I do not consider that the proposed development will result in adverse traffic, or for that matter parking, related concerns for the following reasons:-

- any increase in traffic generated by the subject development as a result of the proposed building additions would relate to an increase in deliveries equivalent to approximately 6 to 8 containers per month, i.e., the equivalent of at most two additional container movements per week,
- there should not be any increase in staff movements entering and exiting the subject site as a result of the proposed development,
- Traffic entering and exiting the subject site will continue to turn right into the site and left out of the site onto Deeds Road given that all traffic accessing the site will travel to and from the south.
- The largest vehicles that will access the site will continue to be 19 m long semitrailers.

I therefore conclude that there will be negligible increase in traffic movements generated by the proposed development and this basis I consider that there will not be adverse traffic impacts on the adjoining road network as a result of the proposed development.

SUMMARY AND CONCLUSIONS

In summary, I consider that the proposed development will:

- Provide a design standard which is appropriate and meets the requirements of the relevant Australian Standards for off-street parking areas,
- Not result in adverse traffic impacts on the adjacent road network, given that there would be very low increase in weekday and peak hour traffic movements associated with the proposed building additions on-site noting that these additions include replacement of outdoor storage areas with covered facilities, and
- Provide a total of 151 on-site car parking spaces, based upon the suggested minor modifications to the car parking layout as previously submitted to Council. Based on the nature of the proposed works and assessment on-site I consider that there will remain sufficient on-site car parking to meet the anticipated peak parking demands of the proposed additional buildings on site.

Yours sincerely



Phil Weaver
Phil Weaver and Associates Pty Ltd

Enc: Figures 2 and 3.









Philmac Site Development

Philmac North Plympton

Philmac own two titles;

53 – 59 Deeds Road -7,500m²

- 53 Deeds Rd = 5,000m²
- 59 Deeds Rd = 2,500m²

Used for high value manufacturing. Injection Moulding & Assembly operations. + business functions of Administration, Product Development, Quality Control and Engineering

47 Deeds Road used as National Distribution Centre (NDC)

Proposal to develop 59 Deeds Rd to include;

1. New building at rear (1628m²)
2. Northern Extension (780m²)
3. Material movement corridor (140m²)

Current Operations

Existing Site Layout

- Current site split over 3 titles, separated by access road

- Total Land 28,120 m²

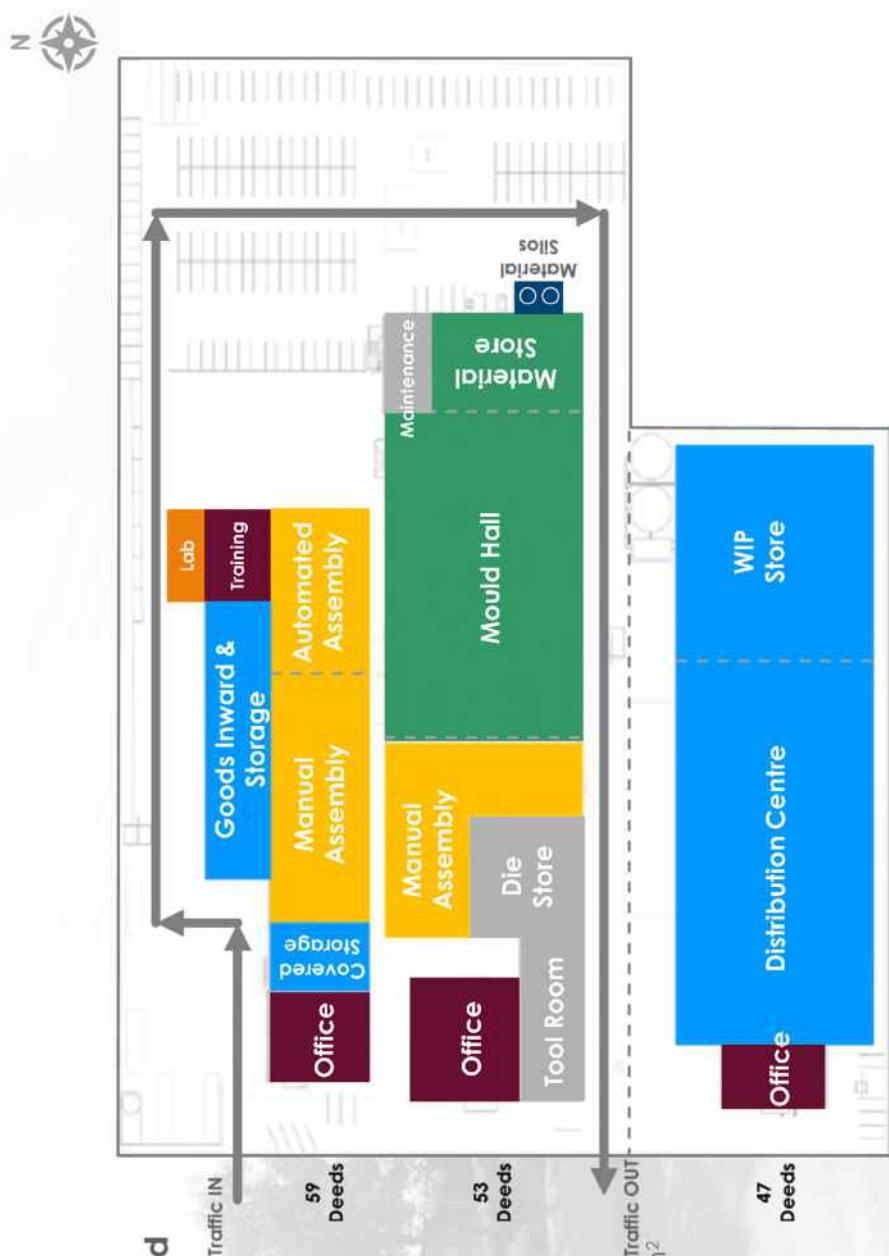
- Factory, 53-59 Deeds Rd 20,900 m²
- Warehousing & Distribution, 47 Deeds Rd 7,220 m². Leased property.

- Total Under-Roof Area 15,034 m²

- Factory, 53-59 Deeds Rd 9,554 m² (including mezzanine offices & canopy)
 - Moulding 2,930 m²
 - Assembly 2,540 m²
 - Die Store, Tooling, Maintenance 780 m²
- Warehousing & Distribution, 47 Deeds Rd 5,480 m² (including canopy)

- Space constraints limits

- Inefficient material flows (see next slide)



Current Operations

Goods inwards material movement

- 1 Raw materials and purchased components received in Goods Inward store
- 2 Incoming inspection completed
- 3 Received goods manually transported arounds site to WIP Store via forklift
- 4 Goods received into WIP store and warehoused ready to be recalled for use
- 5 Raw materials received at rear into material silos

Material movement across site are inefficient and time consuming due to current layouts

Philmac Factory of the Future New Site Layout

Utilising new technology for improved operating efficiency and reduced footprint, Philmac has re-designed its site layout to improve efficiency, material flow and safety

Updated site layout can fully support business needs on 53-59 Deeds Rd

- 1 New 1,600m² WIP & FG Warehouse Building incorporating an ASRS
- 2 Corridors for automated material movement between processes
- 3 Upgrade to Receiving & Dispatch
 - Adjacent to warehouse
 - More efficient material movement for received goods and WIP (see following slides)
- 4 Created additional space for key processes
 - Raw Material Preparation (Material Store)
 - Die Storage
- 5 Consolidated activities to drive efficiency
 - Assembly
 - Die Store, Tool Room & Maintenance

5 5

Philmac Factory of the Future Automated Storage & Retrieval System (ASRS)

Automated Finished Goods Picking and WIP functions

ASRS Design

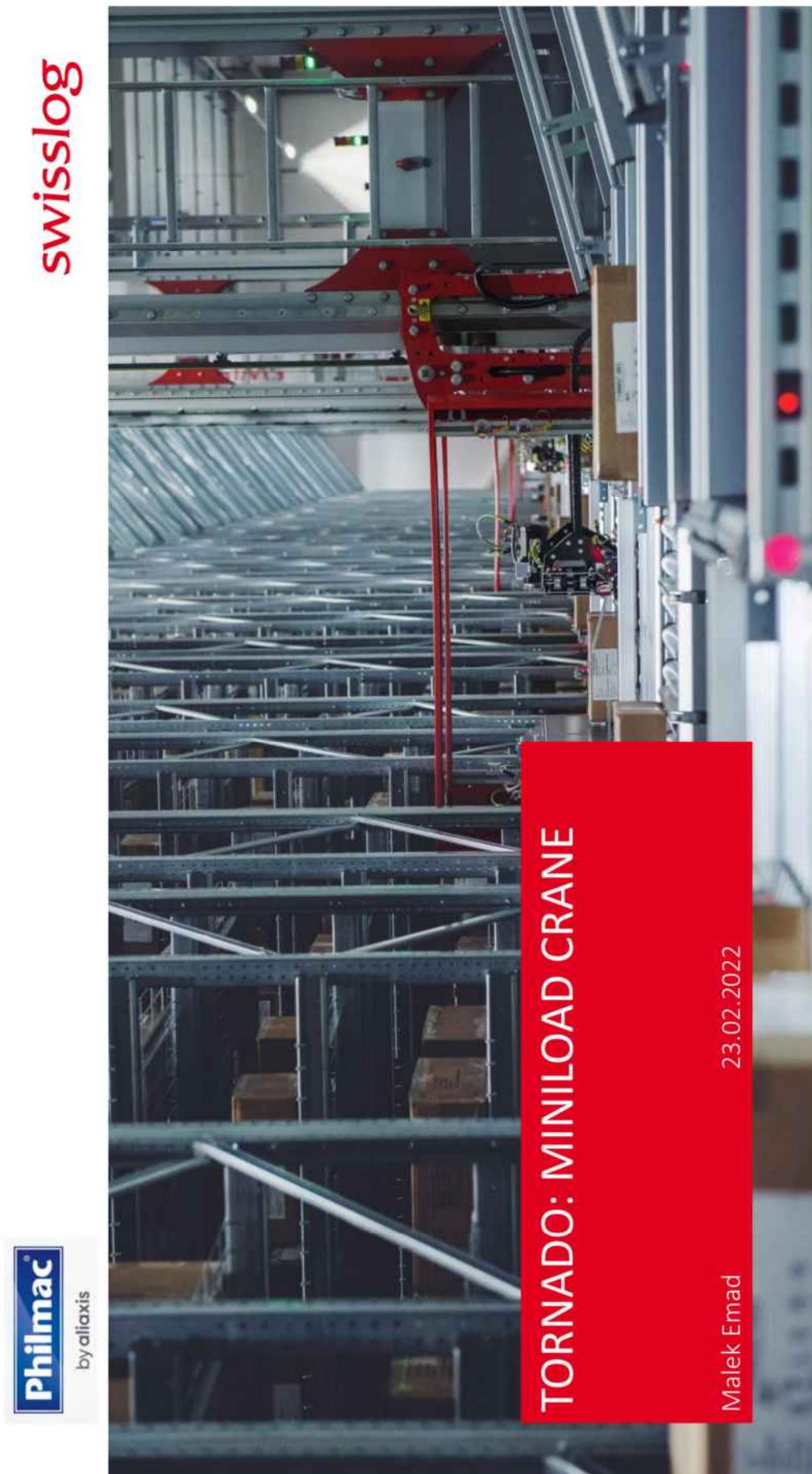
- o Optimised to match production demand and future growth predictions

Features

- o Automated receiving, put-away, and retrieval
- o Goods-to-person picking
- o One facility stores finished goods and WIP (moulded & purchased components)
- o Improved stock management
- o Suitable for future for IT systems integration



ASRS Mini-Load* Crane Example



Philmac
by aliaxis

swisslog

TORNADO: MINILOAD CRANE

23.02.2022

Malek Emad



Tornado - Miniload Crane

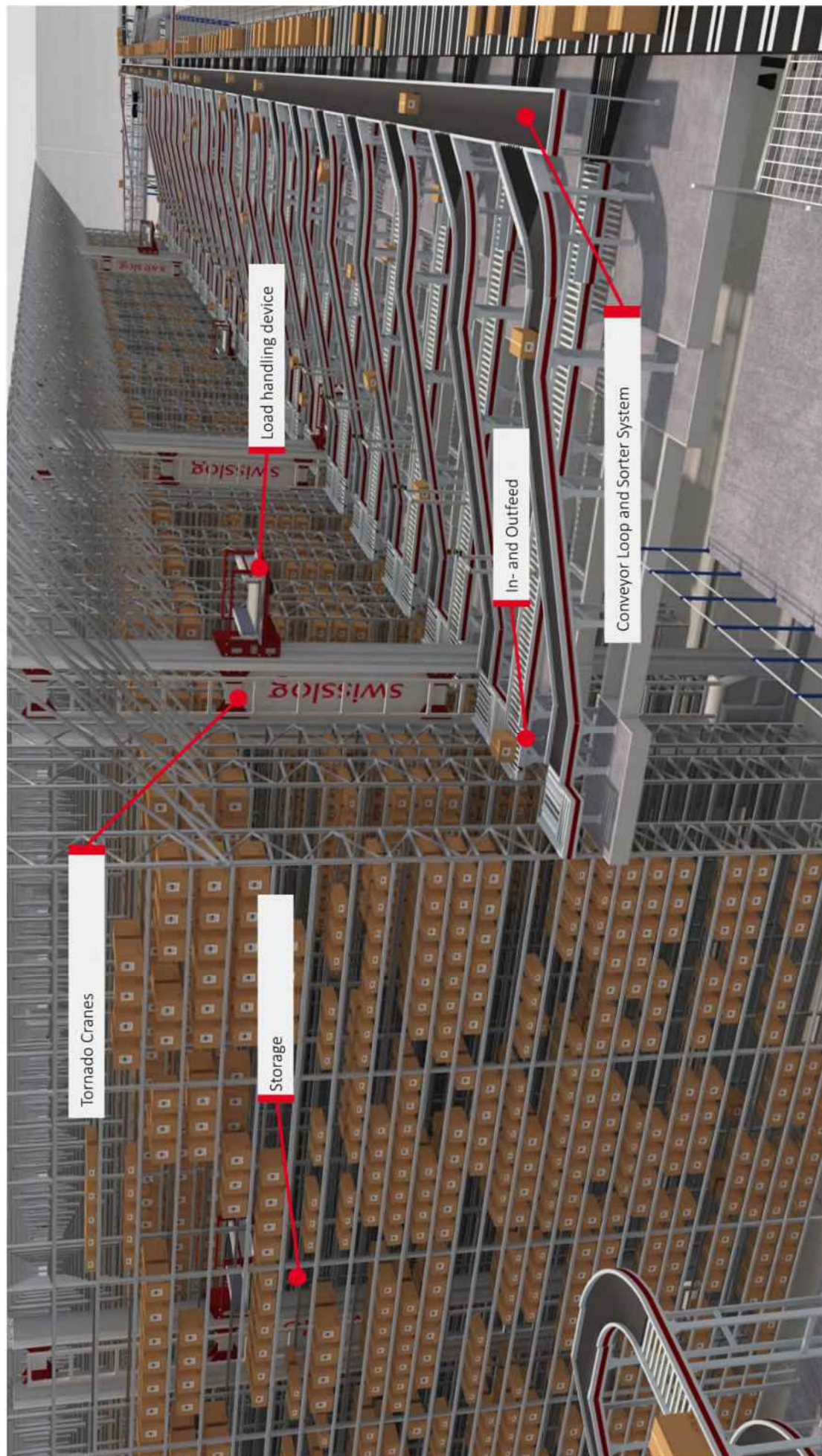
- Swisslog's Tornado miniload crane is based on a modular system with varying height up to 24m
- The crane operates via a metal guide rail to move along a horizontal aisle with power and data supply.
- The load attachment moves vertically along the crane to store and retrieve totes and bring them back to operator stations via conveyor systems.
- This system is powered by Swisslog's SynQ software which manages both stock as a WMS and low-level controls for crane movements.

swisslog



Presentation title (optional) | Date (optional)

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Floor Requirements

Light goods technology

- The warehouse floor must meet tolerances provided in FEM 9.832. Values are provided for reference in the table below. Values should always be confirmed against the reference standard.

