

CITY OF WEST TORRENS



Confidential Report Items 7.1

of the

COUNCIL ASSESSMENT PANEL

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

on

TUESDAY, 13 NOVEMBER 2018
at 5.00pm

Pursuant to section 236(2) of the *Planning, Development and Infrastructure Act 2016* and clauses 16 & 17 of the *Assessment Panel Members – Code of Conduct*, it is an offence to disclose the information provided in confidence within this agenda except with prior approval of the Assessment Manager.

Donna Ferretti
Assessment Manager

City of West Torrens Disclaimer

Council Assessment Panel

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

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

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Released

7 CONFIDENTIAL REPORTS OF THE ASSESSMENT MANAGER

7.1 240 & 242 Sir Donald Bradman Drive and 27 Wilson Street, COWANDILLA

Application No 211/1256/2017

Reason for Confidentiality

It is recommended that this Report be considered in CONFIDENCE in accordance with Section 90(3) (h) of the *Planning, Development and Infrastructure (General) Regulations 2017*, which permits the meeting to be closed to the public for business relating to the following:

- (h) legal advice

as this matter is before the Environment Resources and Development Court and it is a requirement of the Court that matters are kept confidential until such time as a compromise is reached or the matter proceeds to a hearing.

RECOMMENDATION

It is recommended to the Council Assessment Panel that:

1. On the basis that this matter is before the Environment Resources and Development Court so any disclosure would prejudice the position of Council, the Council Assessment Panel orders pursuant to regulation 13(2) of the *Planning, Development and Infrastructure (General) Regulations 2017*, that the public, with the exception of the Chief Executive Officer, members of the Executive and Management Teams, Assessment Manager, City Development staff in attendance at the meeting, and meeting secretariat staff, and other staff so determined, be excluded from attendance at so much of the meeting as is necessary to receive, discuss and consider in confidence, information contained within the confidential reports submitted by the Assessment Manager on the basis that this matter is before the Environment Resources and Development Court and it is a requirement of the Court that matters are kept confidential until such time as a compromise is reached or the matter proceeds to a hearing.
2. At the completion of the confidential session the meeting be re-opened to the public.

DEVELOPMENT APPLICATION DETAILS

DEVELOPMENT PROPOSAL	Change of use and construction of a single storey building to operate as a child care centre with outdoor play area, associated car parking, landscaping and 2.7m high acoustic fencing
APPLICANT	Emmett Property
LODGEMENT DATE	18 October 2017
ZONE	Residential Zone
POLICY AREA	Low Density Policy Area 20 & Cowandilla/Mile End West Torrensville Policy Area 23
APPLICATION TYPE	Merit
PUBLIC NOTIFICATION	Category 3
REFERRALS	Internal <ul style="list-style-type: none"> ▪ City Assets External <ul style="list-style-type: none"> ▪ DPTI
DEVELOPMENT PLAN VERSION	30 May 2017

BACKGROUND

At its meeting of 10 July 2018, the CAP resolved to adopt the staff recommendation and grant Development Plan Consent to application no. 211/1256/2017 subject to a reserved matter and conditions. This decision was subsequently appealed by a group of eight representors for a number of reasons as follows:

- The proposed child care centre is not small scale;
- The proposed development is not complementary to the existing character of the area;
- The finished floor level is such that the proposed building will have a visual impact on the character of Wilson Street;
- The number of car parks provided is not sufficient;
- Not enough consideration was given to the volume and safety of traffic movements;
- The increased parking will cause issues with rubbish bin collections;
- The proposed fence adjacent 25 Wilson Street will limit the amount of light;
- Security issues associated with the gate when the centre is not operating; and
- Noise impacts on local residents.

During an Environment, Resources and Development Court (ERDC) conference, the Appellants and Respondents came to a negotiated outcome resulting in amended plans. These plans are now being presented to the CAP to seek their support and endorsement. All of the Appellants have viewed and are in support of the amendments.

If CAP supports the amended proposal then the ERDC will issue Minutes of Order granting Development Plan Consent, which will end the appeal proceedings. Should the CAP decide not to support the amendments, then further negotiations will be necessary.

A copy of the previous CAP report and related decision is contained in **Attachment 1**.

AMENDMENTS

The proposed amendments are as follows:

1. The maximum number of children able to attend the site at any one time will be reduced from 110 to 96 children.
2. Two carparks will be removed from along the eastern boundary (Wilson Street) leaving a total of 26 carparks.
3. As a result of the reduction in car park spaces, the landscaping along the eastern boundary (Wilson Street) will be increased to a width of 2.4m.
4. The proposed fencing along the eastern boundary (Wilson Street) will now be located behind (to the west of) the landscaping, positioned 2.4m off the boundary.
5. The proposed security fence and gates along the eastern boundary of the car parking area will be constructed of an open style (i.e., tubular), to a height of 1.8m on top of a concrete plinth.

6. The fence along the northern boundary of the site is to be constructed on top of a concrete plinth and will have the following characteristics (from west to east):
 - a. between the boundary with 7A Neill Road and the existing shed at 25 Wilson Road, the fence will be 2.7m in height and Classic Cream in colour;
 - b. no fence is proposed immediately adjacent to the southern wall of the existing 3m high shed at 25 Wilson Road as the existing shed wall will instead serve as the dividing fence in this location;
 - c. A fence of 3m in height, will be erected on the boundary between the existing shed and carport on 25 Wilson Street and will be the same colour as the existing shed;
 - d. A fence of 1.8m in height will be erected along the remainder of the northern boundary adjacent to the existing carport and be Classic Cream in colour.
7. Subject to any relevant variations in paragraph 6(c) and (d) above, the northern boundary fence is to otherwise be constructed with acoustic treatments in accordance with the Sonus report dated May 2018. The acoustic fence on the southern side of the car parking area will remain as detailed in the Sonus report and will be Classic Cream in colour.
8. The car park lighting will be changed from 6m high poles to low level bollards.

A copy of the amended plans is contained in **Attachment 2**.

ASSESSMENT

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

DEVELOPMENT PLAN PROVISIONS	STANDARD	ASSESSMENT
CAR PARKING SPACES <i>Transportation and Access</i> <i>PDC 34</i>	1 space for every 4 children (96 children = demand for 24 spaces)	26 Satisfies

DISCUSSION

The proposed amendments are not considered to have had a material impact on the assessment undertaken on the original proposal as the land use and child care building will remain unchanged. The proposed amendments primarily relate to the car parking area, amount and location of landscaping and fencing at the north eastern corner of the site where it adjoins residential properties.

Car parking and landscaping

The deletion of two car parking spaces has been facilitated by a reduction in the number of children permitted to attend the site at any one time from 110 to 96. As a result of fewer children being allowed on-site, the proposed car parking provision now exceeds the Development Plan requirement by two spaces.

Additional landscaping along the eastern boundary will replace the two parking spaces to be removed. This landscaping will improve the visual amenity of the site when viewed from Wilson Avenue and will provide an attractive buffer area between the public footpath and the on-site vehicle manoeuvring area of the carpark.

In order to retain the visual amenity of the proposed landscaping along Wilson Avenue, the security fence will be located behind it. This fence will be of a tubular open style to provide security without compromising the visual amenity of the site.

Acoustic fencing

The acoustic fencing along the northern boundary of the site was initially proposed to be 2.7m high along the entire boundary. This has been revised with the fence now incorporating a variety of heights along the boundary as follows:

- 1.8m high between the eastern boundary and the western end of the carport on Wilson Street;
- 3m high between the eastern end of the carport and existing fence on 25 Wilson Street;
- No fence along the boundary where the existing shed on 25 Wilson Street is located; and
- 2.7m high for the remainder of the northern boundary.

The design of the fence was initially guided by the Sonus Acoustic report provided by the applicant. In this report it was suggested that a 2.7m high fence was necessary to ensure the potential noise from the child care centre would be consistent with the World Health Organisation standard. Conversely, the reduction in fence height adjacent the existing carport of 25 Wilson Street is likely to increase the potential noise impacts on this property. Given that the reduction in fence height was requested by the owners of 25 Wilson Street, however, it is not considered to be a concern for Council, especially as the reduced fence height will have less of a visual impact when viewed from the public realm.

The other acoustic fences will remain as originally proposed.

Car park lighting

The carpark was originally proposed to be lit by LED lights erected on 6m high poles. These have now been replaced by low level bollard security lights to ensure that the car parking area remains illuminated during evenings without adversely affecting the amenity of the locality.

SUMMARY

In summary, the proposed amendments have not altered the underlying merit of the proposed child care centre. As the amendments have been agreed to by both the appellants and applicant, there is some surety that the ERDC will also endorse the proposal and resolve the appeal.

Accordingly, the amended proposal is considered to have sufficient merit to warrant the support of the CAP.

RECOMMENDATION

The Council Assessment Panel, having considered all aspects of the report, the application for consent to carry out development of land and pursuant to the provisions of the *Development Act 1993* resolves to SUPPORT the amended proposal for Application No. 211/1256/2017 by Emmett Property to undertake a change of use and construction of a single storey building to operate as a child care centre with outdoor play area, associated car parking, landscaping and 2.7m high acoustic fencing at 240-242 Sir Donald Bradman Drive and 27 Wilson Street, Cowandilla (CTs 5685/238, 5231/537 & 5534/478) subject to the following conditions of consent and reserved matter:

Reserved Matter

Pursuant to Section 33(3) of the *Development Act 1993*, the following matter is reserved for further consideration by the First Respondent. Development approval cannot be issued by the Council until it has assessed this matter and granted its consent in respect thereof (with or without further conditions of development plan consent that it considers appropriate to impose in respect of the reserved matter).

1. A detailed Stormwater Management Plan prepared by a suitably qualified engineer shall be submitted to Council which confirms that:
 1. The water quality treatment targets in the State Government Water Sensitive Urban Design Policy are capable of being achieved; and
 2. The following minimum reductions in total pollutant load of stormwater can be achieved, compared with that in an untreated stormwater runoff from the developed part of the site:
 - total suspended solids by 80 per cent;
 - total phosphorus by 60 per cent;
 - total nitrogen by 45 per cent;
 - litter/gross pollutants by 90 per cent;
 - no visible oil and greases for flows up to the 3 month ARI peak flow.

Development Plan Consent Conditions

1. The development shall proceed in accordance with the plans and details (Exhibit A) submitted with and forming part of DA 211/1256/2017, being drawings numbered:
 - Demolition Plan: SK08, prepared by Matthews Architects, dated 20 September 2017;
 - Site Plan: SK09G, prepared by Matthews Architects, dated 30 October 2018;
 - Floor Plan: SK10E, prepared by Matthews Architects, dated 30 October 2018;
 - Elevations: SK11E, prepared by Matthews Architects, dated 31 October 2018;
 - Perspective: SK12B, prepared by Matthews Architects, dated 7 February 2018;
 - Landscape Plan: SK09G, prepared by Matthews Architects, dated 31 October 2018;
 - Site Levels and Drainage Layout: 19806-C01, Issue D, prepared by PT Design, dated December 2017;
 - Details Sheet: 19806-C02, Issue B, prepared by PT Design, dated December 2017;
 - email from Botten Levinson dated 2 October 2018,except where varied by the following conditions of consent.
2. The number of children attending at the childcare centre shall not exceed 96 children at any one time.
3. Waste collection shall be undertaken by a private contractor at least twice a week and occur between the hours of 6:30pm and 8:00pm Monday to Friday.
4. All waste shall be placed within garbage containers with lids that are closed at all times to prevent odours and to prevent insects and vermin accessing the waste.
5. The private waste vehicle is restricted to a Medium Rigid Vehicle. This vehicle must enter and exit the site in a forward direction.

6. The hours of operation shall not exceed 6:30am to 6:30pm Monday to Friday, excluding public holidays.
7. Deliveries to the child care centre shall occur outside of operating times and be restricted to Small Rigid Vehicle sized vehicles or smaller. Service vehicles must enter and exit the site in a forward direction.
8. An 8.4 kilolitre underground detention storage tank with a pump system designed to restrict the outflow from the tank to a maximum 20 litres per second during a 20 year site critical storm event, shall be installed and operational prior to the occupation of the development.
9. A 2.7m high acoustic fence, as described in the Sonus Acoustic report dated May 2018, shall be installed along the northern and southern boundaries of the car park with a return along the eastern boundary, subject to the variations shown on the amended Site Plan (Drawing No. SK 09G) and described in the email from Botten Levinson dated 2 October 2018, prior to the occupation of the building and maintained in good condition to the satisfaction of Council.
10. Driveways, parking and manoeuvring areas and footpaths must be lit in accordance with the Australian Standard AS 1158 when necessary between 6am and 8pm Monday to Friday. Such lights must be directed and screened so that overspill of light into the nearby properties is avoided and motorists are not distracted.
11. As the subject land is located within an area affected by aircraft noise from Adelaide Airport, the building shall be treated with the appropriate noise attenuation measures in accordance with Australian Standards 2021 - Acoustics - Aircraft Noise Intrusion - Building, Siting and Construction. Such measures shall be shown on the plans and endorsed by Council prior to the issue of Development Approval.
12. Any existing crossovers not providing vehicle access on the approved plans shall be replaced with kerb and water table and the verge restored with materials consistent with the surrounding verge to a uniform level free of obstructions.
13. The sliding entry gate shall remain open between 6:15am and 6:45pm Monday to Friday to facilitate unrestricted traffic movements on and off the site.

FURTHER

1. Pursuant to regulation 13(2) of the *Planning, Development and Infrastructure (General) Regulations 2017*, Item - 240 & 242 Sir Donald Bradman Drive and 27 Wilson Street, COWANDILLA, including the report, attachments and any discussions (excluding the decision), having been dealt with in confidence under regulation 13(2)(a)(vii) and (viii) of the *Planning, Development and Infrastructure (General) Regulations 2017* and in accordance with regulation 14(4) of the *Planning, Development and Infrastructure (General) Regulations 2017*, be kept confidential until a decision of the Environment, Resources and Development Court relevant to the item is made, on the basis that it is a requirement of the Court that matters are kept confidential until such time as a compromise is reached or the matter proceeds to a hearing.
2. The Council Assessment Panel gives authority to the Assessment Manager to review, but not extend, the confidential order on a monthly basis.

Attachments

1. **Previous CAP report**
2. **Final Amended Plans**

6 REPORTS OF THE ASSESSMENT MANAGER

6.1 240-242 Sir Donald Bradman Drive and 27 Wilson Street, COWANDILLA

Application No 211/1256/2017

Appearing before the Panel will be:

Representors: **Danny Scinto** of 395 Payneham Road, Marden wishes to appear in support of their representation.

Bill Stefanopoulos on behalf of;

- M Dunstan of 12 Wilson Street, Cowandilla
- L Graham of 14 Wilson Street, Cowandilla
- D Kemp of 16 Wilson Street, Cowandilla
- A Gialamas of 18 Wilson Street, Cowandilla
- K Lester of 20 Wilson Street, Cowandilla
- C & S Efthimiadis of 21 Wilson Street, Cowandilla
- L & C Walter of 23 Wilson Street, Cowandilla
- J & H Christofilos of 25 Wilson Street, Cowandilla

wishes to appear in support of their representation.

Applicant: **Michael Richardson** from Master Plan wishes to appear in support of the application.

DEVELOPMENT APPLICATION DETAILS

DEVELOPMENT PROPOSAL	Change of use and construction of a single storey building to operate as a child care centre with outdoor play area, associated car parking, landscaping and 2.7m high acoustic fencing
APPLICANT	Emmett Property
APPLICATION NO	211/1256/2017
LODGEMENT DATE	18 October 2017
ZONE	Residential Zone
POLICY AREA	Low Density Policy Area 20 & Cowandilla/Mile End West Torrensville Policy Area 23
APPLICATION TYPE	Merit
PUBLIC NOTIFICATION	Category 3
REFERRALS	Internal <ul style="list-style-type: none"> ▪ City Assets External <ul style="list-style-type: none"> ▪ DPTI
DEVELOPMENT PLAN VERSION	Consolidated 30 May 2017
MEETING DATE	10 July 2018

RECOMMENDATION

The Council Assessment Panel, having considered all aspects of the report, the application for consent to carry out development of land and pursuant to the provisions of the *Development Act 1993* resolves to GRANT Development Plan Consent for Application No. 211/1256/2017 by Emmett Property to undertake a change of use and construction of a single storey building to operate as a child care centre with outdoor play area, associated car parking, landscaping and 2.7m high acoustic fencing at 240-242 Sir Donald Bradman Drive and 27 Wilson Street, Cowandilla (CT5685/238, CT5231/537 & CT5534/478) subject to the following conditions of consent (and any subsequent or amended condition that may be required as a result of the consideration of reserved matters under Section 33(3) of the *Development Act*):

Reserved Matter

The following information shall be submitted for further assessment and approval by the City of West Torrens as reserved matters under Section 33(3) of the *Development Act 1993*:

1. A Stormwater Management Plan detailing and providing demonstration for stormwater quality measures which meet industry recognised (State Government Waster Sensitive Urban Design Policy) quality treatment targets are to be submitted to the satisfaction of Council prior to issue of development approval.

The system must achieve the following minimum reductions in total pollutant load, compared with that in an untreated stormwater runoff, from the developed part of the site:

- Total suspended solids by 80 per cent;
- Total phosphorus by 60 per cent;
- Total nitrogen by 45 per cent;
- Litter/gross pollutants by 90 per cent;
- No visible oil and greases for flows up to the 3 month ARI peak flow.

Development Plan Consent Conditions

1. The development shall be undertaken and completed in accordance with the plans and information detailed in this application except where varied by any condition(s) listed below.
2. Waste collection shall be undertaken by a private contractor at least twice a week and occur between the hours of 6:30 pm and 8:00 pm Monday to Friday.
3. All waste shall be placed within garbage containers with lids that are closed at all times to prevent odours and to prevent insects and vermin accessing the waste.
4. The private waste vehicle is restricted to a Medium Rigid Vehicle. This vehicle must enter and exit the site in a forward direction.
5. The hours of operation shall not exceed 6:30am to 6:30pm Monday to Friday, excluding public holidays.
6. Deliveries to the child care centre shall occur outside of operating times and be restricted to Small Rigid Vehicle sized vehicles or smaller. Service vehicles must enter and exit the site in a forward direction.
7. An 8.4 kilolitre underground detention storage tank with a pump system designed to restrict the outflow from the tank to a maximum 20 litres per second during a 20 year site critical storm event, shall be installed and operational prior to the occupation of the development.