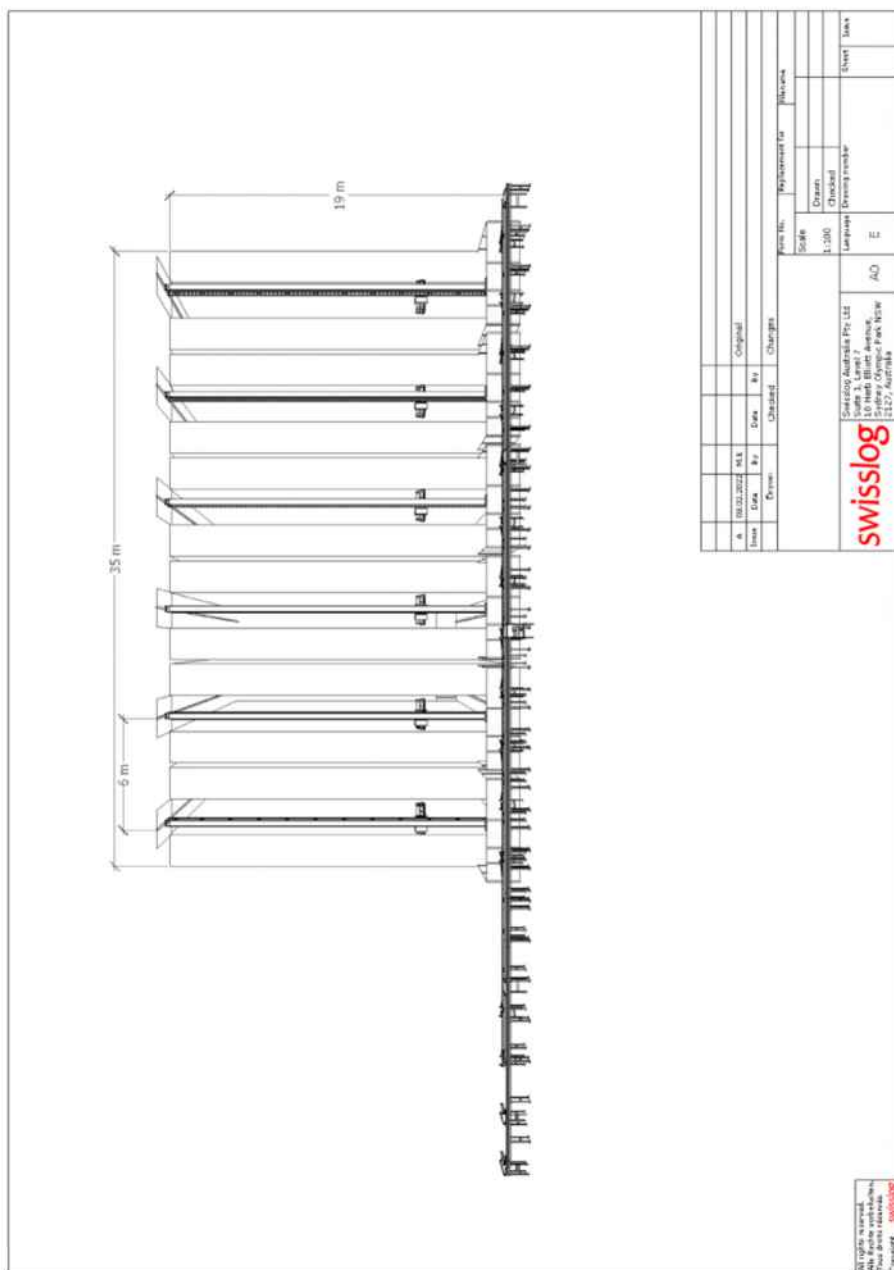
Deviation type	Slab length in meters	Surface tolerance
Vertical tolerance of the floor surface in relation to floor slab length	Up to 50m	+/- 10mm
	Over 50m	+/- 15mm

The concrete slab must have quasi-rigid properties and has to achieve the following deformation parameters under full load:

- Max. permitted vertical deformation over the total storage length and width = 1/3000
- Max. permitted local vertical deformation up to a length of 3m = 1/2500
- The angle of rotation at each point of the floor slab is not allowed to exceed 1/2000 radians
- Miniload crane: Concrete thickness at least 250mm. Concrete quality at least C20/25.
- Shuttle module: Concrete thickness at least 175mm. Concrete quality at least C20/25.
- Swisslog rack provider and Client builder must collaborate to define rack tolerances, floor tolerances and deformations, joint types and locations which are practicable to both parties.



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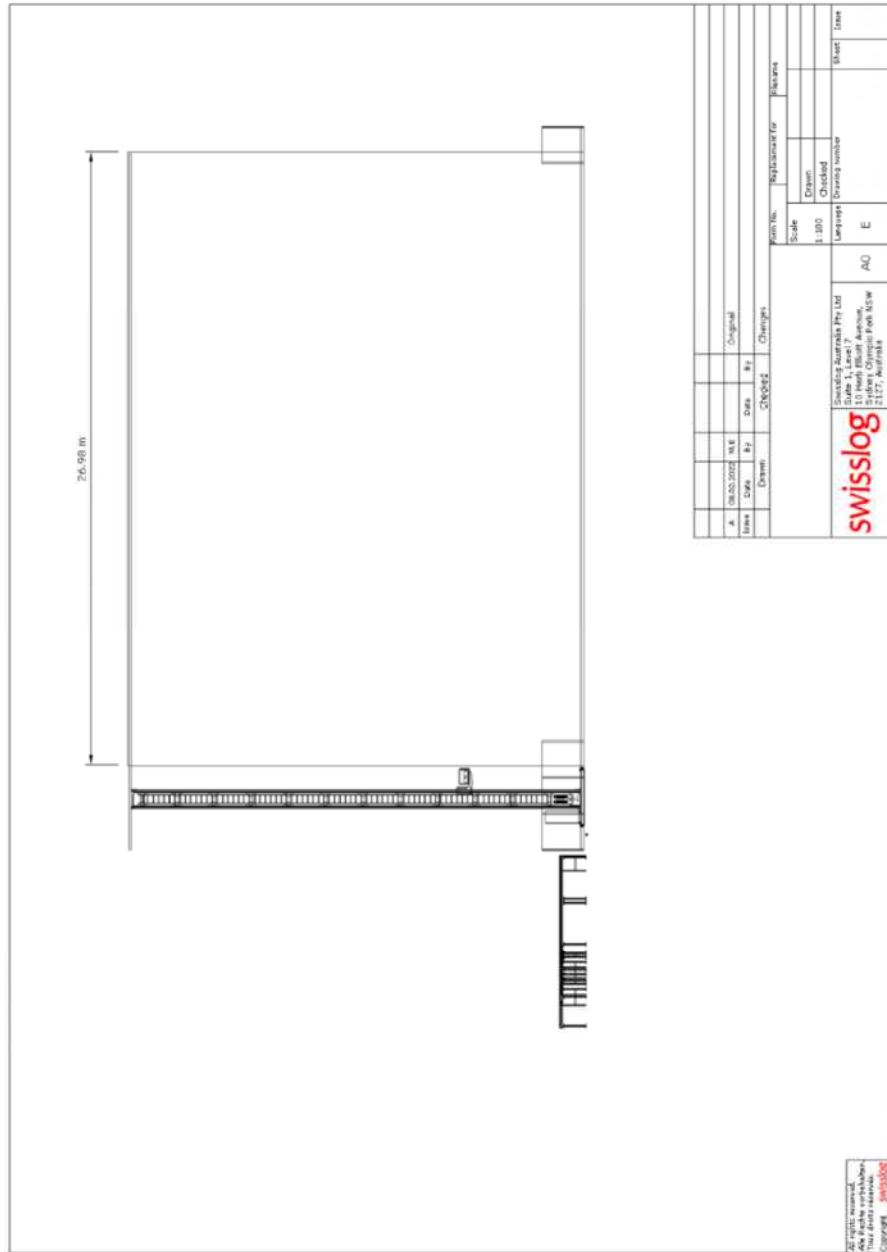


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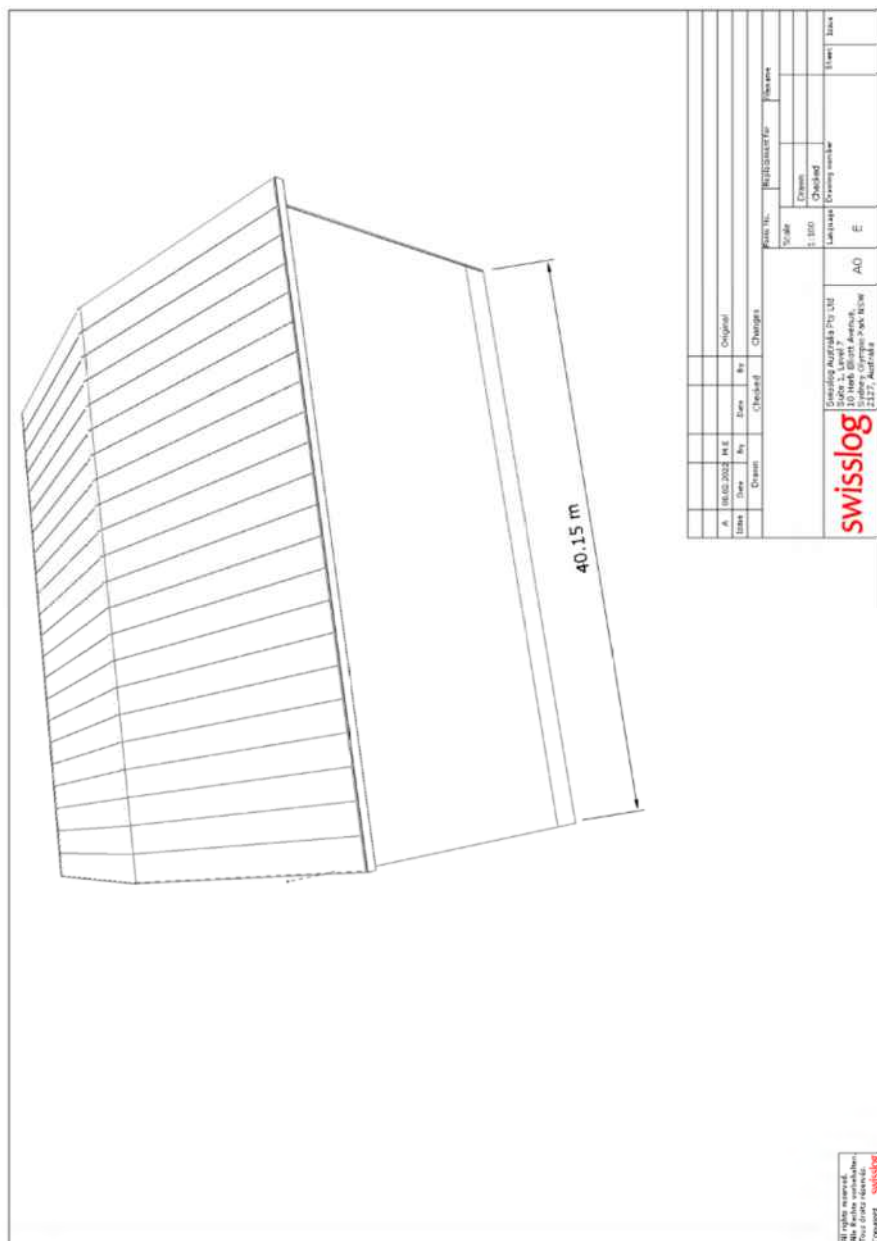


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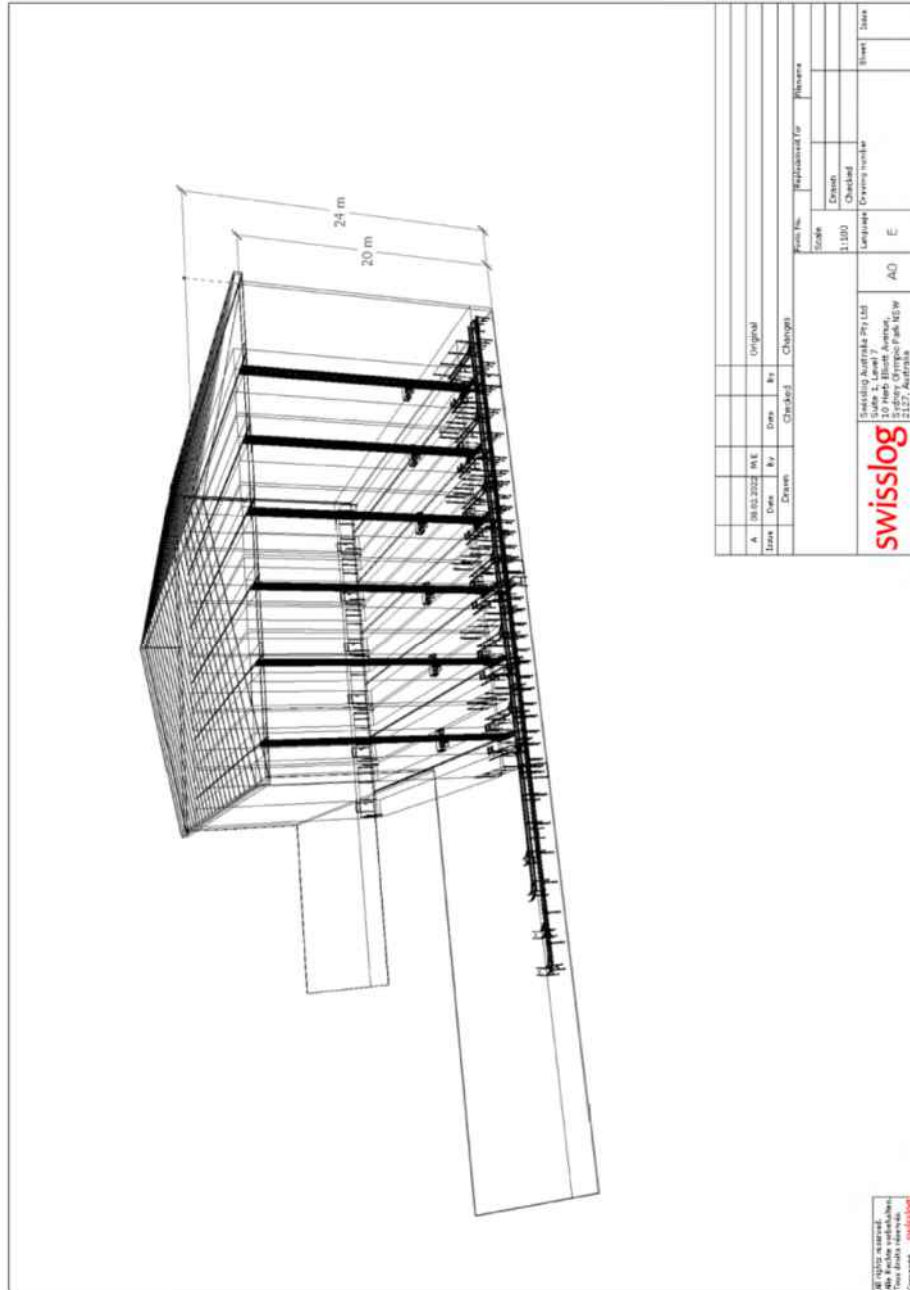