8. A 2.7m high acoustic fence, as described in the Sonus Acoustic report dated May 2018, shall be installed along the northern and southern boundaries of the car park with a return along the eastern boundary prior to the occupation of the building and maintained in good condition to the satisfaction of Council.
9. Driveways, parking and manoeuvring areas and footpaths must be lit in accordance with the Australian Standard AS 1158 when necessary between 6am and 8pm Monday to Friday. Such lights must be directed and screened so that overspill of light into nearby properties is avoided and motorists are not distracted.
10. As the subject land is located within an area affected by aircraft noise from Adelaide Airport, the building shall be treated with the appropriate noise attenuation measures in accordance with Australian Standards 2021 - Acoustics - Aircraft Noise Intrusion - Building, Siting and Construction. Such measures shall be shown on the plans and endorsed by Council prior to the issue of Development Approval.
11. Any existing crossovers not providing vehicle access on the approved plans shall be replaced with kerb and water table and the verge restored with materials consistent with the surrounding verge to a uniform level free of obstructions.
12. The sliding entry gate shall remain open between 6:15am and 6:45pm Monday to Friday to facilitate unrestricted traffic movements on and off the site.

BACKGROUND

The development proposal is presented to the Council Assessment Panel (CAP) for the following reason:

- All Category 2 or 3 applications where a representor has requested to be heard shall be assessed and determined by the CAP.

PREVIOUS RELATED APPLICATION(S)

Nil

SITE AND LOCALITY

The subject site is irregular in shape and comprises three separate allotments, commonly known as 240, 242 Sir Donald Bradman Drive and 27 Wilson Street, Cowandilla. The subject site has a primary street frontage to Sir Donald Bradman Drive of 29 metres (m) and a secondary frontage to Wilson Street of 18m. The site has varying depths and a total site area of approximately 2500 square metres (m²).

Each of the existing allotments contain a single storey detached dwelling and ancillary domestic structures. All of these structures and the existing vegetation will need to be removed in order to facilitate the proposed development.

As each of the existing allotments has its own crossover, the subject site has three vehicular access points. Two of these are to Sir Donald Bradman Drive and one is to Wilson Street. The subject site crosses over the boundary between the Residential Zone, Low Density Policy Area 20 and Cowandilla/ Mile End West Torrensville Policy Area 23.

The subject site and locality is located within a flood prone area, with an expected flood depth of between 0.1 - 0.25m during a 1 in 100 year ARI flood event. It is also located within the 30+ Aircraft Noise Exposure Forecast (ANEF) contour. This means that it is in an area most affected by aircraft taking off and landing from Adelaide Airport.

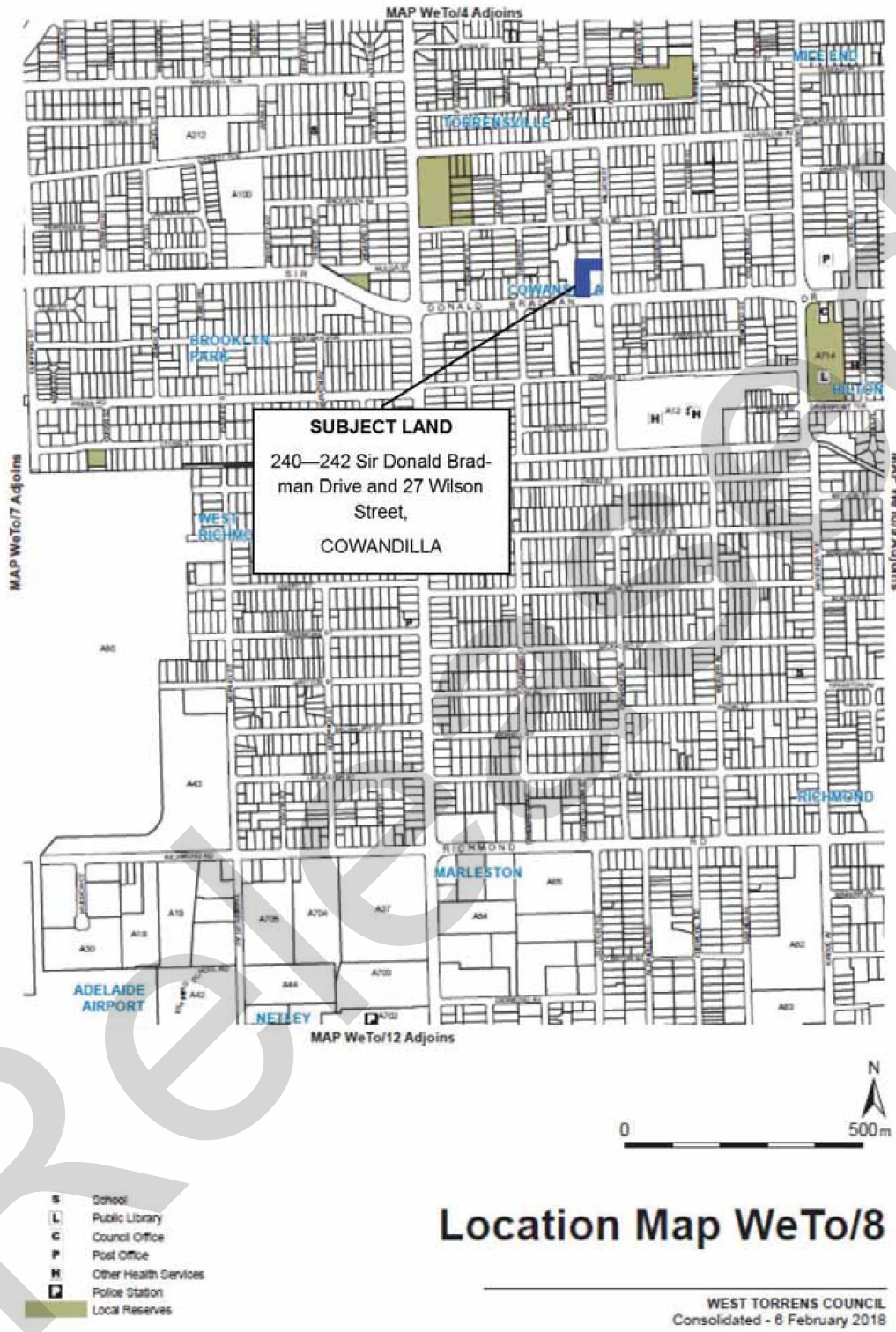
The locality is mixed use in nature comprised of residential and commercial land uses. Residential properties are located north, east and west of the subject site. There are a variety of dwelling types including detached dwellings, group dwellings and residential flat buildings. Buildings are a mixture of both single and double storey and therefore vary in height.

Commercial land uses are located south of the subject site on the opposite side of Sir Donald Bradman Drive. They include take away restaurants, pet food, window tinting and grocery shops.

Sir Donald Bradman Drive is a secondary arterial road under the care and control of the Department of Planning, Transport and Infrastructure (DPTI).

The site and locality are shown on the following map and aerial imagery.





PROPOSAL

It is considered that the proposal is best described as follows:

Change of use and construction of a single storey building to operate as a child care centre with outdoor play area, associated car parking, landscaping and 2.7m high acoustic fencing.

The three separate allotments are each currently occupied by dwellings and domestic structures. These structures will be removed in order to accommodate the proposed child care facility. The three allotments will form a single site that will accommodate the single storey building, play area, associated car park and landscaping.

Vehicular access will be gained via a double width crossover onto Wilson Street. The car park has 28 spaces including one for disabled access. All other existing crossovers will be replaced with kerb and gutter to match the existing water table.

The building has a modern design with skillion roofs, parapets and painted walls. The roof will be Colorbond corrugated iron profile in 'Surfmist' colour and the walls will be painted in Dulux 'Grey Pebble'.

The building will have a floor area of 812m² comprising a series of babies, toddler and pre-kindy/ kindy rooms, office, staff room and associated amenities. The centre will accommodate up to 110 children and up to 20 staff.

The hours of operation will be between 6:30am and 6:30pm excluding public holidays. Waste collection will be undertaken by a private contractor and will occur between 6:30pm and 8:00pm.

Acoustic fencing will be erected along the northern and southern boundaries of the carpark. The fencing will be 2.7m high and made from Colorbond corrugated iron.

The air-conditioning plant equipment will be located on the ground in the north western corner of the site.

The bin storage area is located on the southern side of the carpark and will be surrounded by a 1.8m Colorbond Corrugated fence.

Landscaping is shown along the western, southern and eastern side of the building and along the northern and southern sides of the carpark. The landscaping is comprised of a variety of plant species including grass, trees and shrubs.

A copy of the plans and accompanying reports are contained within **Attachment 1**.

PUBLIC NOTIFICATION

The application is a Category 3 form of development pursuant to Section 38 and Schedule 9 of the *Development Regulations 2008*.

Properties notified:	89 properties were notified during the public notification process.
Representations:	11 representations were received.
Persons wishing to be heard:	Two representors identified that they wish to address the Panel. <ul style="list-style-type: none"> • Danny Scinto • Bill Stefanopoulos on behalf of; <ul style="list-style-type: none"> ○ M Dunstan; ○ L Graham; ○ D Kemp; ○ A Gialamas; ○ K Lester; ○ C & S Efthimiadis; ○ L & C Walter; and ○ J & H Christofilos.
Summary of Representations:	Concerns were raised regarding the following matters; <ul style="list-style-type: none"> • The child care facility will detract from the character and amenity of the street; • Detrimental impact to the traffic network; • Children safety in heavily trafficked area; • Lack of on street parking; • Possibility of unsavoury activity occurring in carpark at night; • Noise from child care facility; • Design and bulk of building; • Impact on flooding; • Overlooking into backyard; • Light spill from car park; • Area already has enough child care centres; and • Non-residential use in a residential area.

The applicant has provided a response to the representations, as summarised below:

- This is a small scale non-residential land use which is envisaged by the relevant Zone and Policy Areas in the Development Plan.
- There are already a number of non-residential land uses within the locality.
- The noise generated by the proposed child care facility will not be an issue. The site and locality are directly under the flight path and immediately adjacent a secondary arterial road. An acoustic report has been submitted that states the proposed fencing will effectively mitigate the noise from the site.
- The proposed building is single storey and setback further from the street than the adjoining buildings. The two storey residential flat building is more visually prominent than the proposed building.

- The proposed building will be setback 3m from the western boundary, 8m from the eastern boundary and 1m from the rear northern boundary. These setbacks are suitable and will not cause a detrimental visual impact to adjoining neighbours.
- The subject site is lower than the adjoining properties.
- The proposed building will not have a detrimental impact in relation to flood waters as it will have a flood corridor of at least 1m all the way around the building and the FFL will be elevated above the anticipated flood depth. The FFL has been calculated as being 440mm above the natural ground level.
- Stormwater will be detained onsite via an 8.4 kilolitre underground tank with a maximum discharge rate of 20 litres per second during a 1 in 20 ARI.
- A 2.7m high fence will be constructed along the northern and southern boundaries of the carpark in accordance with the acoustic report.
- The proposed car park contains 28 carparks which is consistent with what the Development Plan requires for 110 children.
- The carpark will be closed after hours to ensure it won't be accessible by the general public.
- A lighting plan has been prepared and the design will be consistent with AS1158 to ensure that it provides a safe environment and light does not overspill on adjoining properties.

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

REFERRALS

Internal

- City Assets

City Assets only concern was the treatment of stormwater leaving the site. The applicant's suggestion was not considered suitable as it would not reach the necessary targets. It was suggested that this matter is not crucial to the proposal and could be resolved later. In line with this suggestion, it is considered that a reserved matter could be used in this instance and has been added to the staff recommendation.

To reinforce a number of details on the plans, City Assets suggested some conditions. These have also been added to the staff recommendation.

A full copy of the relevant report is attached, refer **Attachment 3**.

External

- DPTI

DPTI holds no concerns with the proposal but requests that the obsolete crossovers be reinstated to upright kerb at the applicant's cost. A condition to reflect this has been added to the staff recommendation.

ASSESSMENT

The subject land is located within the Residential Zone and more specifically the Low Density Policy Area 20 and Cowandilla / Mile End West Character Policy Area 23 as described in the West Torrens Council Development Plan. The main provisions of the Development Plan which relate to the proposed development are as follows:

<i>General Section</i>		
<i>Community Facilities</i>	<i>Objectives</i>	1 & 2
	<i>Principles of Development Control</i>	1, 2 & 3
<i>Crime Prevention</i>	<i>Objectives</i>	1
	<i>Principles of Development Control</i>	1, 2, 3, 4, 5, 6, 7, 8 & 10
<i>Design and Appearance</i>	<i>Objectives</i>	1
	<i>Principles of Development Control</i>	1, 2, 3, 4, 9, 10, 11, 12, 13, 14, 15, 16, 19, 20, 21, 22 & 23
<i>Energy Efficiency</i>	<i>Objectives</i>	1 & 2
	<i>Principles of Development Control</i>	1, 2 & 3
<i>Hazards</i>	<i>Objectives</i>	1, 2, 3, 4, 5, 6, 7, 8, 9 & 10
	<i>Principles of Development Control</i>	1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13, 14 & 15
<i>Infrastructure</i>	<i>Objectives</i>	1, 2, 3, 4 & 5
	<i>Principles of Development Control</i>	1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11 & 12
<i>Interface between Land Uses</i>	<i>Objectives</i>	1 & 2
	<i>Principles of Development Control</i>	1, 2, 3, 5 & 7
<i>Landscaping, Fences and Walls</i>	<i>Objectives</i>	1 & 3
	<i>Principles of Development Control</i>	1, 2, 3, 4 & 6
<i>Orderly and Sustainable Development</i>	<i>Objectives</i>	1, 2, 3, 4 & 5
	<i>Principles of Development Control</i>	1, 3, 4, 5 & 6
<i>Transportation and Access</i>	<i>Objectives</i>	1 & 2
	<i>Principles of Development Control</i>	1, 2, 8, 9, 10, 11, 12, 14, 18, 20, 21, 22, 23, 24, 26, 27, 28, 31, 32, 33, 34, 35, 36, 37, 38, 39, 40, 41 & 42
<i>Waste</i>	<i>Objectives</i>	1 & 2
	<i>Principles of Development Control</i>	1, 2, 3, 4, 5, 6, 10 & 11

Zone: Residential Zone	
<i>Desired Character Statement:</i>	
<p><i>This zone will contain predominantly residential development. There may also be some small-scale non-residential activities such as offices, shops, consulting rooms and educational establishments in certain locations. Non-residential activities will be complementary to surrounding dwellings.</i></p> <p><i>Allotments will be at very low, low and medium densities to provide a diversity of housing options in different parts of the zone. The range of allotment sizes will support the desired dwelling types anticipated in each policy area, and the minimum allotment sizes shall be treated as such in order to achieve the Desired Character for each policy area and, in turn, reinforce distinction between policy areas. Row dwellings and residential flat buildings will be common near centres and in policy areas where the desired density is higher, in contrast to the predominance of detached dwellings in policy areas where the distinct established character is identified for protection and enhancement. There will also be potential for semi-detached dwellings and group dwellings in other policy areas.</i></p> <p><i>Residential development in the form of a multiple dwelling, residential flat building or group dwelling will not be undertaken in a Historic Conservation Area.</i></p> <p><i>Landscaping will be provided throughout the zone to enhance the appearance of buildings from the street as viewed by pedestrians, provide an appropriate transition between the public and private realm and reduce heat loads in summer.</i></p>	
Objectives	4
Principles of Development Control	1, 3, 5, 8, 14, 17 & 18

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

Policy Area: Cowandilla / Mile End West Character Policy Area 23	
Desired Character Statement:	
<p>The policy area will contain predominantly detached dwellings and semi-detached dwellings. There will also be some small-scale non-residential activities such as offices, shops and consulting rooms in certain locations. Non-residential activities will be complementary to surrounding dwellings.</p> <p>Allotments will vary in size from low density to very low density and are generally deep, with narrow frontages to main streets. Subdivision will reinforce the existing allotment pattern which is a significant positive feature of the policy area.</p> <p>There will be a unity of built-form, particularly as viewed from the street, where all new development is complementary to the key character elements of Victorian-era villas, cottages, inter-war bungalows, Spanish mission and Dutch colonial-style dwellings, rather than dominating or detracting from them. Key elements of this character include pitched roofs, verandas /porticos and masonry building materials. There will be predominantly one storey buildings, with some two storey buildings designed in a manner that is complementary to the single storey character of nearby buildings. Setbacks will be complementary to the boundary setbacks of older dwellings in the policy area, preserving considerable space in private yards for landscaping.</p> <p>There will be no garages/carports forward of the main facade of buildings. Fencing forward of dwellings will be low to provide views of built-form that define the character of the policy area. Any driveway crossovers will be carefully designed and located to ensure the preservation of street trees which have an important positive impact on the streetscape.</p>	
Objectives	1
Principles of Development Control	1 & 2

QUANTITATIVE ASSESSMENT

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

DEVELOPMENT PLAN PROVISIONS	STANDARD	ASSESSMENT
PRIMARY STREET SETBACK <i>Residential Zone</i> PDC 8	Up to 2m same as one of the adjacent buildings	5.7m Satisfies
SECONDARY STREET SETBACK <i>Residential Zone</i> PDC 9	Vertical wall height Less than 3m - 2m (min.)	37.5m Satisfies
SIDE SETBACK	Side No requirement for non-residential buildings	3m

REAR SETBACK	Rear No requirement for non-residential buildings	1m
BUILDING HEIGHT	No requirement for non-residential buildings	1 storey
LANDSCAPING General Section: Landscaping, Fences & Walls PDC: 4	10%	757m ² = 30% Satisfies
CARPARKING SPACES <i>Table We To/2</i>	1 car park per 4 children (110 children proposed)	28 spaces provided Satisfies

QUALITATIVE ASSESSMENT

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

Land Use and Zoning

A child care centre is specifically listed as an envisaged land use in the Residential Zone, Low Density Policy Area 20 and the Cowandilla / Mile End West Torrensville Policy Area 23. It should be acknowledged that the prefacing sentence of PDC 1 of the zone and policy areas state:

PDC 1 The following forms of development are envisaged specifically in the policy area:

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

** underlined for emphasis*

The above provision explicitly defines what type of non-residential uses are considered acceptable within the Residential Zone. A child care facility is clearly specified and envisaged. It is worthy of note that a primary school or secondary school is also envisaged, which may have a similar if not greater impact on the surrounding locality with children drop off, pick up and noise from students. Primary schools and secondary schools are also generally larger in student numbers and physical area and built form than child care centres. It is not uncommon to find all of the above described uses within a Residential Zone.