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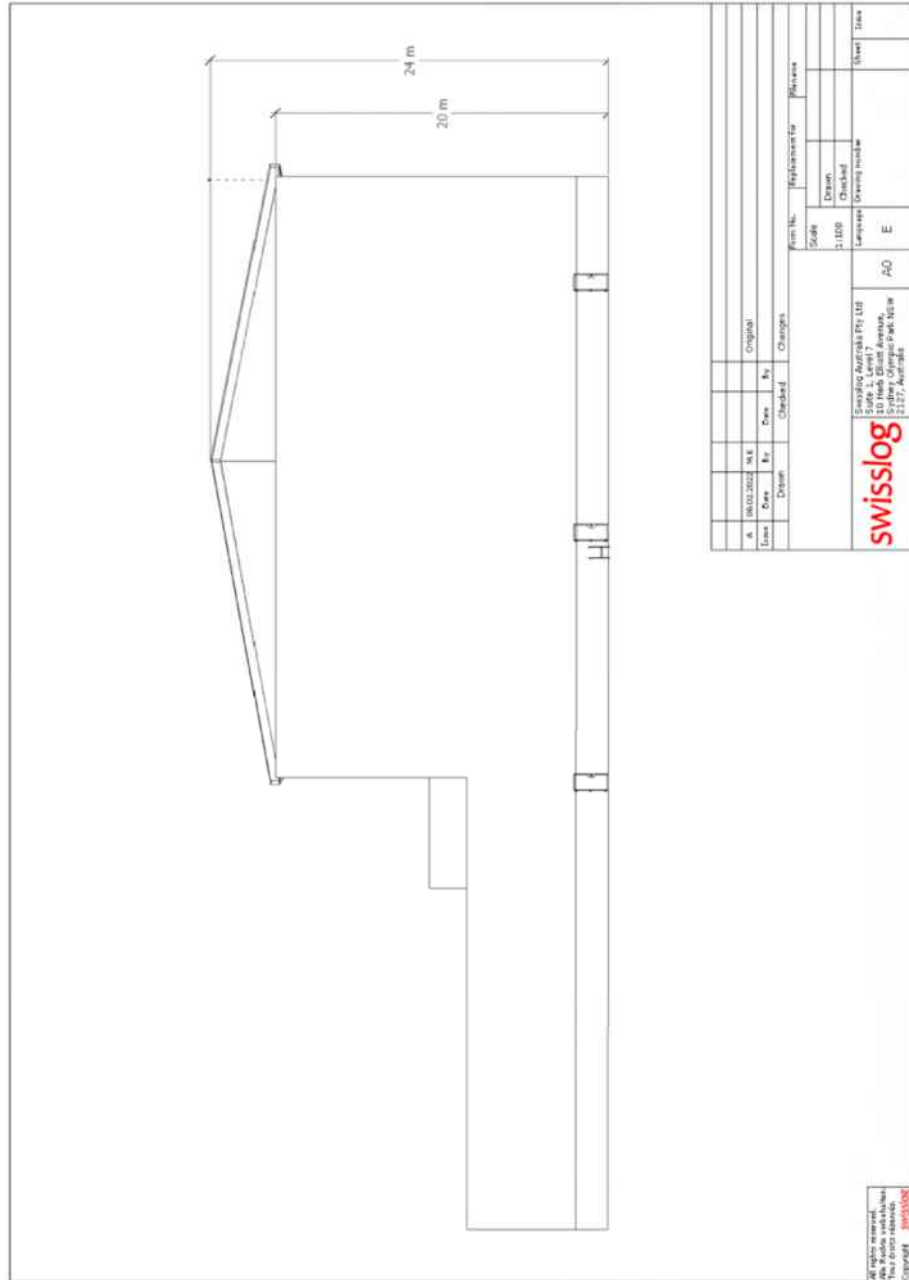


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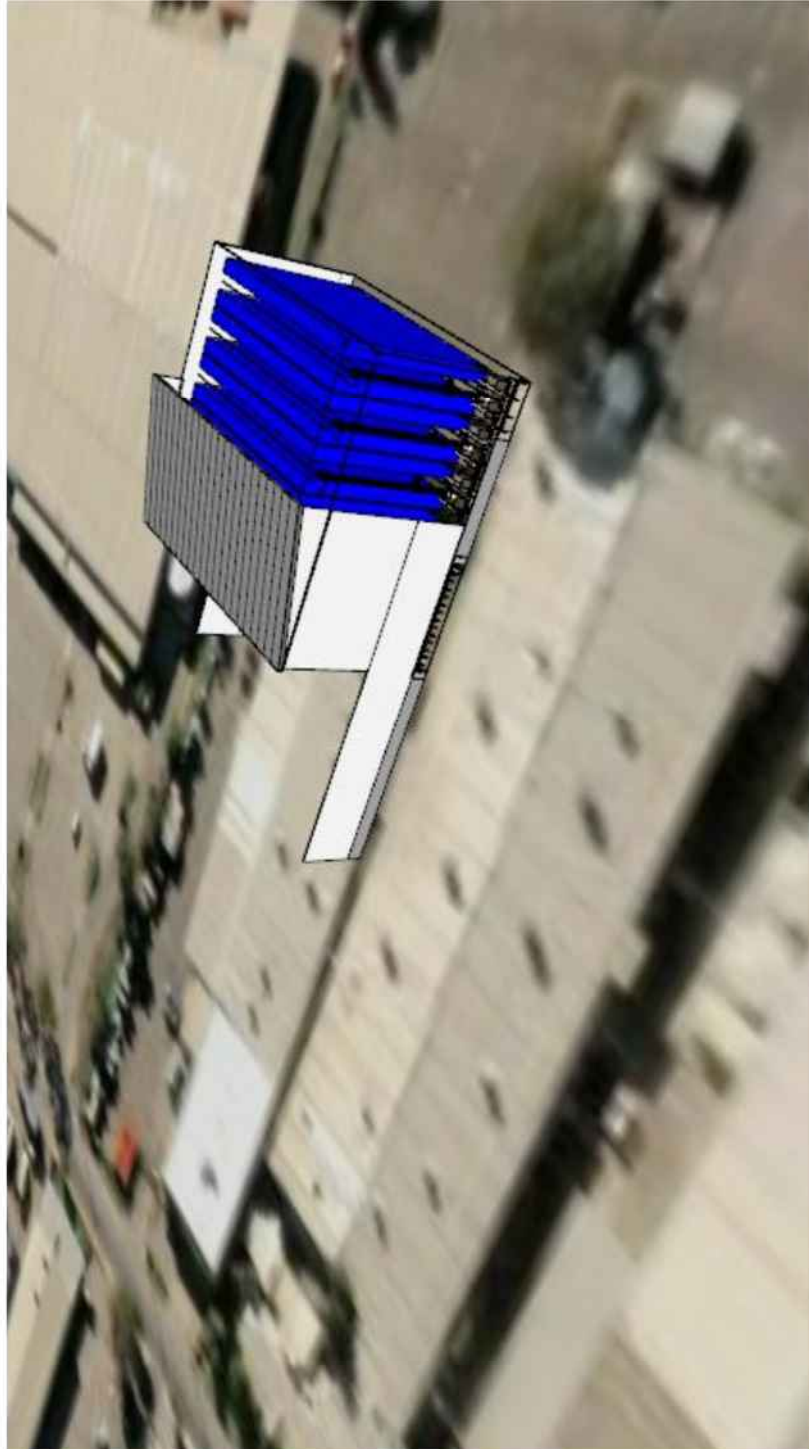


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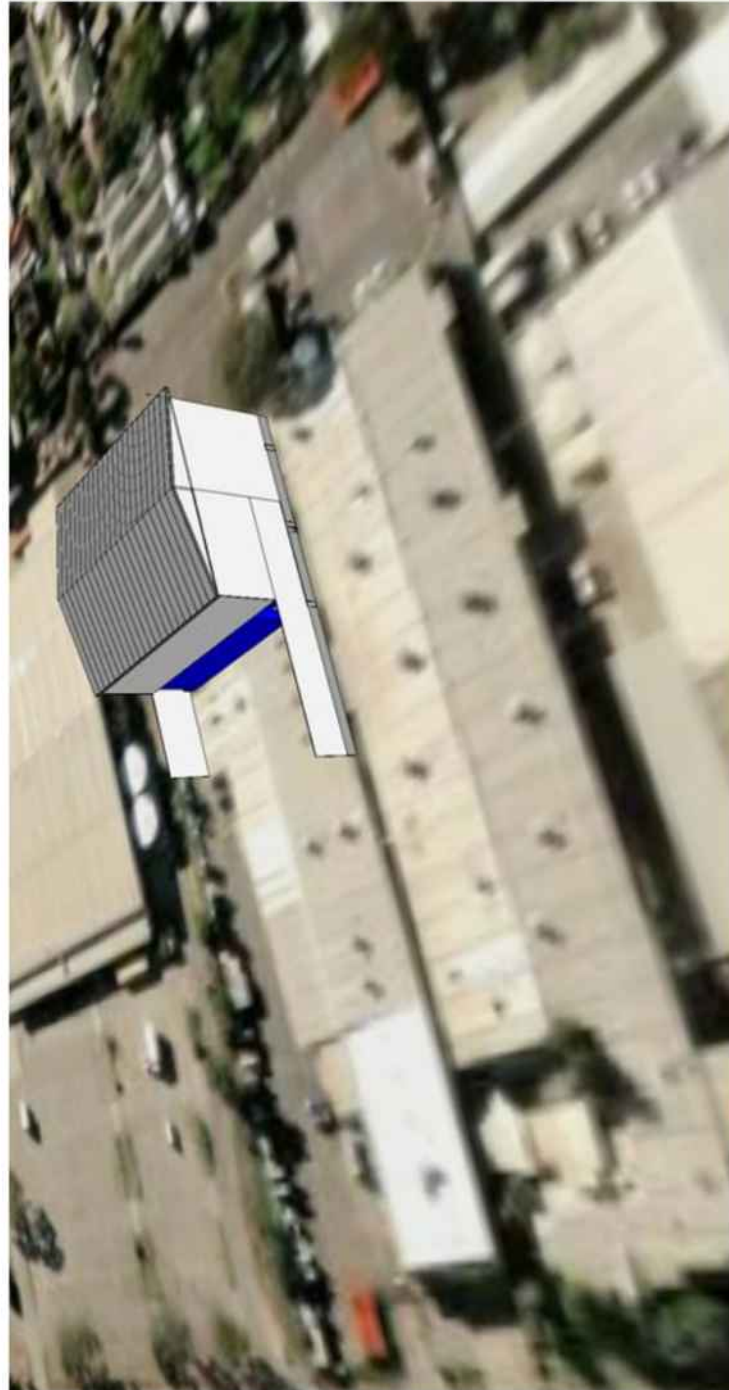


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Swisslog designs, develops and delivers best-in-class automation solutions for forward-thinking health systems, warehouses and distribution centers.

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Richard Bercich

Sales Consultant

Mob: +61 407 067 458

Email: richard.bercich@swisslog.com

Details of Representations

Application Summary

Application ID	22008071
Proposal	Staged development - additions and alterations to an existing industrial warehousing and storage facility
Location	59-63A DEEDS RD NORTH PLYMPTON SA 5037, 53-57 DEEDS RD NORTH PLYMPTON SA 5037

Representations

Representor 1 - Naveen Bhardwaj

Name	Naveen Bhardwaj
Address	3 Lea St NORTH PLYMPTON SA, 5037 Australia
Phone Number	
Email Address	
Submission Date	26/05/2022 11:19 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 oppose the development

Reasons

Hi, I have looked at the plans and this is a development of significant nature which is right next to our residential premises. I have the below concerns that I would like to raise and do not support the development -

1. The building heights proposed will have significant impact on the surrounding residential properties. Not only the height of these proposed buildings will alter the environment of these properties, it will also be a massive standout structure that significantly alters the character of the area. The current height of the buildings blend in ok with the nature of surrounding properties and is the maximum height that should be allowed for any approved developments.
2. The size of the development proposed suggests that there will be a significant uplift in the business/manufacturing activities. This would mean, increased traffic, human presence and noise. This also poses a risk to the character of the suburb and put pressure on the resources availability. The noise and smell that is generated by surrounding businesses is already bad enough and this will further add on to the pain of the residents in the surrounding properties.
3. The development has a potential of causing significant financial impact by putting pressure on the valuation of surrounding residential properties.
4. The increased activities have a potential of causing health and safety hazards for the residents of surrounding properties due to increased pollution and noise from manufacturing activities, increased traffic and usage of air-conditioning. Please consider these concerns before making any progress in approving the proposed development.

Attached Documents

Representations

Representor 2 - amy defluiter

Name	amy defluiter
Address	26 Laurence St SOUTH PLYMPTON SA, 5038 Australia
Phone Number	
Email Address	
Submission Date	31/05/2022 06:31 PM
Submission Source	Online
Late Submission	No
Would you like to talk to your representation at the decision-making hearing for this development?	Yes
My position is	I oppose the development
Reasons I am concerned regarding the proposed building height. I believe the height causes a significant impact on the character of the area and will alter the environment/skyline. The maximum allowed height should be considered for this development. I have concerns about the increase in noise pollution and environmental pollution of increased plastic materials. There is already a significant amount of noise and smell pollution with the amount of industrial business being conducted in the area. The development has a serious risk of a negative financial impact on the current valuation of premises in the area.	

Attached Documents

Representations

Representor 3 - Yvette Sullivan

Name	Yvette Sullivan
Address	11 Padman Street NORTH PLYMPTON SA, 5037 Australia
Phone Number	
Email Address	
Submission Date	01/06/2022 07:19 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 oppose the development
Reasons As a resident whose property line is approx 8metres from the boundary line, this development will not only impact visually, but more importantly audibly. The business already operates 24/7, the current noise from fork lifts and other vehicles and equipment is already a nuisance, and can only increase with the addition of the new structures and additional mechanisms installed in the new structures. The proposed height of the structure will be an ever present visual eyesore. The current silos are bad enough, but they at least do not block out the sun. There is then the likelihood of our property values being affected by the towering eyesore next door. I am opposed to the development, for visual, audible and property value reasons.	

Attached Documents

Representations

Representor 4 - Paul Cosci

Name	Paul Cosci
Address	1 Lea St, NORTH PLYMPTON SA, 5037 Australia
Phone Number	
Email Address	
Submission Date	06/06/2022 07:40 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 oppose the development
Reasons Severe impact of surrounding residential area	

Attached Documents

Application_to_Assessment_Panel_-_Version_2_4-1052342.pdf
Philmac_Development_letter-1052343.pdf

APPLICATION TO ASSESSMENT PANEL¹

Decision Review Request

Prescribed form pursuant to section 203(1) for review of a decision of an Assessment Manager under section 202(1)(b)(i)A) of the *Planning, Development and Infrastructure Act 2016* (Act)

Applicant details:	Name: Paul Cosci Phone: 0407 974 445 Email: sparks-63@hotmail.com Postal address: 1 Lea Street North Plympton
Development Application Number:	22008071
Subject Land:	59-63A Deeds Road North Plympton <i>[street number, street name, suburb, postcode]</i> <i>[lot number, plan number, certificate of title number, volume and folio]</i>
Date of decision of the Assessment Manager:	15/6/2022
Decision (prescribed matter²⁾) for review by Assessment Panel:	City of West Torrens
Reason for review:	Severe impact of surrounding residential area <i>[Briefly state the facts, circumstances and other relevant matters upon which this application is based. Attach additional pages as necessary]</i>
Do you wish to be heard by the Assessment Panel?	X Yes <input type="checkbox"/> No
Date:	6/5/2022
Signature:	 X If being lodged electronically please tick to indicate agreement to this declaration.

¹ This application must be made through the relevant facility on the SA planning portal. To the extent that the SA planning portal does not have the necessary facilities to lodge this form, the application may be lodged—

(i) by email, using the main email address of the relevant assessment panel; or

(ii) by delivering the application to the principal office or address of the relevant assessment panel.

2

Prescribed matter, in relation to an application for a development authorisation, means—

- (a) any assessment, request, decision, direction or act of the Assessment Manager under the Act that is relevant to any aspect of the determination of the application; or
- (b) a decision to refuse to grant the authorisation; or
- (c) the imposition of conditions in relation to the authorisation; or
- (d) subject to any exclusion prescribed by the regulations, any other assessment, request, decision, direction or act of the assessment manager under the Act in relation to the authorisation.