Having established that a child care facility is envisaged within a Residential Zone, it is necessary to consider whether this child care facility is 'small scale'.

Principle of Development Control 3 of the Residential Zone contemplates scale and states:

PDC 3 Non-residential development such as shops, schools and consulting rooms should be of a nature and scale that:

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

PDC 3 contemplates the nature and scale of the development and, in the case of a child care facility, this relates to the number of occupants, the activity within and around the building and the size of the built form.

While this child care centre appears to be at the upper end of 'scale' in terms of the number of children in comparison to other child care centres operating within the City of West Torrens, this does not preclude it from being acceptable within a Residential Zone.

The applicant acts on behalf of Goodstart Early Learning who will run the child care centre. Goodstart Early Learning has researched its other locations to understand who uses their facilities. Their data suggests that 70% of their clients live within 3 kilometres of the child care centres. As these facilities are often located on main thoroughfares, it may be suggested that a portion of the remaining 30% work nearby or travel past the centre on their journey to work.

Goodstart Early Learning have not provided any information on their anticipated clients for the proposed child care centre, however from the data provided it is reasonable to extrapolate that the proposed facility will also service the local community.

The consistency of the proposal with character of locality is considered acceptable and discussed below.

Built form

The subject site is surrounded by predominantly residential uses, however there are commercial uses located on the southern side of Sir Donald Bradman Drive. There is a variety of dwelling types including detached dwellings, residential flat buildings and group dwellings. Residential flat buildings flank the site on the eastern and western boundaries, a detached dwelling is built to the north and group dwellings are to the northwest. The residential flat building to the east of the subject site is two storeys, whereas the rest of the dwellings are single storey.

The proposed childcare centre is single storey with an eave height of 2.9m and overall height of 4.3m. It has been set back from all property boundaries. The building has external materials that are consistent with typical dwelling construction, such as a Colorbond roof and painted walls. In terms of the external appearance of the built form, it is considered consistent and sympathetic to the neighbouring residential properties.

Amenity

It is not uncommon for neighbours to raise concerns with child care centres and often cite that residential areas are not the appropriate location for such a land use. The Development Plan envisages a child care facility in the following zones:

- Commercial Zone;
- District Centre Zone;
- Neighbourhood Centre Zone; and
- Residential Zone.

PDC 1 of the Interface between Land Uses module outlines the considerations of interface impacts and states:

- Development should not detrimentally affect the amenity of the locality or cause unreasonable interference through any of the following:*
- (a) the emission of effluent, odour, smoke, fumes, dust or other airborne pollutants*
 - (b) noise*
 - (c) vibration*
 - (d) electrical interference*
 - (e) light spill*
 - (f) glare*
 - (g) hours of operation*
 - (h) traffic impacts.*

Noise

The representations submitted raised concerns with potential noise generated from the child care centre. It should be noted that the subject site and locality are within the 30+ ANEF contour, meaning that they are in an area most impacted by aircraft noise. These properties are also adjacent Sir Donald Bradman Drive which is a secondary arterial road and in 2014 was surveyed as servicing 26,700 cars a day. These noise sources will tend to mask the potential noise emanating from the child care facility.

As part of the application, the applicant provided an acoustic engineering report. This report suggests that the potential noise generated from the car park could be mitigated by the installation of a 2.7m high fence along the northern boundary and the southern boundary adjacent the car park. The applicant agreed to install such fencing as part of the application and a condition has been added to the staff recommendation to this effect. This acoustic fence is considered sufficient to address PDC 1 mentioned above and mitigates the noise issue raised by the representors.

The uses on the southern side of Sir Donald Bradman Drive are retail and commercial and create a non-residential character. These developments are relatively remote from the subject land and are not of a kind that would adversely impact on the proposed child care centre.

Light spill

The applicant provided lighting design consistent with the requirements of Australian Standard AS1158 to ensure it provides a safe environment and minimises overspill to adjacent properties.

The car park will be lit by three LED lights mounted on 6m high poles with a 0.5m outreach arm.

The light spill diagram demonstrates that whilst there will be some overspill, it will be below the 10 lux maximum stated in the Australian Standard. The maximum will be 8 lux at the wall of the property to the north.

The lighting will only be used between 6am and 8pm, when the site will be used. The lighting will not be required overnight as the carpark will be gated to prevent access. A condition relating to the hours when the lights can be used has been included in the staff recommendation.

Aircraft noise

PDC 6 of the Building near Airfields module of the Development Plan states:

- Development within areas affected by aircraft noise should be consistent with Australian Standard AS2021 - Acoustics - Aircraft Noise Intrusion - Building Siting and Construction.*

The property is located within the flight path into Adelaide Airport within the 30 ANEF contour. The Australian Standard AS2021:2015 primarily relates to greenfield development and states that sensitive development such as dwellings and schools should not be constructed in areas with an ANEF greater than 25.

However in the application of this standard to the subject site, it needs to be considered that it is located on a brownfield site (existing development) and that the land use is acceptable provided the building is treated so as to mitigate the impacts. A condition has been added to the staff recommendation ensuring that the proposal will satisfy the Noise Reduction requirements of AS2021 and require the endorsement of Council prior to the issue of Development Approval.

Bulk and Scale

PDC 4 of the Siting and Visibility module of the Development Plan states:

Buildings and structures should be designed to minimise their visual impact in the landscape, in particular:

- (a) the profile of buildings should be low and the roof lines should complement the natural form of the land*
- (b) the mass of buildings should be minimised by variations in wall and roof lines and by floor plans which complement the contours of the land*
- (c) large eaves, verandas and pergolas should be incorporated into designs so as to create shadowed areas that reduce the bulky appearance of buildings.*

The proposed building has a footprint which is larger than other buildings in the locality, however due to the size of the site, its site coverage is lower than several other examples in the locality.

The proposed building will be setback from all boundaries and has an eave height and total height less than the two storey residential flat building to the east of the subject site.

The representors' concerns related to the overall floor area and how that was considerably larger than that of surrounding buildings. As highlighted by the applicant, the residential flat building immediately east of the subject site, is two storeys and has a total floor area similar to that of the proposed building.

The proposed building is therefore not considered to have an unreasonable bulk and scale.

Setbacks

The zone and policy area only stipulate a quantitative figure for the front and secondary street setbacks (as described in the table above). The side and rear setback provisions only relate to dwellings or buildings that contain dwellings.

As the neighbouring properties are setback approximately 4.8m and 6.2m from Sir Donald Bradman Drive, the proposed building should be setback between these two distances. As previously mentioned, the proposal satisfies the front setback provision as it will be setback 5.7m from the front boundary.

The Development Plan calls for a minimum 2m secondary street setback. The proposal is setback 37.5m and as such satisfies the provision.

It is considered that adequate separation has been provided between the proposed building and neighbouring buildings. There is also a considerable amount of landscaping proposed along the western side of the proposed building that will further improve amenity for the adjoining residents.

Pedestrian, Cyclist and Vehicular Access

The development will require parents and guardians of children to enter the car park, sign their children into the centre and then depart. The car park will be fitted with a sliding gate at the entry. This will provide after-hours security but it is important that the gate is kept open when the centre is operating to maintain unhindered traffic movements at the junction of Wilson Street and Sir Donald Bradman Drive. This will be reinforced by way of condition should the CAP be minded to support the application.

Pedestrian access will only be available from Wilson Street as the Sir Donald Bradman Drive frontage will be fenced off.

Access and Parking

In accordance with Table WeTo/2 a childcare facility would require 27.5 car parking spaces on the basis of 1 space per 4 children accommodated in the centre. There will be a maximum of 20 staff located at the centre, but staff vehicle movements will occur outside of peak drop off and pick up times. The proposed car park will provide 28 spaces (including 1 disabled space). The applicant's and Council's Traffic Consultants agree that 28 spaces is adequate to meet the needs of the facility. It is noted that childcare centres produce traffic demands with less intense peaks than schools. Drop off and pick-up times are not dictated by the facility, but by the differing starting times for the day of parents and guardians.

The specified rate of 1 car park per 4 children accounts for both client and staff car parking requirements. This is different to some other land uses such as industry and warehouse that specify staff parking rates separately to the general parking rate.

The amount of parking available and vehicle turning movements have been considered by Council's traffic engineers and deemed acceptable.

The maximum number of children attending the site will be 110, this equates to a parking demand of 27.5 parks.

The parking provided meets Australian Standard AS 2890.0 in terms of dimensions of spaces, aisle widths and turning movements for all anticipated forms of vehicles accessing the site.