This form constitutes the form of an application to an assessment panel under section 202(1)(b)(i)(A) of the *Planning, Development and Infrastructure Act 2016*, determined by the Minister for Planning and Local Government, pursuant to regulation 116 of the *Planning, Development and Infrastructure (General) Regulations 2017*. Last amended: 31 July 2020



Government of South Australia
Attorney-General's Department

Paul & Silvana Cosci
1 Lea Street,
North Plympton. SA 5037

City of West Torrens
Assessment Panel
165 Sir Donald Bradman Drive,
Hilton. SA 5033

Plan SA Proposed Development
Applicant: Philmac Pty Ltd
Application ID: 22008071

June 6 2022

Dear Assessment Panel,

We are writing to you in regards to our concerns to the proposed development of Philmac.

We have lived in Lea Street since 1985 and Paul has lived in Raymond Ave since 1964. Over the many years of living in North Plympton we have seen the surrounding manufacturing companies grow substantially with out the consideration of neighbouring residents in the residential area.

Firstly, the towering 27 metre high shed will significantly impact on us and the surrounding residents properties. Also believe the significant height will impact the value of our property and our neighbours.

Secondly, With the significant size of the new storage building we believe that is will increase the manufacturing of Philmac in a "light industrial" area to a heavy manufacturing. Which is very close to the boundary of a residential area.

In conclusion, we oppose to the development of the size and structure being built.

Regards,

Paul and Silvana Cosci

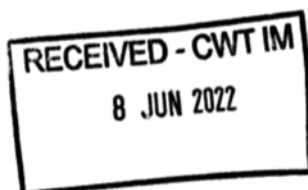
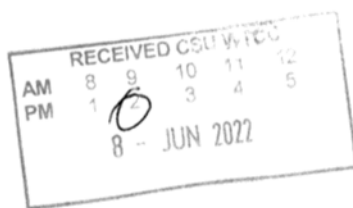
Representations

Representor 5 - Diane Simons

Name	Diane Simons
Address	5 LEA STREET NORTH PLYMPTON SA, 5037 Australia
Phone Number	
Email Address	
Submission Date	08/06/2022 04:06 PM
Submission Source	Post
Late Submission	No
Would you like to talk to your representation at the decision-making hearing for this development?	No
My position is	I oppose the development
Reasons	

Attached Documents

LetterToTheCouncilAssessmentPanelFromDianeSimonsOf5LeaStreetNorthPlymptonOpposingNearbyDevelopmentByF3052972.pdf



The Assessment Panel
City of West Torrens
165 Sir Donald Bradman
Drive
Hilton S.A. 5033

Mrs Diane Simons
5 Lea Street
North Plympton S.A. 5037

To the assessment panel City Of West Torrens,

I am strongly opposed to a proposal by Philmac to construct a 4.5 metre high building/shed and a 27 metre high shed/building at the end of our street, directly across from me and next to the home across the road. Not only will it block out significant light from my neighbour's property but likely do the same to my property and the home next door to me at number 7.

The building and shed would be an eyesore to our street and would lower the value of our properties.

I feel there would also be the noise factor to consider. Surely the airport has restrictions on the height of buildings in this area.

I am appealing to the council to look at this plan very carefully and the ramifications it would cause.

This factory already has lights on all night long, indicating they work through the night, other neighbours already suffering the current noise, a larger factory would mean more noise.

Regards

Diane Simons

Representations

Representor 6 - June Forbes

Name	June Forbes
Address	6 Lea Street NORTH PLYMPTON SA, 5037 Australia
Phone Number	
Email Address	
Submission Date	09/06/2022 02:18 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 oppose the development
Reasons	

Attached Documents

Philmac_Submission-1054035.pdf

The Assessment Panel
City of West Torrens
165 Sir Donald Bradman Drive,
Hilton, S.A. 5033

09/06/2022

Mrs June Forbes
6 Lea Street
North Plympton S.A. 5037

To whom it may concern, Re Proposed Development 59-63 A Deeds Rd Nth Plympton
Application ID 22008071

I strongly urge the council to deny this application for the following reasons

I am the most affected by these significant capital works and my reasons for this request are as follows

My home is on the boundary of Philmac where Zone 4 of the plan places a 72sqm shed 4.5 meters high and about 12 metres long, directly next to it, **blocking the only natural light** on the West side that offers light into my kitchen and hallway.

On the plan sheet PL02 **my home is marked as a shed.**

This has been my home for 61 years **it is not a shed** as indicated on the plans it is a solid brick, well kept home. Built next to a plant nursery in 1961

I now refer to the Zone 3 application where plans indicate an intended 27 metre high and 40 metre long Automated storage facility, the approximate equivalent of a 9-story building. The Airport letter indicates it is 33.9m high which is even worse.

This type of building being so close to a general neighbourhood and to my home will without a doubt:

1. Devalue my home and others nearby.
2. Diminish further my quality of life, with darkness in my kitchen and hallway and over my garden and back yard of an afternoon.
3. Increase existing noise pollution that occurs around the clock.
4. Increase trucking with delivery and dispatch.
5. These buildings do not respect my right to light.
6. Be an Eyesore for the entire area, it will be a Blight on the suburb for many years to come. This building far exceeds an acceptable height for this area; my understanding is it should not exceed 12m. The huge shed that is to block my right to light in my home from the west side is also too large for this position on the block.

7. *Pba Page 6 paragraph 1* - I ask what part of this expansion and on what grounds this proposal is supported by the Government of S.A. I also ask what part of S.A. Government has supported it?
8. I reject *Pba page 7 paragraph 1* - where it is stated that buildings are set well back from the property boundary the 72sqm shed is alongside my home just inside the fence at a height of 4.5 metres
9. *Pba Page 7 paragraph 2* - where landscaping with trees and shrubs are to soften the appearance is laughable. Philmac will require some massive trees to hide these sheds.
10. *Pba Page 7 Paragraph 5* - where it is stated that a 27m high building being central (actually only 2 car park lanes back from boundary) would not be visible from the residential properties to the East. I strongly challenge this claim.
11. *Pba Page 7 paragraph 6* - A suitable separation is not provided between this zone and residential! If it was to begin to achieve this then, I propose the larger buildings and sheds would be on the other side of Deeds Rd
12. I do not believe I will be unaffected by the shadow cast by the building/buildings, particularly in the afternoon and in *Pba 4.4 paragraph 5* the planner has noted "I do not expect that shadow cast will have any impact on adjoining residential properties to the east" this is not representative of a professional assessment.
13. If lights are to be added as a result of productivity, movement at night or airport requirements, this would add even more distress to myself and other residents in neighbouring properties.
14. I would argue this is not light industry and should not be placed so close to a general neighbourhood but rather in an industrial area where it doesn't impact anything at all, particularly if the business is growing so fast. Since setting up in the 80s this company has grown at an exponential rate. It has outgrown the neighbourhood.
15. As stated in paperwork prepared by Phillip Brunning and associates "Philmac is a wholly owned subsidiary of Aliaxis" **Aliaxis** headquarters and interests are in **Belgium** and Philmac will be using Swisslog automation based in **Buchs- Switzerland** whose parent organisation is Kuka a German company with their headquarters in **Augsburg Germany** manufacturer of these proposed industrial Robots to be used in the large shed and who themselves are predominantly owned by the **Midea Group** since 2016, a Chinese company based in **Foshan China**. These are all overseas interests. None of these companies are concerned about the impact on any neighbours, the neighbourhood or loss of quality of life as a result of this expansion to increase profitability. This automation is set to rationalise staff as stated on *Pba page 8 paragraph 2*. - How is this in line with a strategic employment zone? I dispute the economic benefit as Automation does not employ people. The only benefactors are the large company/s. We must now rely and trust in the scrutiny of our assessment panel at the West Torrens Council to consider the people who live here now and in the future, first and foremost.

16. I point out also the reference to a significant tree removal. I have previously asked to have the tree that overshadows my home removed as it costs me financially, offers a continual mess on my lawns and paths with the leaves not to mention the ongoing costs for gutter cleaning as I am elderly and unable to do this myself it comes at a regular ongoing cost. If for the sake of expansion one of the same size can be removed this would be extremely bias as I was told the one a short distance from my fence could not be removed despite my home being erected 30years prior to this being planted. Also on this note how will erecting this shed affect the root system of this tree, will it make it unstable?

In closing,

The City of West Torrens website states-

The Community plan 2030 is the lead document in West Torrens Council suite of strategic management plans. This Plan is a statement of what the City Of West Torrens will do to achieve the community's vision of West Torrens – **committed to being the best place to live, work and enjoy life.**

If this is approved, I see that it goes directly against this community plan as I understand it.

I believe if more homes were notified of this expansion in a way that would have been easy for them to see the scale, more would object. There would be many others that would stand against this had they been properly informed, not left to a handful of homes.

Unfortunately, only Lea St, Padman St and the East side of this block were notified by mail. To see this otherwise, one would need to be driving in a no through road.

The future direction of the entire council as stated on the website should be considered as this will set a precedent for more multi storey buildings/expansions etc: right next door to housing.

Please consider those who have lived here all their life, others who built long before Philmac and the young who have just bought into the area. I urge you please do not allow this massive expansion to go ahead. Let's as a community forge the future landscape that we can be proud of

Regards

J Forbes

Representations

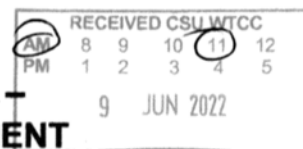
Representor 7 - Barry Budgen

Name	Barry Budgen
Address	2B LEA STREET NORTH PLYMPTON SA, 5037 Australia
Phone Number	
Email Address	
Submission Date	10/06/2022 11:59 AM
Submission Source	Over Counter
Late Submission	No
Would you like to talk to your representation at the decision-making hearing for this development?	No
My position is	I oppose the development
Reasons	

Attached Documents

Da22008071-53-57And59-63aDeedsRoadNorthPlympton-RepresentationOnApplicationFromBarryBudgenAndSandraBudgena2866218-3069377.pdf

REPRESENTATION ON APPLICATION – PERFORMANCE ASSESSED DEVELOPMENT



Planning, Development and Infrastructure Act 2016

Applicant:	Philmac Pty Ltd. <small>[applicant name]</small>
Development Number:	22008071 <small>[development application number]</small>
Nature of Development:	Commercial / Industrial, <small>[development description of performance assessed elements]</small>
Zone/Sub-zone/Overlay:	 <small>[zone/sub-zone/overlay of subject land]</small>
Subject Land:	59 - 63A Deeds Rd. Nth Plympton SA 5037 53 - 57 Deeds Rd. Nth Plympton SA 5037. <small>[street number, street name, suburb, postcode]</small> <small>[lot number, plan number, certificate of title number, volume & folio]</small>
Contact Officer:	
Phone Number:	
Close Date:	25/6 15/6/2022 <small>[closing date for submissions]</small>



My name*: BARRY & SANDRA BUDGEN.	My phone number:
My postal address*: 2B Leach St. Nth Plympton.	My email:

* Indicates mandatory information

My position is:	<input type="checkbox"/> I support the development <input type="checkbox"/> I support the development with some concerns (detail below) <input checked="" type="checkbox"/> I oppose the development
-----------------	--



Government of South Australia
Attorney-General's Department

The specific reasons I believe that planning consent should be granted/refused are: We received the notification about proposed development by Philmac and wish to say that we do not support it. As residents in Lea St we are quite concerned about the enormity of their proposal. Surely a building of that size does not fit into the category of light industrial and will have a significant impact on the area. When we purchased our property we understood that we bordered light industrial but not anticipating such an enormous construction could be allowed so close to homes. Also of concern is what noise factor is involved in this venture. Obviously with this expansion comes extra industrial noise.

[attach additional pages as needed]

Note: In order for this submission to be valid, it must:

- be in writing; and
- include the name and address of the person (or persons) who are making the representation; and
- set out the particular reasons why planning consent should be granted or refused; and
- comment only on the performance-based elements of the proposal, which does not include the:
 - [list any accepted or deemed-to-satisfy elements of the development].

I: ☐ wish to be heard in support of my submission*
☐ do not wish to be heard in support of my submission

By: ☐ appearing personally
☐ being represented by the following person:

**You may be contacted if you indicate that you wish to be heard by the relevant authority in support of your submission*

Signature: AR Budgen B.W. Budgen

Date: 9/6/22

Return Address:

[relevant authority postal address] or

Email:

[relevant authority email address] or

Complete online submission:

plan.sa.gov.au/have_your_say/notified_developments/current_notified_developments

Representations

Representor 8 - Danny Sullivan

Name	Danny Sullivan
Address	8 Raymond Avenue NORTH PLYMPTON SA, 5037 Australia
Phone Number	
Email Address	
Submission Date	15/06/2022 09:51 AM
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 oppose the development
Reasons 1. The buildings height, the height of the buildings proposed in the plan goes completely against all other buildings in this area and will make it a standout structure that will have significant impact on the character of the area. The buildings currently in this area all blend in together with the surrounding residential and are currently at the maximum height that developments in this area should be. The development will take our only view of the sunset in this area as all we will see looking from our backyard will be a building with a height that is too big and different to all other structures in the area. 2. The size of this development makes us believe there will be a significant increase in activity in our area due to business and manufacturing. This increases the amount of traffic and noise in the area which is concerning having such a young family that enjoys going for walks in the area or attending the parks. 3. The development has a potential to have a significant financial impact to the value of our property and the surrounding properties. 4. The increased activity in the area has the potential to cause health and safety issues for all residents in this area and an increase in the pollution and noise coming from manufacturing activities.	

Attached Documents

Council_Letter-1058706.pdf

D P & T J Sullivan
8 Raymond Avenue
NORTH PLYMPTON SA 5037
June 14, 2022

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

Dear City of West Torrens Council:

I am writing in relation a Plan recently reviewed that will impact myself and my neighbors. The applicant Philmac Pty Ltd under Application ID 22008071 have lodged the plan application. This is a development of significant nature and will happen close to our residential property. I have the below concerns I would like to raise and do not support this development.

1. The buildings height, the height of the buildings proposed in the plan goes completely against all other buildings in this area and will make it a standout structure that will have significant impact on the character of the area. The buildings currently in this area all blend in together with the surrounding residential and are currently at the maximum height that developments in this area should be. The development will take our only view of the sunset in this area as all we will see looking from our backyard will be a building with a height that is too big and different to all other structures in the area.
2. The size of this development makes us believe there will be significant increase in activity in our area due to business and manufacturing. This increases the amount of traffic and noise in the area which is concerning having such a young family that enjoys going for walks in the area or attending the parks.
3. The development has a potential to have a significant financial impact to the value of our property and the surrounding properties.
4. The increased activity in the area has the potential to cause health and safety issues for all residents in this area and an increase in the pollution and noise coming from manufacturing activities.

Please consider all our concerns and other concerns raised from people within our area before making any progress on improving this proposed development.