Movement of People

Access and egress to the site will occur from Wilson Street via a double width crossover. This approach is encouraged by DPTI as it reduces the amount of crossovers on Sir Donald Bradman Drive which ultimately improves traffic safety.

The applicant's traffic report has predicted that there will be approximately 88 trips between 7-9am and 77 trips between 4-6pm. The report also indicates that 80% of these movements will be generated from and distributed to Sir Donald Bradman Drive. As Wilson Street does not provide direct access to another major road, this estimation is considered reasonable. For this reason it is considered that there will be little increase in traffic north of the subject site as a result of this development.

Public Transport Access

PDC 8 of the Transportation and Access module of the Development Plan seeks development to "provide safe and convenient access for all anticipated modes of transport".

In addition to access for private vehicles described above, the facility has good access to public transport with a bus stop located 40m west of the subject site on Sir Donald Bradman Drive. This bus stop services three bus routes.

In addition to access for private vehicles described above, the facility has good access to public transport with a bus stop located 40m west of the subject site on Sir Donald Bradman Drive. This bus stop services three bus routes.

Waste Storage and Collection

PDC 6 of the Waste module of the Development Plan states:

- PDC 6 Development that involves the production and/or collection of waste and/or recyclable material should include designated collection and storage area(s) that are:*
- (a) screened and separated from adjoining areas*
 - (b) located to avoid impacting on adjoining sensitive environments or land uses*
 - (c) designed to ensure that wastes do not contaminate stormwater or enter the stormwater collection system*
 - (d) located on an impervious sealed area graded to a collection point in order to minimise the movement of any solids or contamination of water*
 - (e) protected from wind and stormwater and sealed to prevent leakage and minimise the emission of odours*
 - (f) stored in such a manner that ensures that all waste is contained within the boundaries of the site until disposed of in an appropriate manner.*

The bin storage area has been placed on the southern side of the carpark so as to provide convenient access from both the building and carpark. The enclosure is shown to be surrounded by a 1.8m fence and large enough to accommodate two large roller bins/skips. It will have the same sealed surface as the carpark, which will prevent ground contamination and make it easier to move the bins during collection.

Waste will be collected by a private collection vehicle not exceeding 10m in length (Medium Rigid Vehicle) outside of the operating hours of the child care facility (6:30pm - 8pm). The staff recommendation includes a condition to this effect. When empty, there is sufficient room for a vehicle of this size to undertake the manoeuvre to enter and exit the site in a forward direction.

Landscape Assessment

General Section - Landscaping, Fences & Walls Module PDC 4 calls for a minimum of 10 percent of a development site to be landscaped.

The proposal includes modest landscaping along the northern and southern sides of the carpark and considerable landscaping along the eastern and western facades of the building. There is a total of 757m² of vegetative landscaping which equates to 30% of the site area.

Plantings provide for a mix of trees, shrubs and grass that assist in shading of the car park and play areas.

The play areas will be fenced off from the carpark and adjoining properties which will ensure children will not be able to leave these areas without the accompaniment of an adult. There was representor concern around the safety of children, but this matter is considered to be resolved by the layout and form of the building and the ancillary structures.

This is considered sufficient to enhance the amenity of both the facility internally and as viewed from the streetscape.

SUMMARY

The proposal serves the needs of the community through the provision of childcare. The proposal has the following characteristics:

- a building that has a form that is compatible in terms of character and amenity of the locality;
- of a form and scale that is envisaged by the Development Plan provisions for the Residential Zone, Low Density Policy Area 20 and Cowandilla / Mile End West Torrensville Policy Area 23;
- not considered to impose excessive demands on the existing transport network;
- the location adjacent an arterial road provides for convenient travel to and from the centre with minimal impact on the residential amenity;
- the ambient noise levels from Sir Donald Bradman Drive and the flight path will tend to mask the activity associated with the proposed childcare centre;
- waste generated on site can be appropriately disposed;
- the facility will not operate into the evening or on weekends when residents of adjacent premises are enjoying leisure hours; and
- the number of car parking spaces is consistent with the Development Plan requirements.

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

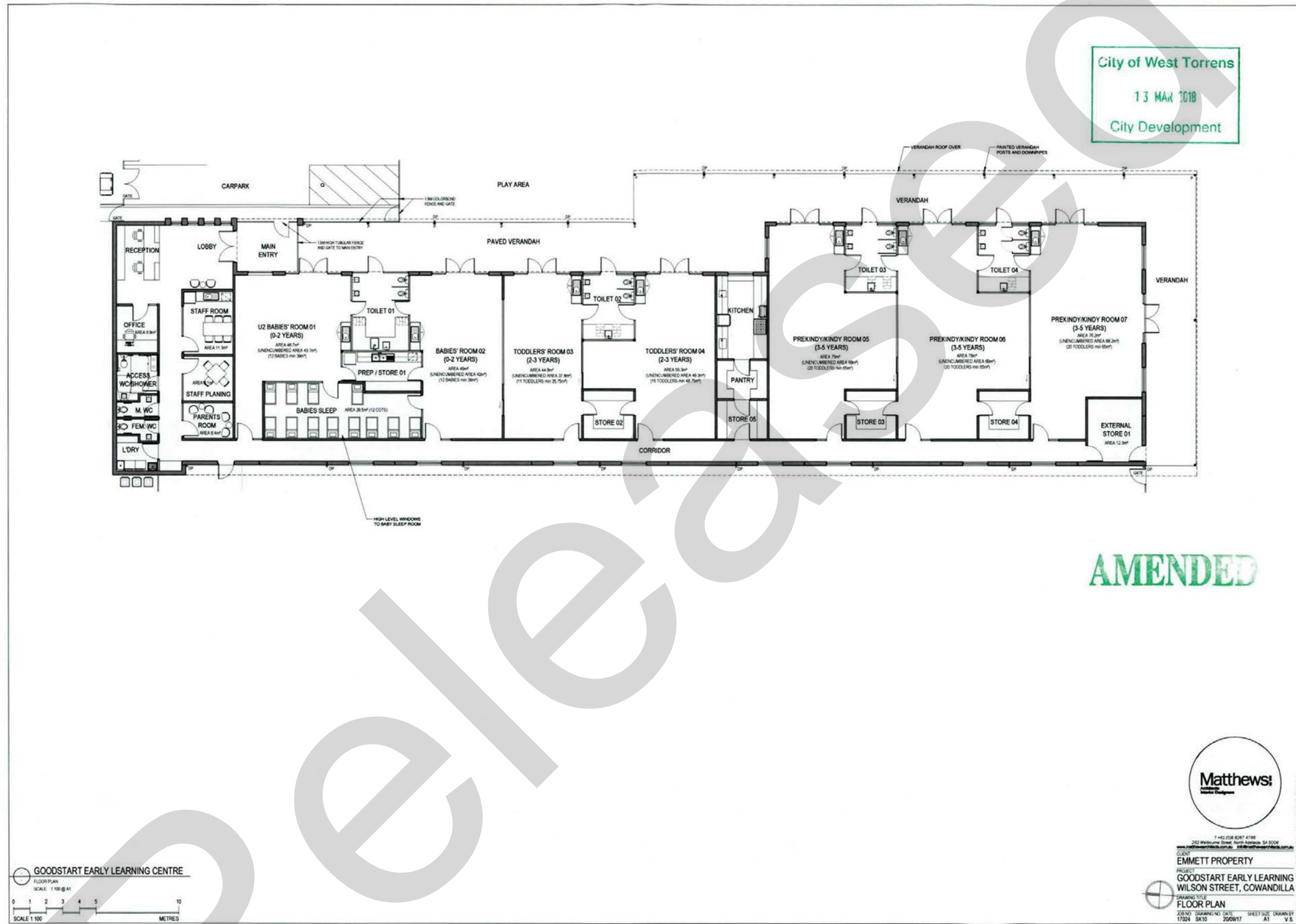
On balance the proposed development sufficiently accords with the relevant provisions contained within the West Torrens Council Development Plan Consolidated 30 May 2017 and warrants Development Plan Consent.