Sincerely,

D P & T J Sullivan

Representations

Representor 9 - Vanessa De Pretis

Name	Vanessa De Pretis
Address	9 SARATOGA DRIVE NOVAR GARDENS SA, 5040 Australia
Phone Number	
Email Address	
Submission Date	15/06/2022 01:42 PM
Submission Source	Email
Late Submission	No
Would you like to talk to your representation at the decision-making hearing for this development?	Yes
My position is	I oppose the development
Reasons	

Attached Documents

Representation_on_application_-_performance_assessed_development1-3094578.pdf

REPRESENTATION ON APPLICATION – PERFORMANCE ASSESSED DEVELOPMENT

Planning, Development and Infrastructure Act 2016

Applicant:	Philmac Pty Ltd <i>[applicant name]</i>
Development Number:	22008071 <i>[development application number]</i>
Nature of Development:	Additions and alterations to an existing industrial warehousing and storage facility <i>[development description of performance assessed elements]</i>
Zone/Sub-zone/Overlay:	North Plympton <i>[zone/sub-zone/overlay of subject land]</i>
Subject Land:	56-63A Deeds Road North Plympton SA 5037; 53-57 Deeds Road North Plympton SA 5037 <i>[street number, street name, suburb, postcode]</i> <i>[lot number, plan number, certificate of title number, volume & folio]</i>
Contact Officer:	Philmac Pty Ltd <i>[relevant authority name]</i>
Phone Number:	Unknown <i>[authority phone]</i>
Close Date:	15/06/2022 <i>[closing date for submissions]</i>

My name*: Vanessa De Pretis	My phone number:
My postal address*: 9 Saratoga Drive Novar Gardens SA 5040	My email:

* Indicates mandatory information

My position is:	<input type="checkbox"/> I support the development <input type="checkbox"/> I support the development with some concerns (detail below) <input checked="" type="checkbox"/> I oppose the development
-----------------	--



Government of South Australia
Attorney-General's Department

The specific reasons I believe that planning consent should be granted/refused are:

I believe that planning consent should be refused for the following reasons:

- *I am the owner of the property located at 4 Lea Street, North Plympton, near to the boundary of the proposed planning*
- *The proposed planning will no doubt devalue my property due to its size, structure and noise levels of the build and day to day activities once established*
- *The proposed planning will block access to natural light*
- *The proposed planning does not align to the LIGHT industrial zoning of the area*
- *The proposed 27 metre high automated storage facility will be the highest building of its kind in the area; it will look out of place and change the look of the area*
- *The designed purpose of the structure will no doubt be noisy and create a disturbance within the area to many residents and families in what is otherwise a quiet suburb*
- *The proposed structure should not be situated in a LIGHT industrial area and instead should be relocated to a more industrious area*
- *The proposed size of the development indicates an increase in day to day activities in the area and may encourage other such developments*
- *The proposed planning will no doubt devalue my property and others in the area; my property is my retirement plan and was purchased for this reason. It will no doubt be a less desirable area to families and individuals, decreasing its value.*
- *I strongly oppose to the proposed plans, to their size, to what it will negatively bring to the suburb and to their situation in North Plympton.*

[attach additional pages as needed]

Note: In order for this submission to be valid, it must:

- be in writing; and
- include the name and address of the person (or persons) who are making the representation; and
- set out the particular reasons why planning consent should be granted or refused; and
- comment only on the performance-based elements of the proposal, which does not include the:
 - [Click here to enter text.](#) *[list any accepted or deemed-to-satisfy elements of the development]*.

I: ☒ wish to be heard in support of my submission* (if needed)
☐ do not wish to be heard in support of my submission

By: ☒ appearing personally
☐ being represented by the following person: [Click here to enter text.](#)

**You may be contacted if you indicate that you wish to be heard by the relevant authority in support of your submission*

Signature:



Date: 15/06/2022

Return Address: [Click here to enter text.](#) *[relevant authority postal address]* or

Email: [Click here to enter text.](#) *[relevant authority email address]* or

Complete online submission:

plan.sa.gov.au/have_your_say/notified_developments/current_notified_developments

North Plympton 2073 005

12 July 2022

Mr Phil Smith
City of West Torrens



Dear Phil,

DEVELOPMENT APPLICATION 22008071 – RESPONSE TO REPRESENTATIONS

I acknowledge that nine (9) representations were received as a result of the public consultation process undertaken in relation to this Development Application by Philmac Pty Ltd for additions and alterations at their exiting industrial, warehouse and storage facility at 53 & 59 Deeds Road, North Plympton.

I provide the following response to matters raised by the representors for your consideration when finalising your assessment report and presentation of this development application to Council's Assessment Panel for a decision, which we trust will provide a recommendation for consent subject to appropriate conditions.

As you will be aware, I have previously outlined the nature of the proposed development and provided my town planning opinion having regard to the relevant provisions of the Planning and Design Code considering the existing condition of the land and its relationship to surrounding development.

Prior to addressing the specific matters raised by representors, I take this opportunity to introduce an amended proposal plan which removes the storage shed previously proposed adjacent the eastern property boundary which is of particular concern to the adjoining property owner at 6 Lea Street (a representor).

The storage function that this building was to serve will be absorbed elsewhere within existing buildings on the land, with an enhanced landscaping to be provided adjacent the shared boundary fence with residential properties. The existing landscaping in this location is in poor condition and does requires attention.

In addition, I provide diagrams that show the extent of shadow that would be cast by the proposed vertical storage building at various times during the day, together with 3D images that represent the appearance of the proposed structure when viewed from locations within the adjacent residential area to the east.

In presenting this proposal for your consideration, I am mindful of the interface between this long standing industrial estate which is of significant economic importance to the State and the established low scale residential area to the east within which people reside and have a reasonable expectation for amenity.

Ultimately, the assessment of this proposal is about balancing respective interests.

Phillip Brunning & Associates

ABN 40 118 903 021

26 Wakeham Street
Adelaide SA 5000
0407 019 748
phil@phillipbrunning.com



I provide the following summary of representations and the issues raised.

	Building Height	Intensity of Use	Noise	Traffic	Health & Safety	Property Value
Naveen Bhardwaj 3 Lea Street North Plympton	■	■	■	■	■	■
Amy Defluiter * 26 Laurence Street South Plympton	■		■		■	■
Yvette Sullivan 11 Padman Street North Plympton	■	■	■			■
Paul Cosci* 1 Lea Street North Plympton	■	■				■
Diane Simons 5 Lea Street North Plympton	■					■
June Forbes 6 Lea Street North Plympton	■		■	■	■	■
Barry & Sandra Budgen 2B Lea Street North Plympton	■	■	■			
Danny Sullivan 8 Raymond Avenue North Plympton	■	■	■	■	■	■
Vanessa De Pretis * 4 Lea Street North Plympton	■		■			■

* seek to be heard by the Panel

As at least three of the representors have requested to be heard by the Panel further to their written submissions, I seek the right of reply to any additional matters arising and also to respond to any questions that Panel members may have. I will be accompanied by representatives from Philmac and our technical experts:

- Phil Weaver, Phil Weaver & Associates – Traffic Engineers
- Chris Turnbull, Sonus – Acoustic Engineers

In response to the substantive matters raised, I provide the following.



1. Building Height

It is first appropriate to note that the proposed building is to have a height greater than the 12 metres identified as a Technical Numerical Variation (TVN) for this location within the Strategic Employment Zone by the Planning & Design Code. As discussed in my initial advice, this TVN is advisory in nature.

Advisory, in so far that it is only one measure to be taken into account as part of performance assessed development. It is my view that primary regard should be given to Interface Height provisions expressed for the Strategic Employment Zone as Performance Outcomes (PO) and Designated Performance Features (DPF).

Attention is drawn more specifically to PO 4.1 and the associated DPF which provides for buildings within an envelope formed by projecting a 45 degree plane from a height of 3 metres above ground level at the boundary between the non-residential and the residential use.

As shown on the initial proposal drawings, the building in question is sited well beyond the extent of the 45 degree building envelope contained with DPF 4.1, a distance of 39.81 metres from property boundary shared with these residential properties to the east, noting the proposed building height at 27 metres.

I continue to be of the opinion, for the reasons outlined in my letter of 9 March 2022, that while greater than the measure of 12 metres otherwise identified by the Code in this location, the planning authority may accept a building of greater height given the limited impact that it will have on the adjoining residential area.

The Planning & Design Code does not on my reading seek to hide buildings within the Strategic Employment Zone so as not to be visible from locations in the adjoining residential area but rather *mitigate* any visual impact arising (PO 4.1) which I believe has been achieved in this instance.

While a tall building, its extent in the horizontal plane is limited. To the extent that it will be visible from the adjoining residential area to the east, it will only occupy a relatively small proportion of the view field or aspect presently enjoyed to the west and certainly not to an extent that would seriously compromise visual amenity.

To assist in better understanding the extent to which this building will be visible from the east within the adjoining residential area, the Applicant has commissioned 3D images generated from the digital model. As required, I may speak further to these images at the Panel meeting.

Diagrams provided show the extent of shadow that would be cast by the proposed building at various times on the winter solstice (21 June) when the sun is at its lowest angle in the northern sky. Apart from a limited period in the late afternoon, residential properties to the east will not be shadowed by the proposed building.

The extent of shadow arising from the proposed development is not considered to be unacceptable and is well within the objective measure identified by the Planning & Design Code at Performance Outcomes 3.1 and 3.2 within the General Development section of the Planning & Design Code.



2. Intensity of Use

While the proposed development will enhance safety and productivity, it will not necessarily change the intensity of the existing use of this land. To the extent that productivity will increase, such in my view does not constitute a change in the use of land and is within the bounds of existing use rights.

This is a long-standing manufacturing use that is not constrained by conditions of approval that limit hours of operation and may be conducted in a 24 hour/7 day per week basis subject to observing the relevant noise measures set out within the Environment Protection (Noise) Policy 2007 which will be discussed below.

Similarly with respect to the use of heavy vehicles and traffic arising, the use will continue to be conducted within the capacity of this site and the surrounding public road network, as expressed by Mr Phil Weaver, Traffic Engineer in his report. No change is anticipated with residential streets.

3. Noise

Mr Chris Turnbull of Sonus, a qualified and experienced acoustic engineer, concludes in his report that this facility has been designed to *not unreasonably impact the amenity of sensitive receivers*, thereby achieving the relevant provisions of the Planning and Design Code related to environmental noise.

Recommendations provided Mr Turnbull with respect to use of 2 car parking spaces adjacent the eastern boundary, keeping roller doors shut when not in use and the condition of boundary fencing are accepted by the Applicant and may be reinforced as conditions of consent by the planning authority.

4. Traffic

Mr Weaver in his letter of 5 July 2022 concludes *there will be negligible increase in traffic movements generated by the proposed development and on this basis I consider that there will not be adverse traffic impacts on the adjoining road network as a result of the proposed development.*

Recommendations made by Mr Weaver at page 4 of his report with respect to car parking spaces on the corners of the western row of each aisle within the car parking area to be removed to better facilitate the movement of heavy vehicles is accepted by the Applicant and may also be reinforced by way of condition.

5. Health & Safety

On instructions from my Client, I reject any suggestion that the proposed development will impact on the health and safety of adjoining residents by way of emissions arising from materials and processes used in the manufacture of products on-site that are within recognised occupational and health and safety standards.

6. Property Values

As you will be aware, impact on property value (whether positive or negative) is not a valid town planning consideration, particularly in the absence of any expert valuation advice. I would ask that the planning authority disregard this concern when making its decision on this application.



In so far as one representor has taken issue with the location of the headquarters of the parent company and that providing automation services, I respectfully submit that these are not valid town planning considerations and in any event, are of no consequence in the consideration of this proposal.

On the issue of automation, the adoption of this technology is driven as much by safety as it is productivity, and consistent with the manner in which modern manufacturing businesses seek sustainability in an ever-increasing competitive global market. Philmac is no different in this regard.

This project represents a significant capital investment in the ongoing operations of Philmac which commenced its operations here in South Australia in 1929 and has grown into a globally competitive quality-oriented manufacturing company that makes a significant contribution to the South Australian economy.

I trust that this advice is of assistance in finalising your assessment.

Yours faithfully

PHILLIP BRUNNING & ASSOCIATES PTY LTD

A handwritten signature in black ink, appearing to be 'P. Brunning', is located below the company name.

PHILLIP BRUNNING RPIA

Registered Planner

Accredited Professional – Planning Level 1, 2 & 3

Memo

From Richard Tan
Date 18/5/2022
Subject 22008071, 53-63A DEEDS RD NORTH PLYMPTON SA 5037

Phil,

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

1.0 FFL Consideration – Finished Floor Level (FFL) Requirement

- 1.1 In accordance with the provided 'Part Stormwater Management Plan 1' (TI, Ref: 20-549-C102-A, dated 18/3/22) the FFLs of the proposed development (5.49 minimum) have been assessed as satisfying minimum requirements (5.49 minimum) in consideration of street and/or flood level information. It should be noted that typically the minimum FFL should be 350mm above adjacent highest water table, which in this case should be 5.53. However, given that the site is not within a flood zone and the additional enclosed area is to meet existing building's FFL, hence the proposed 5.49 has been supported to be the minimum FFL.

2.0 Verge Interaction

- 2.1 Verge interaction has been assessed as acceptable in accordance with the site layout shown in 'Part Stormwater Management Plan 1' (TI, Ref: 20-549-C102-A, dated 18/3/22). The crossover width will be assessed under traffic requirements once the swept path diagram has been provided as per dot point 3.3

3.0 Traffic Requirements

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

I refer to the above development on the subject site. I have reviewed the proposal plans and planning report by Phil Brunning and Associates (PBA). I note that the PBA report makes reference to a traffic report that has been prepared for the development, however, I understand that you are not able to locate a copy of this traffic report from the portal. In the absence of that traffic report, my assessment of the proposed development therefore does not have regard to any further information or assessment that may be contained in that report which may have assisted me in my assessment of the proposal.

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

The proposal involves building additions to mainly the north side of the existing building, ie an additional enclosed area (446m²), proposed canopy over the loading and driveway area (830m²) and a new shed incorporating vertical storage with automated storage and retrieval system (1,628m²). Part of the existing car park at the rear would be modified to accommodate the building footprint of the new shed. The front car park would also be modified with separate entry and exit. The main delivery and access to the rear car park would be as per the existing arrangement, ie a one-way entry (northern end) and exit (southern end) circulation in a clockwise direction. While not indicated in the documentation, I assume that the largest expected service vehicle for the subject development would be a semi-trailer.

3.1 Parking Assessment

Table 1 – General Off-Street Car parking Requirements of the Planning and Design Code would be relevant to the parking assessment. The relevant parking rates are:

- Store: 0.5 spaces per 100m² total floor area
- Warehouse: 0.5 spaces per 100m² total floor area
- Industry: 1.5 spaces per 100m² total floor area

The main increase in building floor area is the additional enclosed area (446m²) and the new shed (1,628m²). There is also a proposed small shed at the south-eastern corner of the site (72m²). The total increase in floor area is 2,146m².

From the description of the usage of the proposed new buildings in the documentation, I think that the proposed uses would be more akin to a storage or warehouse type land use rather than an Industry use (production facility). In this regard, the parking rate relevant to my assessment would be 0.5 spaces per 100m².

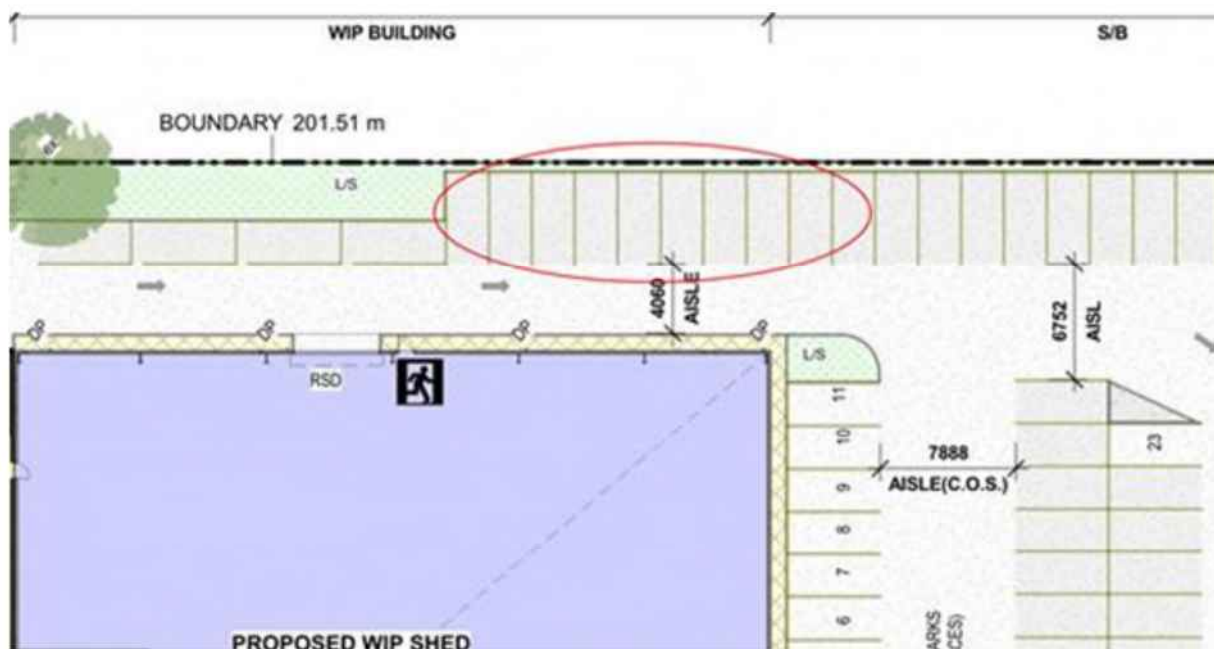
Based on the increase floor area of 2,146m², the additional parking required would be 11 spaces (rounded up).