Attachments

1. **Plans and Supporting Information**
2. **Representations and Response to Representations**
3. **City Assets Referral**









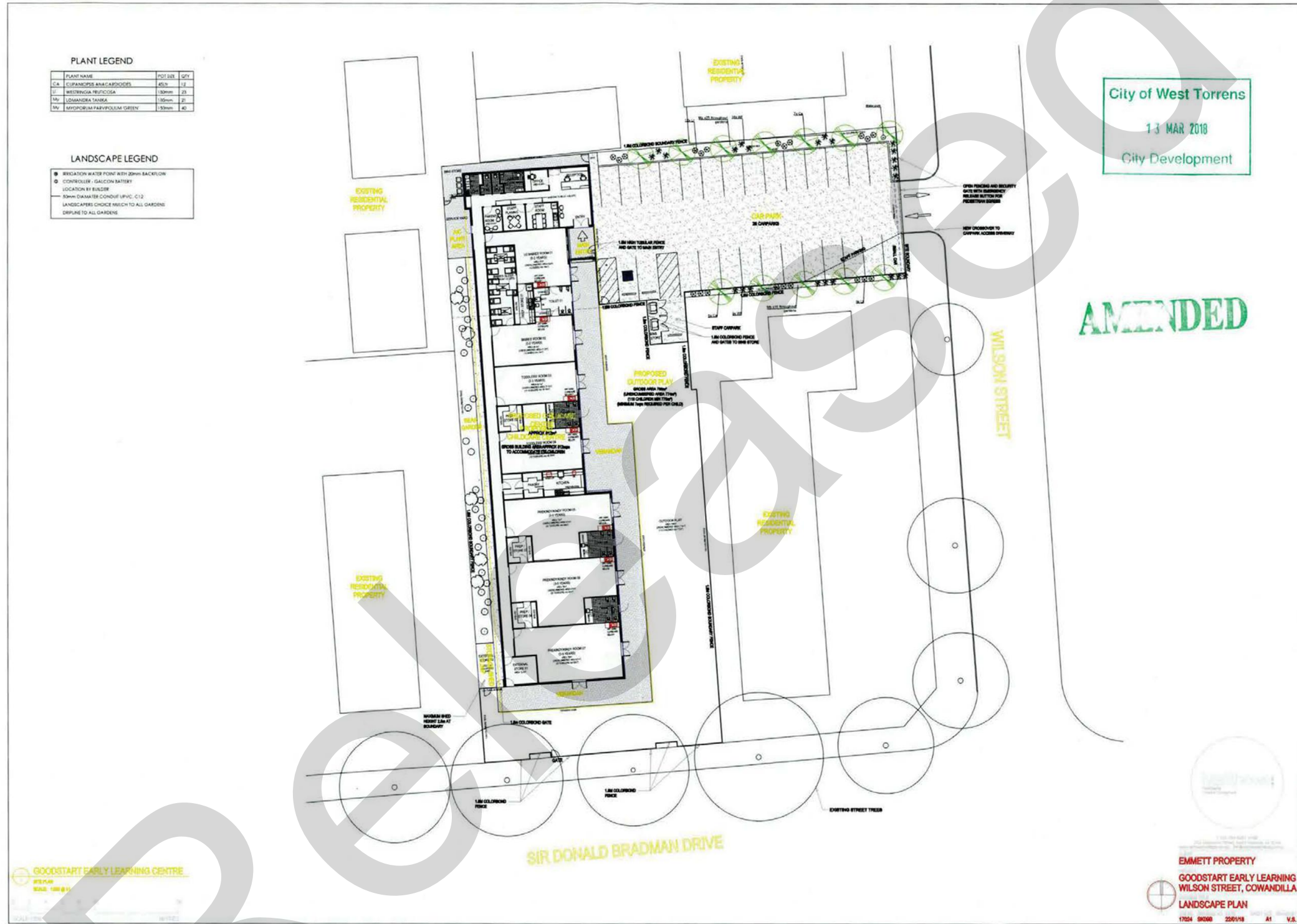


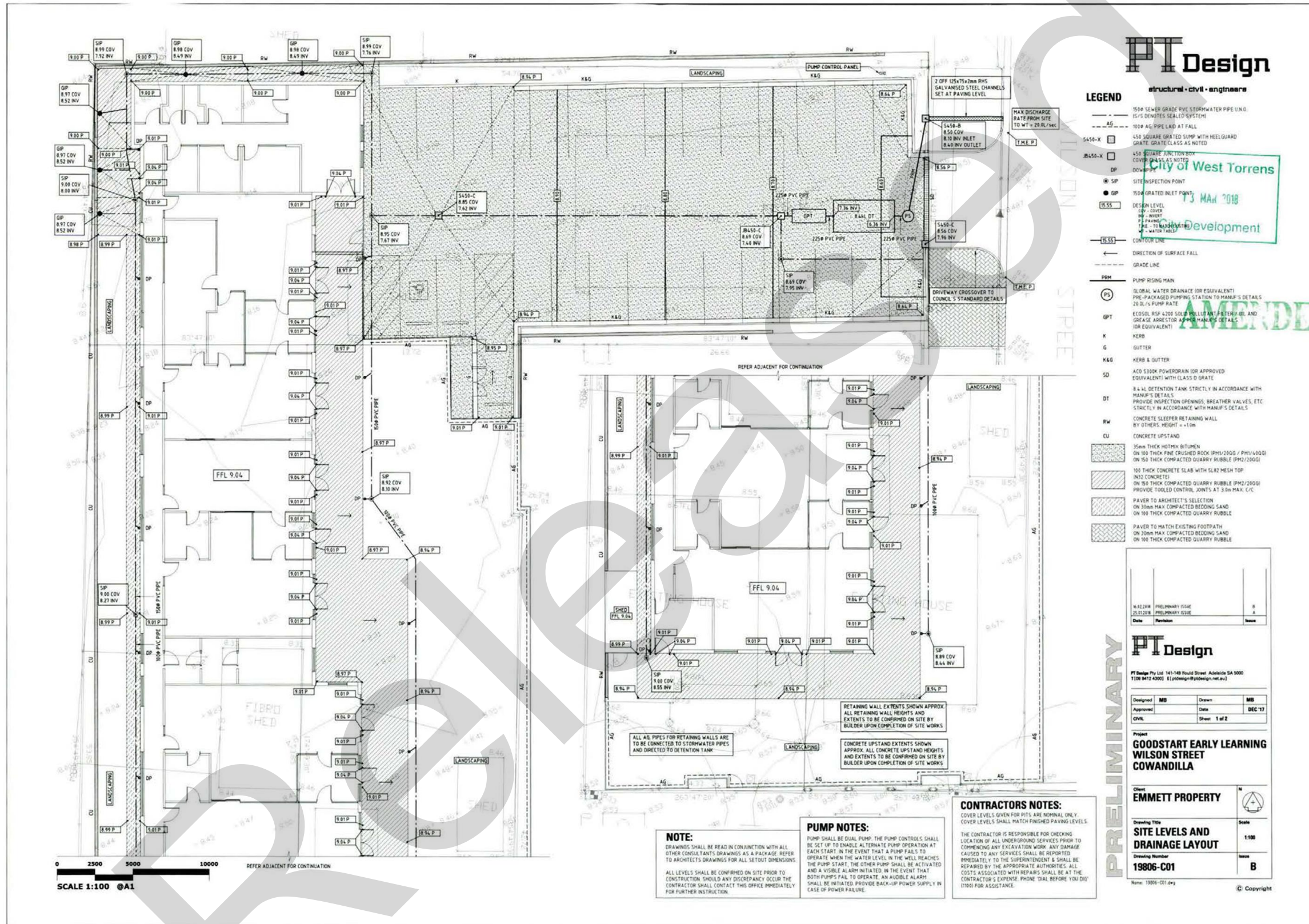
PERSPECTIVE


REVISED
 City of West Torrens
 13 Mar 2018
 City Development



7-452 108 8207 4700
 210 Midway Street, North Adelaide, SA 5008
 EMMETT PROPERTY
 PROJECT
 GOODSTART EARLY LEARNING
 WILSON STREET, COWANDILLA
 DRAWING TITLE
 PERSPECTIVE
 SHEET NO. DRAWING NO. DATE SHEET SIZE DRAWN BY
 17024 04120 07/2018 A1 V.S.