There are two main parking requirement issues that would need to be addressed:

1. The additional parking requirement of 11 spaces due to the proposed new floor areas; and
2. The replacement of the parking spaces lost due to the proposed new building. From aerial imagery, I estimate the current site comprises of 133 parking spaces at the rear and 10 spaces at the front (2 spaces adjacent the exit point and 8 spaces at the front car park), ie total of 143 spaces overall.

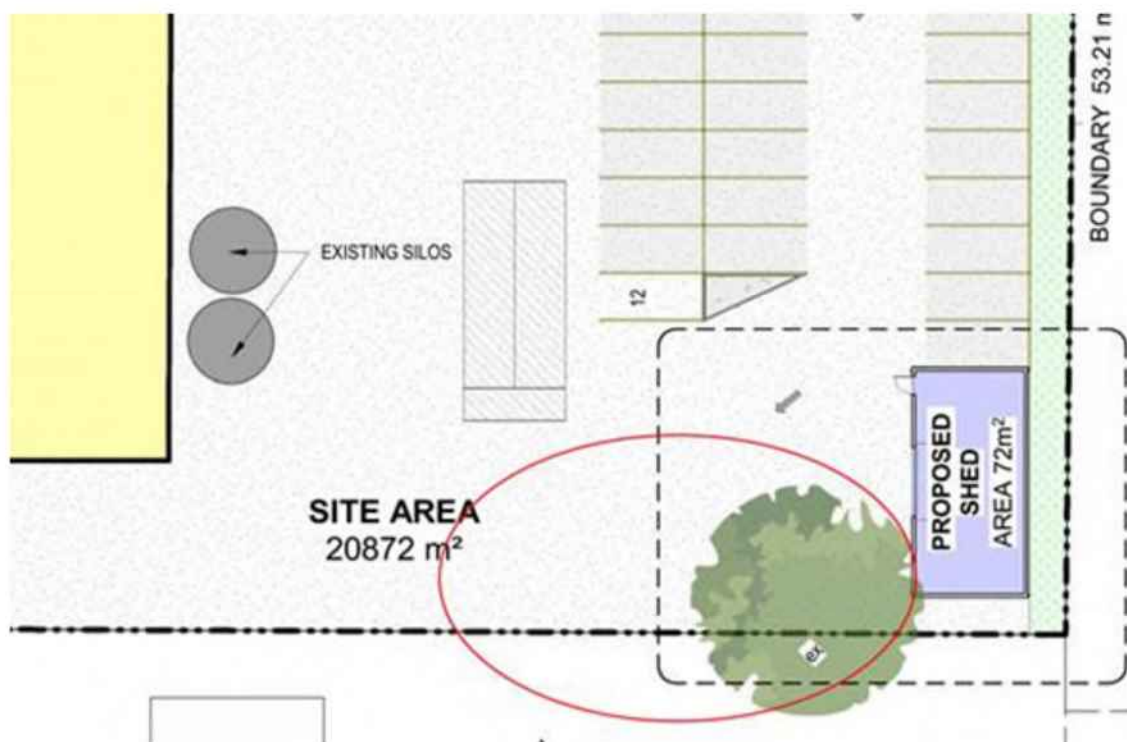
The proposal plans show 125 parking spaces at the rear and 13 spaces at the front. However, 10 right angled spaces shown on the northern side adjacent to

the 4.06m aisle would not be feasible, as the aisle width would not comply with the parking standard. These spaces would need to be changed to 45-degree spaces, which could result in a loss of 5 spaces. Therefore the total parking available would be 133 spaces, which would represent a loss of 10 spaces from the current layout.



Assessed on this basis, there would be a parking shortfall of 21 spaces arising (new requirement of 11 spaces plus loss of 10 spaces). This parking shortfall issue has not been satisfactorily addressed.

I note that there may be opportunity to provide additional parking spaces adjacent to the proposed small shed, however, in the absence of information regarding swept path clearances for semi-trailers using the rear, I am unable to determine if additional parking spaces can be gained in this area.



Finally, there is no information provided to show if there are some current surplus parking spaces that may be available in the rear car park that may assist with addressing the parking shortfall issue.

While not required within this zone, I am of the opinion that some bicycle parking spaces (say 3-4 rails) should be provided on-site to encourage cycling as a mode of transport for staff working at the premises.

3.2 Traffic Assessment

In the absence of the traffic report by the Applicant, I list the following traffic issues of concern that would need to be addressed:

- The 11-space car park at the front would provide separate entry and exit driveways. The widths of the entry and exit driveways are excessively wide for the one-way traffic flow. Both of these driveways should be reduced to 4.0m width.
- Dimensions for the front car park are not indicated other than for the aisleway (6.298m). All parking space dimensions shall comply with AS/NZS 2890.1-2004 and AS/NZS 2890.6-2019 (disabled parking).
- Swept path diagrams of the semi-trailer entry movement have not been provided to show if the proposed new entry crossover to the rear would accommodate the required turns. Similar swept path diagrams showing the semi-trailer circulating around the rear car park to exit the site should also be provided. In the absence of this information, it is unclear if some additional parking spaces at the rear car park may need to be removed to accommodate the semi-trailer turns. If additional parking spaces are

required to be removed, this would exacerbate the parking shortfall issue for the development.

3.3 Summary

Due to the parking shortfall arising, the non-complying layout of some of the parking spaces and the absence of information regarding the swept path assessment for the semi-trailer service vehicle, I am of the opinion that the relevant traffic and parking issues for the development have not been satisfactorily addressed. At this stage, I am therefore unable to support the development on traffic and parking grounds.

4.0 Waste Management

Refer to assessment from Council's Waste Management Team.

5.0 Stormwater Requirements

- 5.1** As the proposed addition is constructed over existing hard surface pavement (ie: part of road or building) and also the addition area is relatively small in scale compared to the area of the site, hence the impact on stormwater is relatively minor. Furthermore, the applicant has proposed several tank for stormwater retention and detention which is considered an improvement compared to current stormwater management. Under this context, stormwater management has been assessed as satisfying minimum requirements.

Regards
Richard Tan
Civil Engineer

Arboricultural Assessment of Regulated Trees

Plan SA Application ID: **22008071****Referral Due Date:**

Assessing Officer:	Phil Smith
Site Address:	53- 63a Deeds Road, North Plympton SA 5037
Certificate of Title:	CT 5132/335, CT 5847/323
Description of Development	Removal of regulated <i>Corymbia citriodora</i> (Lemon Scented Gum)

SPECIES & COMMON NAME: *Corymbia citriodora* (Lemon Scented Gum)

TOTAL CIRCUMFERENCE: 2460mm

MULTI-TRUNK: No

To be completed by: **INDEPENDENT ARBORIST**

The following comments are provided with regards to the relevant Code Rules for assessing regulated and significant trees:

PO 1.2:

Significant trees are retained where they:

- (a) *Makes an important contribution to the character or amenity of the local area; or it*
Yes
- (b) *Is indigenous to the local area and its species is listed under the National Parks and Wildlife Act 1972 as a rare or endangered native species*
No
- (c) *Represents an important habitat for native fauna*
Yes
- (d) *Is part of a wildlife corridor or a remnant area of native vegetation*
No
- (e) *Is important to the maintenance of biodiversity in the local environment*
Yes and/ or
- (f) *Forms a notable visual element to the landscape of the local area*
Yes

PO 1.3:

A tree damaging activity not in connection with other development satisfies (a) and (b):

- (a) Tree damaging activity is only undertaken to:
- a. Remove a diseased tree where life expectancy is short
No
 - b. Mitigate an unacceptable risk to public or private safety due to limb drop or the like **No**
 - c. Rectify or prevent extensive damage to a building of value as comprising any of the following:

- A. a Local Heritage Place
- B. a State Heritage Place
- C. a substantial building of value

and there is no reasonable alternative to rectify or prevent such damage other than to undertake a tree damaging activity

Yes

- d. *Reduce an unacceptable hazard associated with a tree within 20m of an existing residential tourist accommodation or other habitable building from bushfire* **No**
- e. *Treat disease or otherwise in the general interests of the health of the tree and/ or* **No**
- f. *Maintain the aesthetic appearance and structural integrity of the tree*

No

- (b) *In relation to a significant tree, tree-damaging activity is avoided unless all reasonable remedial treatments and measures have been determined to be ineffective*

ADDITIONAL COMMENTS:

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

Corymbia citriodora is not indigenous to the local area. Natural distribution occurs in temperate and tropical areas of eastern Australia. However, it represents an important part of the local habitat for the foraging/ shelter of native fauna, with dozens of avian species noted at the time of inspection.

Overall, the tree is healthy and free from major structural defects. There were no visible signs of fungal fruiting bodies or active pests and diseases noted. Foliage colour is good and foliage density is typical of this species.

However, visible cracking and lifting of the surrounding carpark and footpath was noted which has created a significant tripping hazard. Structures such as a large shed are also located near the tree base.

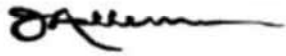
As the tree base is located so close to the adjacent structures, pressure from the incremental annual growth of the trunk and structural roots has the ability to cause further damage to the footpath, carpark and the adjacent building.

Installation of a root barrier would be unsuitable in this location, as it would require severing over 50% of the trees structural roots, killing the tree.

In conclusion, there are currently no design solutions that could be used to effectively mitigate the continued structural damage associated with ongoing growth of the adjacent regulated

tree. Therefore, complete removal is the only viable option to mitigate the issues associated with this tree and to allow for the future development of this site

RECOMMENDATION: REMOVE



Jarrad Allen

Date: 12/05/22

CALYPSO TREE CO

PHOTO's ATTACHED



Showing the close proximity to structures and some of the significant damage present within the surrounding surfaces



Waste Management Assessment

Development Application No: 22008071

Assessing Officer: Phil Smith

Site Address: 59-63A DEEDS ROAD, NORTH PLYMPTON

Certificate of Title: **Title Ref:** CT 5132/335 **Plan Parcel:** F5059 AL12

Description of Development: Staged development - additions and alterations to an existing industrial warehousing and storage facility

TO TEAM LEADER WASTE MANAGEMENT - REGULATORY SERVICES

Please provide your comments in relation to:

☐ Any aspect that you feel needs further attention or detail

.....
.....



Memo

To Phil Smith
From Nick Teoh
Date 10 May 2022
Subject 59-63A DEEDS ROAD, NORTH PLYMPTON

Dear Phil,

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

Waste Management

Waste Management have no issues with the proposed alterations, waste generation is not likely to change significantly. The existing waste services should suffice for the new additions.

Kind regards,

Nick Teoh
Team Leader Waste Management

Our Reference:
Application Reference: 1050

24 May 2022

Phil Smith
City of West Torrens
165 Sir Donald Bradman Drive
Hilton SA 5033

DEVELOPMENT No: 22008071
APPLICANT: Philmac Pty Ltd
NATURE OF DEVELOPMENT: additions and alterations to an existing industrial warehousing and storage facility
SUBJECT LAND: 59-63A DEEDS RD NORTH PLYMPTON SA 5037

Adelaide Airport Limited has no objection to the above proposal.

The Owner/Developer need to be advised of the following:

- a) The development as described at an approximate height of RL 33.9m Australian Height Datum (AHD) does not penetrate the Adelaide Airport Obstacle Limitation Surface (OLS) airspace protected for aircraft operations. Any further proposed addition to the structure, including aerials, masts and vent/exhaust stacks, must be subject to a separate assessment.
- b) Crane operations associated with construction will be restricted to a maximum height of 36m Australian Height Datum and shall be the subject of separate application. Adelaide Airport Limited requires 48 days prior notice of any crane operations during the construction. Crane assessment may also have to be conducted by the Civil Aviation Safety Authority (CASA).
- c) Restrictions may apply to lighting illumination. Any lighting proposed shall conform to airport lighting restrictions and shall be shielded from aircraft flight paths.
- d) On completion of construction of the building. The proponent must provide Adelaide Airport with a written report from a certified surveyor on the finished height of the building.

Should you require any additional information or wish to discuss this matter further please contact the undersigned on 8308 9245.

Yours faithfully



Brett Eaton
AIRSIDE MANAGER
ADELAIDE AIRPORT



OFFICIAL

Adelaide Airport Limited
1 James Schofield Drive
Adelaide Airport
South Australia 5950

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ABN 78 075 176 653

7 REVIEW OF ASSESSMENT MANAGER DECISION

Nil

8 CONFIDENTIAL REPORTS OF THE ASSESSMENT MANAGER

Nil

9 RELEVANT AUTHORITY ACTIVITIES REPORT**9.1 Activities Summary - August 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 Manager 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**

DA number	Address	Description of development	Status
211/279/2021	5 Palmyra Avenue, TORRENSVILLE	Demolition of existing buildings and construction of 19 two-storey dwellings with common driveway access and associated landscaping.	Compromise proposal considered at June 2022 CAP meeting. Matter resolved by way of Court order issued 22 July 2022. Refer to Attachment 1 .
21014495	233-235 Richmond Road, RICHMOND	Demolition of existing dwelling and shed and the construction of warehouse and ancillary offices and showroom with associated carparking and landscaping	This application was refused under staff delegation due to non-supply of information. Appeal lodged on 2 May 2022 to ERDC. Compromise reached. Matter resolved by way of Court order issued 27 July 2022. Refer to Attachment 2 .

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. Compulsory conference scheduled for 11 August 2022.

SCAP is the relevant authority

DA number	Address	Description of development	Status
211/M022/17	79 Port Road, THEBARTON	Multi-storey mixed use development, incorporating commercial tenancy, 2 storey car park, 9-storey residential flat building, four x 3-storey residential flat buildings and car parking.	The appellant has withdrawn the appeal.

Deferred CAP Items

Nil

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

Awaiting Plan SA Portal functionality to report on relevant applications.

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 1 August 2022.

Attachments

1. 5 Palmyra Avenue, Torrensville - Court Order
2. 233-25 Richmond Road, Richmond - Court Order

OFFICE USE ONLY

Case Number: ERD-21-000195

Date Filed: 25 July 2022

FDN: 5



ENVIRONMENT, RESOURCES AND DEVELOPMENT COURT OF SOUTH AUSTRALIA

No. 195 of 2021

BETWEEN

NEW CREATION GROUP
Appellant

and

CITY OF WEST TORRENS COUNCIL ASSESSMENT PANEL
Respondent

ORDER

Judicial Officer: Commissioner Rumsby
Date of Order: 22 July 2022

BY CONSENT THE COURT ORDERS that:

1. The appeal is allowed.
2. Planning Consent is hereby granted to Development Application No 211/279/2021 for the demolition of existing buildings and construction of 19, two-storey dwellings with common driveway access and associated landscaping and fencing at 5-9 Palmyra Avenue, Torrensville (CT5720/72 & CT5798/608) subject to the following reserved matters and conditions:

Reserved Matters

- 2.1 A Construction Management Plan (CMP) for the proposed development is to be submitted to and approved by the CAP, or its delegate, prior to the granting of Development Approval. The CMP must identify potential issues and appropriate measures to minimise impacts and disruption to surrounding residents and business owners during the construction phase of the development. The plan shall also detail the types, volumes and distributions of traffic and how they will be managed.
- 2.2 A Waste Management Plan is to be submitted and approved by the CAP, or its delegate, prior to the granting of Development Approval. The plan shall detail, but not be limited to, collection times, the type of vehicle used for collection, location of bins for collection for each dwelling, the storage

of bins shown for each dwelling, etc, noting that the location of the bin storage and collection shall not compromise any visitor car parking.

Pursuant to Section 42(1) of the Development Act 1993, the Council Assessment Panel ("CAP") reserves its decision on the form and substance of any further conditions of Development Plan Consent that it considers appropriate to impose in respect of the reserved matters above.

Planning Conditions

2.3 The development must be undertaken, completed and maintained in accordance with the plans and information detailed in this Application listed below (stamped Court Exhibit A):

- Demolition Plan prepared by New Creation Group, Sheet No. A101 dated 17/02/21;
- Site Plan prepared by New Creation Group, Sheet No. A100 dated 19/04/22;
- Landscape Plan & Schedule prepared by New Creation Group, date stamped received by the Council on 21 April 2022.
- Units 1-8 Plans prepared by New Creation Group, Sheet No. A101-A109 dated 17/08/21;
- Unit 1 & Unit 8 Elevations and Fence Elevations prepared by New Creation Group, dated 04.04.22;
- Unit 9 Plans prepared by New Creation Group, Sheet No. A101-A109 dated 17/08/21;
- Units 10, 13-16 Plans prepared by New Creation Group, Sheet No. A101-A109 dated 17/08/21;
- Unit 11 Plans prepared by New Creation Group, Sheet No. A101-A109 dated 17/08/21;
- Unit 12 Plans prepared by New Creation Group, Sheet No. A101-A109 dated 17/08/21;
- Unit 12 Carport Plan prepared by New Creation Group, Sheet No. A101 dated 02/08/21;
- Unit 17 Plans prepared by New Creation Group, Sheet No. A101-A109 dated 17/08/21;
- Unit 17 Carport Plan prepared by New Creation Group, Sheet No. A101 dated 02/08/21;
- Unit 18 Plans prepared by New Creation Group, Sheet No. A101-A109 dated 17/08/21;
- Unit 19 Plans prepared by New Creation Group, Sheet No. A101-A106 & A108-A109 dated 17/08/21
- Front Streetscape Plan prepared by New Creation Group, Sheet No. A106 dated 04/04/22;
- Levels Plan prepared by KP Squared Engineering, Drawing No. C1, Issue A, dated 10/02/21;
- Civil & Drainage Plan prepared by KP Squared Engineering, Drawing No. C2, Issue C dated 10/04/22;
- Stormwater Details Plan prepared by KP Squared Engineering, Drawing No. C3, Issue A dated 10/02/21;
- Earthworks & Paving Details prepared by KP Squared Engineering, Drawing No. C4, Issue A dated 10/02/21;
- Civil Details Plan prepared by KP Squared Engineering, Drawing No. C5, Issue A dated 10/02/21;
- Stormwater Design Calculations prepared by KP Squared Engineering, Issue A dated 10/02/21; and
- Bin Screening Details per Email Exchange between Mr Thompson and Mr Smith, dated 1 June 2022,

except where varied by any conditions listed below:

- 2.4 All stormwater design and construction will be in accordance with Australian Standards and recognised engineering best practices to ensure that stormwater does not adversely affect any adjoining property or public road and, for this purpose, stormwater drainage will not at any time:
- a) Result in the entry of water into a building; or
 - b) Affect the stability of a building; or
 - c) Create unhealthy or dangerous conditions on the site or within the building; or
 - d) Flow or discharge onto the land of an adjoining owner; or
 - e) Flow across footpaths or public ways.

- 2.5 All stormwater management measures for the development approved herein, including harvest tanks and supply mechanisms shall be installed and operational prior to the occupation of the development.
- 2.6 The rainwater tank for all dwellings shall be plumbed to deliver recycled water to all toilets and laundry cold water outlets and shall be connected prior to occupation of the dwellings.
- 2.7 The stormwater connections for Dwellings 1 to 8 shall be offset a minimum of 2.0 metres from existing street trees that are to be retained.
- 2.8 All driveways, parking and manoeuvring areas shall be formed, surfaced with concrete, bitumen or paving, and be properly drained prior to occupation, and shall be maintained in reasonable condition at all times to the satisfaction of Council.
- 2.9 All landscaping shall be planted in accordance with the approved plans, and incorporate an appropriate irrigation system, within three (3) months of the occupancy of the development or the next available planting season. Any person(s) who have the benefit of this approval shall cultivate, tend and nurture the landscaping and shall replace any plants which may become diseased or die. Those trees to be planted are to be a semi-mature height at the time of planting.
- 2.10 The side and rear upper storey windows of all dwellings shall be fitted with fixed obscure glass to the windows and balcony balustrades to a minimum height of 1.7 metres above the upper floor level to minimise the potential for overlooking of adjoining properties, prior to occupation of the building. The glazing in these windows shall be maintained to the satisfaction of the Council at all times.
- 2.11 No above-ground structures, such as letterboxes, service meters or similar are to be installed within the common driveway entrance and passing area.
- 2.12 Details of the bin store enclosure shall be submitted to the satisfaction of the CAP, or its delegate, prior to the issue of Development Approval.
- 2.13 The bin storage area shall be kept clean and tidy at all times with bins cleaned regularly to minimise odour.
- 2.14 Lights are required to be installed in all locations within the site where reasonably required in order to provide for safe pedestrian access, and shall be executed in a manner so as not to create glare impairing the safety of motorists.



.....
DEPUTY REGISTRAR

Case Number: ERD-22-000058

Date Filed: 28 July 2022

FDN: 6



ENVIRONMENT, RESOURCES AND DEVELOPMENT COURT OF SOUTH AUSTRALIA

No. 58 of 2022

BETWEEN

BARGAIN STEEL CENTRE

Appellant

and

CITY OF WEST TORRENS COUNCIL ASSESSMENT MANAGER

Respondent

ORDER

Judicial Officer:

Commissioner Dyer

Date of Order:

27 July 2022

BY CONSENT THE COURT ORDERS that:

1. The Respondents decision of 22 March 2022 to refuse Development Application No: 21014495 for want of information pursuant to section 199(6)(b) of the *Planning, Development and Infrastructure Act 2016* is quashed.
2. DA 21014495 is remitted back to the Respondent for further assessment and determination.
3. That, pursuant to section 125(1) of the *Planning, Development and Infrastructure Act 2016* and regulation 53(1)(k) of the *Planning, Development and Infrastructure (General) Regulations 2017*, an additional 55 business days from the date of this Order be added to the assessment timeframe for DA 21014495, being the time from the commencement of the appeal plus an additional period of 10 business days

A handwritten signature in cursive script, appearing to read "Weeding", is written over a horizontal dotted line.

DEPUTY REGISTRAR

10 OTHER BUSINESS

10.1 Planning Policy Considerations

11 MEETING CLOSE

CITY OF WEST TORRENS



Late Agenda Attachment

Council Assessment Panel Meeting

TUESDAY, 9 AUGUST 2022

Item 6.2.1 - 53-57 & 59-63A Deeds Road, NORTH PLYMPTON (Attachment 1)

INDEX

6 **Reports of the Assessment Manager 1**

6.2.1 53-57 & 59-63A Deeds Road, NORTH PLYMPTON (Attachmet 1) 1

Philmac Pty Ltd North Plympton

Environmental Noise Assessment

July 2022

S7404C1

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Document Title : Philmac Pty Ltd North Plympton
Environmental Noise Assessment
Document Reference : S7404C1
Prepared For : Tesseract
Date : July 2022
Author : Chris Turnbull, MAAS

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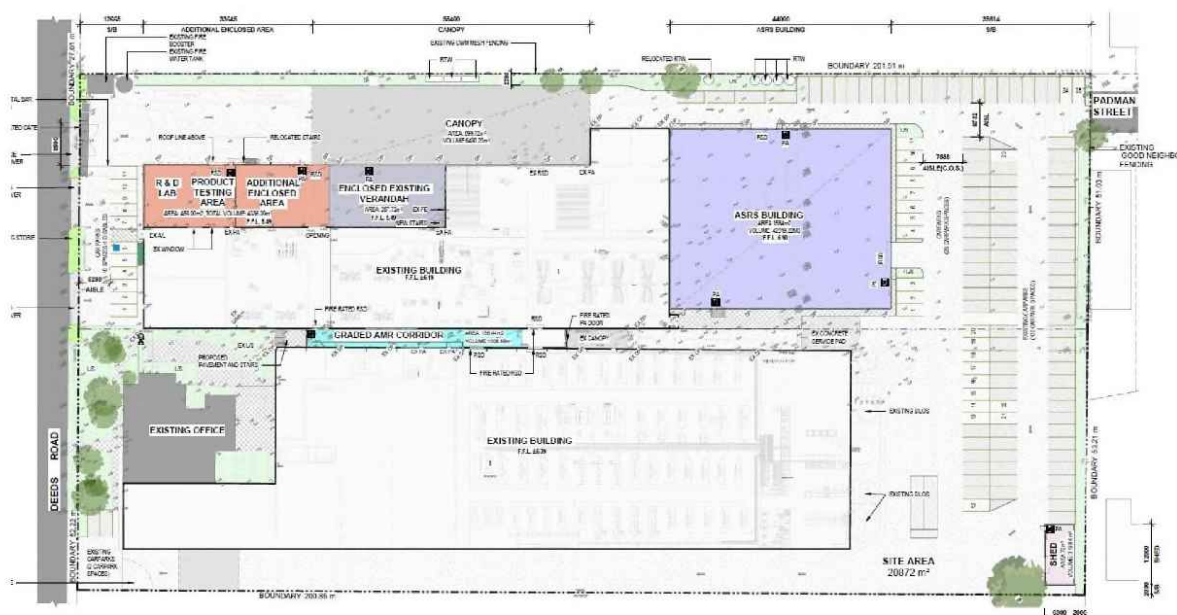
INTRODUCTION

An environmental noise assessment has been prepared for the proposed redevelopment of the existing Philmac manufacturing facility at 53-59 Deeds Road, North Plympton (the **Redevelopment**).

The Redevelopment seeks to incorporate the following changes:

- addition of a new facility (ASRS Building);
- installing a new canopy to facilitate unloading and loading of materials;
- enclosing an existing verandah;
- addition of 36 car parking spaces; and,
- relocating an existing service building;

A general layout of the proposed site is as shown in the following figure.



The largest component of the Redevelopment is the introduction of an integrated vertical warehouse (the ASRS building) to the site. The operation of the warehouse is designed to reduce the need for forklifts moving products around the site. As forklifts are a significant component of existing environmental noise at the site, there is the potential for noise from the site to be reduced.

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The assessment considers the noise from the new noise sources, such as activity within the new buildings, delivery activities, car parking activities and mechanical plant operation.

The nearest noise sensitive receivers are the existing residences located immediately to the east. The locations of the sensitive receivers relative to the subject site are shown in the following figure.



This assessment has been conducted to ensure that the Redevelopment will not unreasonably interfere with the existing acoustic amenity at the surrounding residences, and has been based upon the following:

- *Tesseract international* drawing set Titled “Factory of The Future Project for Philmac Pty Ltd” under the *Project No: 20-549, Sheet No: S1-A101, S1-A102, S1-A200, S1-A201, S1-A600, S1-A700, & S1A700 all dated 16 June 2022 and Sheet No: S1-A100, S1-A103, S1-A300, S1-A400, S1-A500, S1-A501, S1-A502, S1-A503 & S1-A504 all dated 24 June 2022.*
- A site visit and measurements conducted on 4 July 2022;
- Manufacturer’s data indicating that the overall internal noise level from the activities within the new building will be no more than 72dB(A); and,
- The understanding that all deliveries to the site occur during day time period only (7:00am to 10:00pm)

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ASSESSMENT CRITERIA

Planning and Design Code

The development is located within the City of West Torrens. Development within the council is subject to the provisions of the *Planning and Design Code* (the **Code**).

In accordance with the Code, the proposed facility is located within the Strategic Employment zone and the nearby noise sensitive locations are all located within the General Neighbourhood zone.

The Code has been reviewed and the provisions considered relevant to the noise assessment are included in Appendix A.

Performance Outcome 4.1 (PO4.1) relates to noise from development *not unreasonably impact[ing] the amenity of sensitive receivers (or lawfully approved sensitive receivers)*. The Deemed to Satisfy provision for PO4.1 specifically reference achieving the criteria of the *Environment Protection (Noise) Policy 2007* (the **Policy**).

The Policy is based on the World Health Organisation Guidelines for Community Noise (1999) to prevent annoyance, sleep disturbance and unreasonable interference on the amenity of an area. Therefore, compliance with the Policy is considered to satisfy all provisions of the Planning and Design Code relating to environmental noise.

Environment Protection (Noise) Policy 2007

The Policy provides goal noise levels to be achieved at noise sensitive locations based on the principally promoted land use of the zones in which the noise source (the redevelopment) and the noise receivers (the residences) are located. In particular, the Policy provides the goal noise levels for the additional noise sources where there is a change to a facility. More onerous criteria are applied to these noise sources, compared with criteria which would apply to the overall site.

Based on the zones in the vicinity, the following goal noise levels are provided by the Policy for the new noise sources:

- An average (L_{eq}) noise level of 52 dB(A) during the day time (7am to 10pm);
- An average (L_{eq}) noise level of 45 dB(A) during the night time (10pm to 7am); and,
- A maximum (L_{max}) noise level of 60 dB(A) during the night time.

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When measuring or predicting noise levels for comparison with the Policy, adjustments may be made for each “annoying” characteristic of tone, impulse, low frequency, and modulation of the noise source. The characteristic must be dominant in the existing acoustic environment and therefore the application of a penalty varies depending on the assessment location, time of day, the noise source being considered and the predicted noise level. The application of penalties at the site is discussed further in the Assessment section of this report.

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ASSESSMENT

The assessment has been based on previous noise measurements of activity at other similar sites. The noise measurements include:

- car park activity such as people talking as they vacate or approach their vehicles, the opening and closing of vehicle doors, vehicles starting, vehicles idling, and vehicles moving into and accelerating away from their parked position;
- delivery activities; and,
- general truck and forklift movements;

As is typical at the Development Application stage, the proposed external mechanical plant units have not yet been designed or selected. Therefore, the assessment of the mechanical plant has been based on a typical selection. The noise level and any acoustic treatment associated with mechanical plant should be checked to ensure that it meets the requirements of the Policy prior to installation.

The sound power levels for the above activities and equipment are provided as Appendix B.

The predictions have been based on the following level of activity at the site within a 15-minute period¹:

- Day Time (7am to 10pm)
 - Continuous operation within the new ASRS building, enclosed verandah and additional enclosed area;
 - Continuous operation of the mechanical plant serving the ASRS building;
 - A truck moving into the new canopy area and forklift movements associated with the unloading and loading process; and,
 - Car parking activities associated with 36 new car parking locations;
- Night Time (10pm to 7am)
 - Continuous operation within the new ASRS building, enclosed verandah and additional enclosed area;
 - Continuous operation of the mechanical plant serving the ASRS building; and,
 - Car parking activities associated with 26 of the new car parking locations;

¹ Default assessment period under the Policy

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In order to achieve the goal noise levels of the Policy, the following acoustic treatments are recommended:

- Car parks marked as **YELLOW** in Figure 1 should not be used at night. This may be achieved by use of a "No Parking between 10:00pm and 7:00am" sign.
- Ensure that the roller doors along the northern and eastern facade of the proposed ASRS building remain closed during the night time period (10:00pm to 7:00am).
- Ensure an airtight seal is achieved at all junctions of the existing solid boundary fences, including at the ground, joins to retaining walls and joins to other fences;



Figure 1: Treatment Summary

A 5 dB(A) penalty has been applied to the predicted noise levels for the day and night time periods to account for the potential modulation of noise sources. An additional penalty is conservatively applied during the day time period [8dB(A) in total] to account for the tonal characteristics of reversing alarms associated with forklifts, although this is likely to be significantly reduced as part of this Redevelopment.

With the inclusion of the acoustic treatments described above, the assumed level of activity at the site, and the application of the penalties, the average (L_{eq}) noise levels predicted during the day time period is no more than 51 dB(A) and no more than 45 dB(A) during the night time period.

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The instantaneous maximum noise levels have also been predicted for all residences within the vicinity of the development. The predictions have been based on measurements at a variety of different similar sites, recommended treatments incorporated and include noise sources such as car doors slamming and voices. The predicted maximum noise levels at any residence during the night are no more than 58 dB(A), therefore achieving the instantaneous maximum (L_{max}) noise level criterion of the Policy.

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CONCLUSION

An environmental noise assessment has been prepared for the proposed redevelopment of the existing Philmac manufacturing facility at 53-59 Deeds Road, North Plympton (the **Redevelopment**).

The assessment considers noise at the closest residences from the new ASRS Building, delivery activities, car parking activities and mechanical plant operation.

The predicted noise levels from the Redevelopment will achieve the relevant requirements of the *Environment Protection (Noise) Policy 2007*, subject to the treatments in this report, comprising:

- Limiting two carparks for use only during the day period;
- Ensuring the roller doors along the northern and eastern facade of the ASRS building remain closed during the night time period; and
- Ensuring an airtight seal is achieved at all junctions of the existing solid boundary fences.

Based on the above, the facility has been designed to *not unreasonably impact the amenity of sensitive receivers*, thereby achieving the relevant provisions of the Planning and Design Code related to environmental noise.

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APPENDIX A: South Australian Planning and Design Code Provisions

Part 4 – General Development Policies

Interface between Land Uses

DESIRED OUTCOME

DO 1: Development is located and designed to mitigate adverse effects on or from neighbouring and proximate land uses.

Performance Outcome	Deemed-to-Satisfy Criteria / Designated Performance Feature								
General Land Use Compatibility									
PO 1.2 Development adjacent to a site containing a sensitive receiver (or lawfully approved sensitive receiver) or zone primarily intended to accommodate sensitive receivers is designed to minimise adverse impacts.	DTS/DPF 1.2 None are applicable								
Hours of Operation									
PO 2.1 Non-residential development does not unreasonably impact the amenity of sensitive receivers (or lawfully approved sensitive receivers) or an adjacent zone primarily for sensitive receivers through its hours of operation having regard to: <ul style="list-style-type: none"> a) the nature of the development b) measures to mitigate off-site impacts c) the extent to which the development is desired in the zone d) measures that might be taken in an adjacent zone primarily for sensitive receivers that mitigate adverse impacts without unreasonably compromising the intended use of that land. 	DTS/DPF 2.1 Development operating within the following hours: <table border="1"> <thead> <tr> <th>Class of Development</th><th>Hours of operation</th></tr> </thead> <tbody> <tr> <td>Consulting room</td><td>7am to 9pm, Monday to Friday 8am to 5pm, Saturday</td></tr> <tr> <td>Office</td><td>7am to 9pm, Monday to Friday 8am to 5pm, Saturday</td></tr> <tr> <td>Shop, other than any one or combination of the following: <ul style="list-style-type: none"> (a) restaurant (b) cellar door in the Productive Rural Landscape Zone, Rural Zone or Rural Horticulture Zone </td><td>7am to 9pm, Monday to Friday 8am to 5pm, Saturday and Sunday</td></tr> </tbody> </table>	Class of Development	Hours of operation	Consulting room	7am to 9pm, Monday to Friday 8am to 5pm, Saturday	Office	7am to 9pm, Monday to Friday 8am to 5pm, Saturday	Shop, other than any one or combination of the following: <ul style="list-style-type: none"> (a) restaurant (b) cellar door in the Productive Rural Landscape Zone, Rural Zone or Rural Horticulture Zone 	7am to 9pm, Monday to Friday 8am to 5pm, Saturday and Sunday
Class of Development	Hours of operation								
Consulting room	7am to 9pm, Monday to Friday 8am to 5pm, Saturday								
Office	7am to 9pm, Monday to Friday 8am to 5pm, Saturday								
Shop, other than any one or combination of the following: <ul style="list-style-type: none"> (a) restaurant (b) cellar door in the Productive Rural Landscape Zone, Rural Zone or Rural Horticulture Zone 	7am to 9pm, Monday to Friday 8am to 5pm, Saturday and Sunday								

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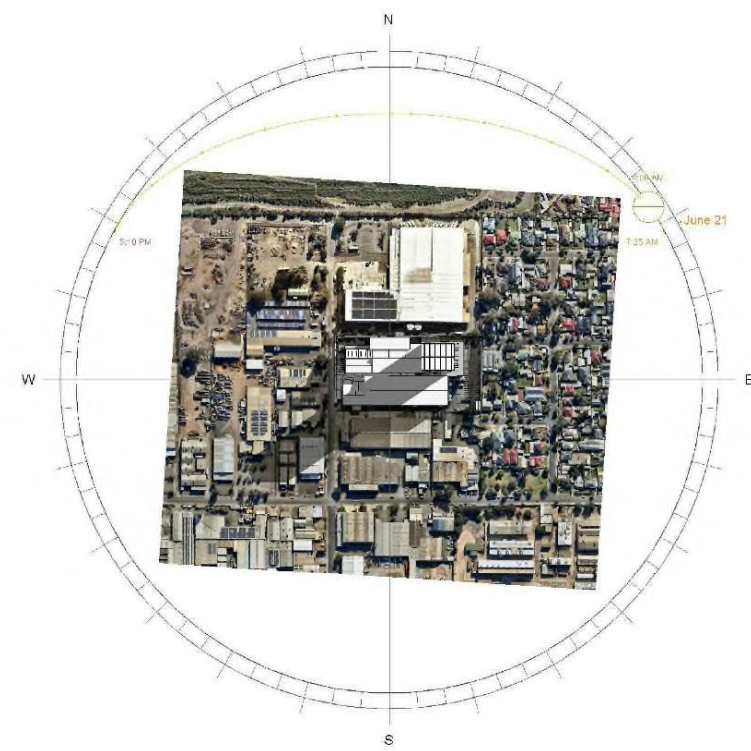
Performance Outcome	Deemed-to-Satisfy Criteria / Designated Performance Feature
Activities Generating Noise or Vibration	
<p>PO 4.1 Development that emits noise (other than music) does not unreasonably impact the amenity of sensitive receivers (or lawfully approved sensitive receivers).</p>	<p>DTS/DPF 4.1 Noise that affects sensitive receivers achieves the relevant Environment Protection (Noise) Policy criteria.</p>
<p>PO 4.2 Areas for the on-site manoeuvring of service and delivery vehicles, plant and equipment, outdoor work spaces (and the like) are designed and sited to not unreasonably impact the amenity of adjacent sensitive receivers (or lawfully approved sensitive receivers) and zones primarily intended to accommodate sensitive receivers due to noise and vibration by adopting techniques including:</p> <ul style="list-style-type: none"> a) locating openings of buildings and associated services away from the interface with the adjacent sensitive receivers and zones primarily intended to accommodate sensitive receivers b) when sited outdoors, locating such areas as far as practicable from adjacent sensitive receivers and zones primarily intended to accommodate sensitive receivers c) housing plant and equipment within an enclosed structure or acoustic enclosure d) providing a suitable acoustic barrier between the plant and / or equipment and the adjacent sensitive receiver boundary or zone. 	<p>DTS/DPF 4.2 None are applicable</p>

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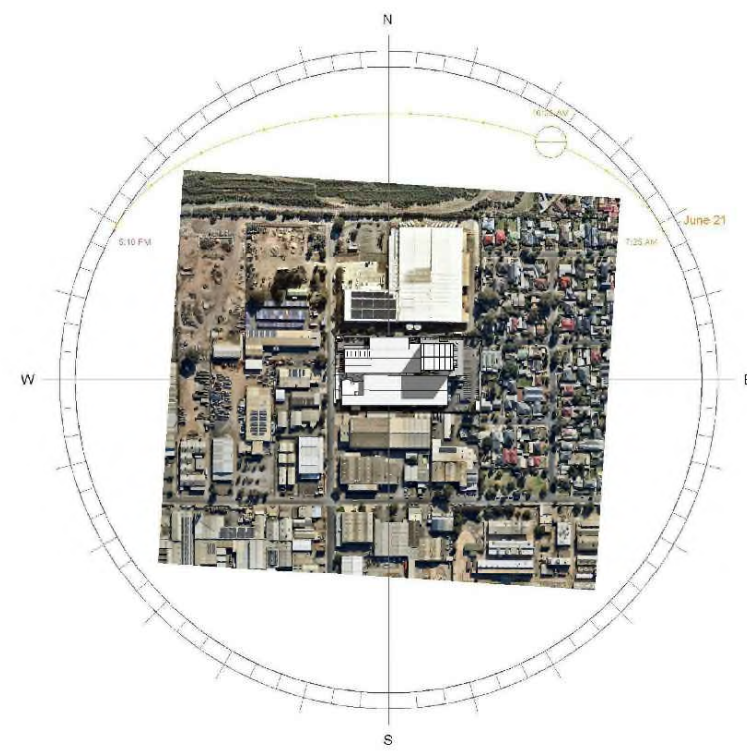
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APPENDIX B: Noise Level Data

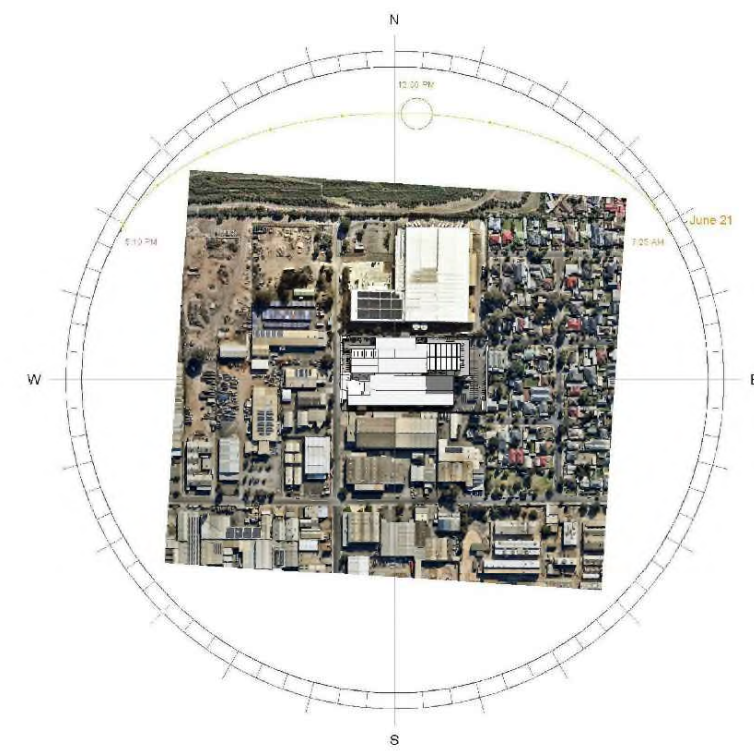
Activity		Sound Power Level
Car Park Activities	General Activity	83 dB(A)
Mechanical Plant	Office AC unit	70 dB(A)
Unloading/Loading Activities	Forklift Movement	90 dB(A)
	Truck Movement	96 dB(A)



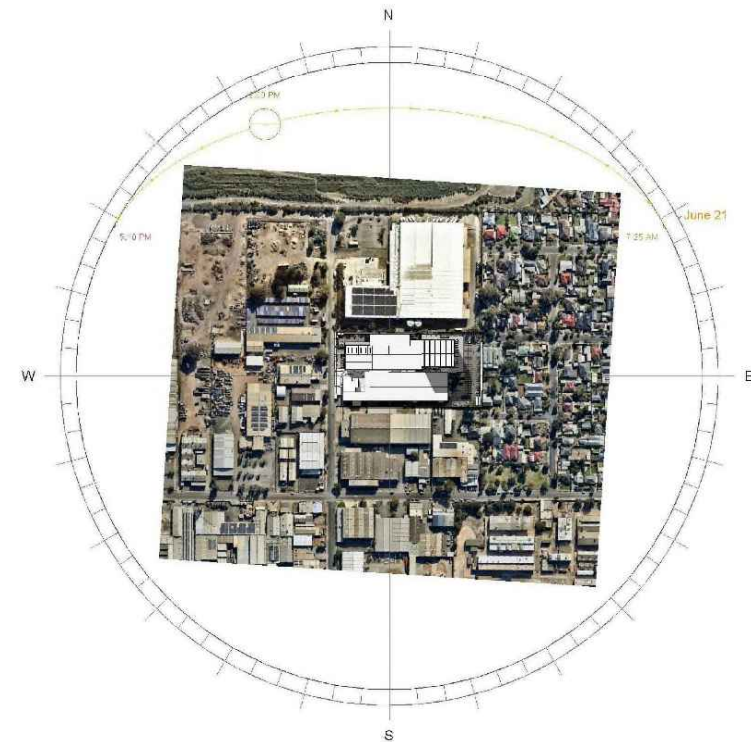
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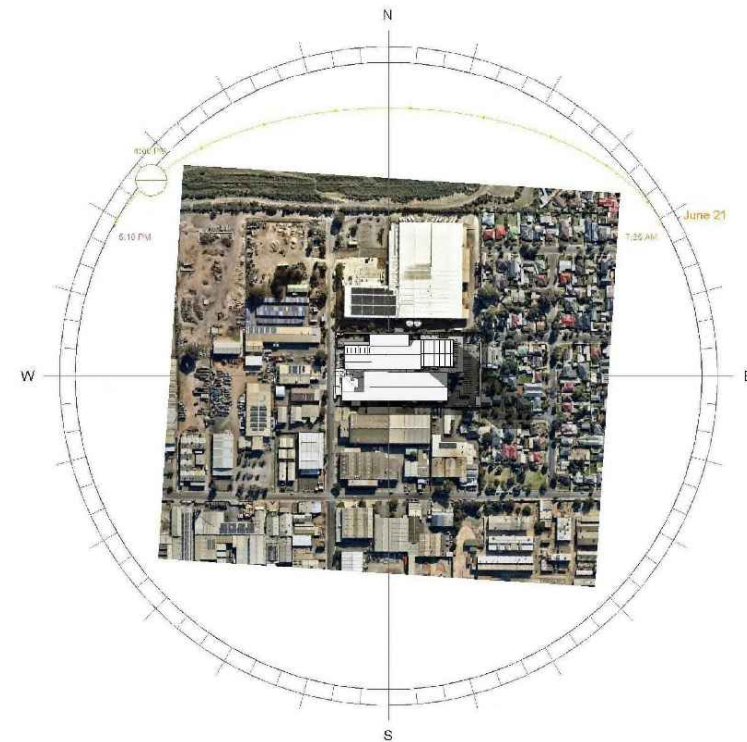
10:00 AM - JUNE 21



12:00 PM - JUNE 21



2:00 PM - JUNE 21

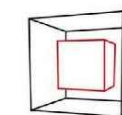


4:00 PM - JUNE 21

SHADOW DIAGRAMS

ISSUED FOR COMMENT
PHILMAC PTY LTD

FACTORY OF THE FUTURE PROJECT
53-59 DEEDS RD, NORTH PLYMPTON, SA 5037



tesseract
 international

DATE: 11-07-2022 20-549 P1-A508