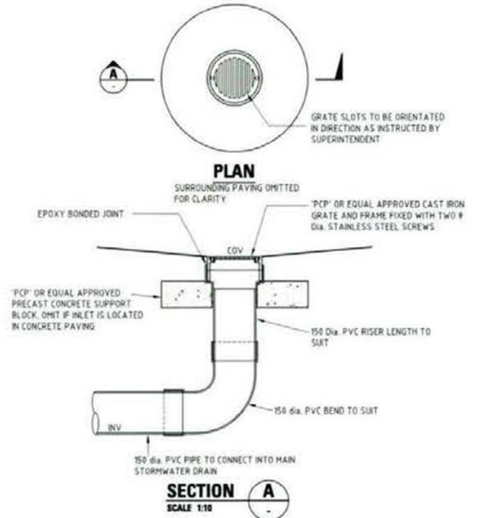




structural • civil • engineers

AMENDED

City of West Torrens
 13 MAR 2018
 City Development



CONCRETE KERB, KERB & GUTTER
SCALE 1:10

SECTION A-A THROUGH KERB & GUTTER

SECTION B-B THROUGH KERB

CONCRETE KERB, KERB & GUTTER
SCALE 1:10

SECTION A
SCALE 1:10

GRADED STORMWATER INLET

SECTION A
SCALE 1:10

SECTION B
SCALE 1:10

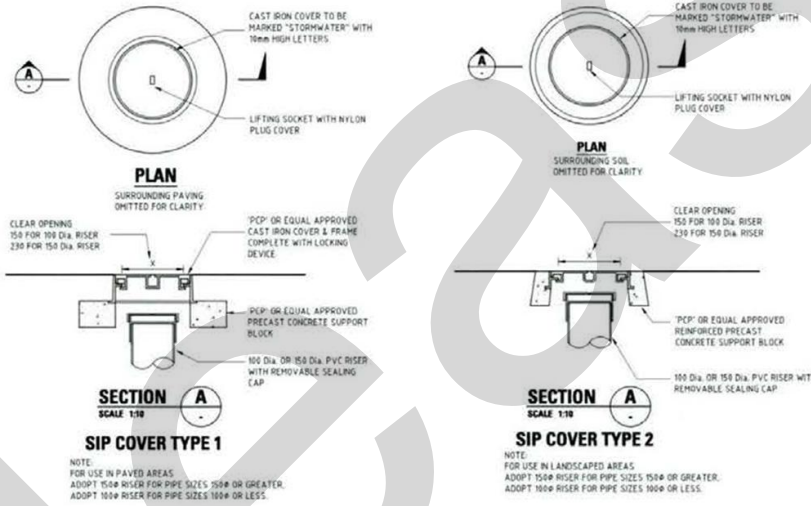
SECTION C
SCALE 1:10

STORMWATER JUNCTION BOX
SCALE 1:20

SECTION A
SCALE 1:20

STORMWATER SUMP GRATE & FRAME
SCALE 1:20

SECTION A
SCALE 1:20



SIP COVER TYPE 1
SCALE 1:10

SIP COVER TYPE 2
SCALE 1:10

CONCRETE UPSTAND
SCALE 1:10

TYPICAL PAVEMENT AT DOOR THRESHOLD DETAIL
SCALE 1:20

150 KERB AND GUTTER
SCALE 1:10

150 KERB
SCALE 1:10

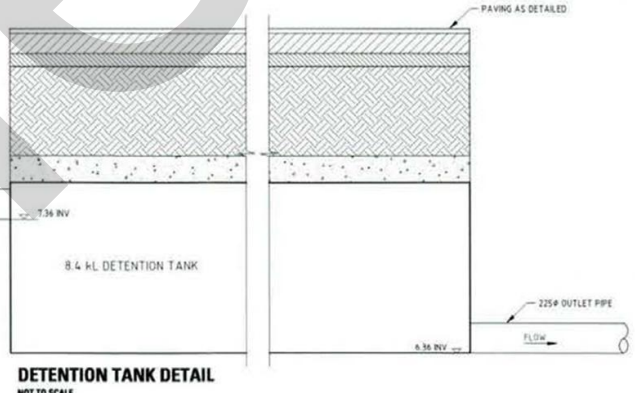
CONCRETE KERB, KERB & GUTTER
SCALE 1:10

CONTROL
EVERY 3000

EXPANSION
EVERY 10000

MOVEMENT
ABUTTING STRUCTURE
E.G. BUILDINGS, COLUMNS, STEPS, Sumps, MANHOLES, PITS, DOWNPIPES, GULLY TRAPS ETC.

JOINTING IN KERB, KERB & GUTTER
SCALE 1:5



DETECTION TANK DETAIL
NOT TO SCALE

NOTES (for precast units)

- PENETRATION FOR PIPES SHALL BE APPROX. 50 MM GREATER THAN THE O/D OF PIPE. PIPES SHALL BE FINISHED FLUSH WITH THE INTERNAL FACE OF THE SUMP. A STIFF MORTAR MIX SHALL BE PACKED INTO THE SPACE FROM BOTH SIDES OF THE STRUCTURE. THE INTERNAL FACE SHALL BE FINISHED SMOOTH AND A 150 THICK BAND OF CONCRETE SHALL BE POURED OUTSIDE THE SUMP TO SEAL PENETRATION.
- WHERE SUMPS CONSIST OF MORE THAN ONE PRECAST UNIT, THE JOINTS SHALL BE SEALED WITH BUTYL MASTIC FLEXIBLE PIPE SEALANT AROUND THE OUTSIDE AND A 1:3 SAND CEMENT GROUT ON THE INSIDE OF THE SUMP.

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A	B	INGITU	PRECAST	REF. ON DRAWING
300	150	76		J8300
450	150	76		J8450
600	150	100		J8600
900	150	100		J8900

A	B	INGITU	PRECAST	REF. ON DRAWING
300	150	76		S300
450	150	76		S450
600	150	100		S600
900	150	100		S900

PT Design

15 ELDER PRELIMINARY ISSUE

Date: Revision: Name:

PT Design

PT Design Pty Ltd 141 149 Wood Street Adelaide SA 5000
T108 8412 4300 E [info@ptdesign.net.au]

Designed	MB	Drawn	MB
Approved	CS	Check	DEC 17
Civil		Sheet	2 of 2

Product: **GOODSTART EARLY LEARNING WILSON STREET COWANDILLA**

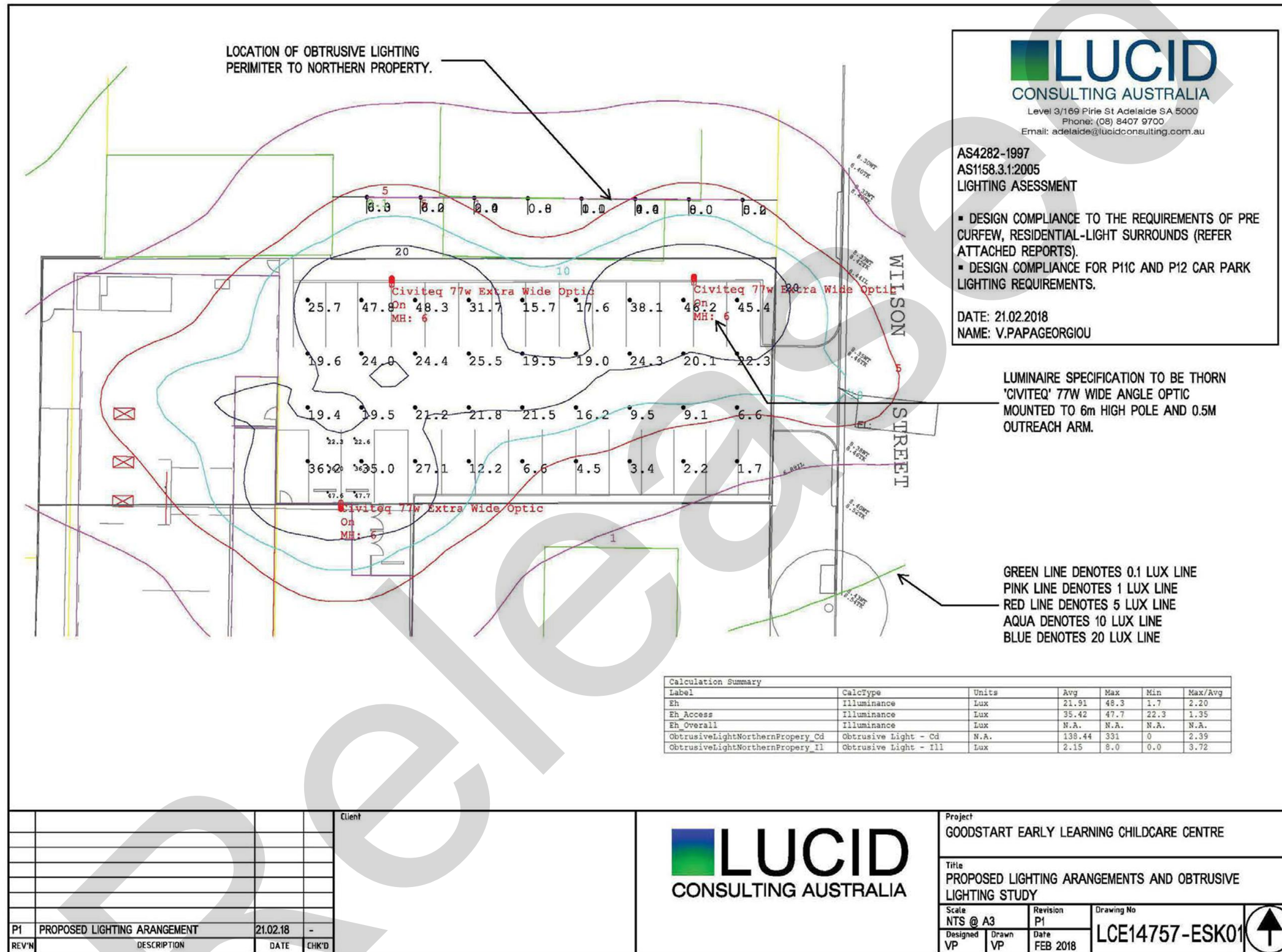
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Drawing Title: **DETAILS SHEET**

Drawing Number: **19806-C02**

Name: 19806-C02.dwg

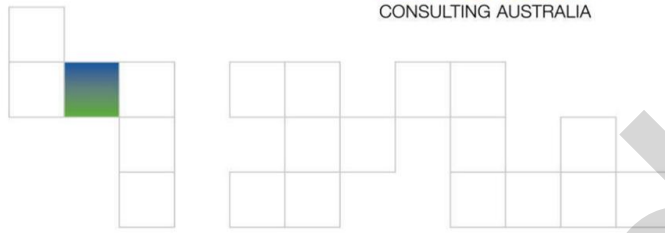
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22nd February 2018

Emmett Property Pty Ltd
PO Box 7165
Hutt Street
ADELAIDE SA 5000



ATTENTION: MR N EMMETT

AJG Ref: LCE14757 - 001

Dear Nick

**GOODSTART EARLY LEARNING CHILDCARE CENTRE
240-242 SIR DONALD BRADMAN DRIVE AND 27 WILSON STREET COWANDILLA
EXTERNAL CARPARK LIGHTING**

As requested, we have reviewed the Site Plan Drawing SK09B issued for Development Approval associated with the above proposed development.

Based on our experience with numerous similar developments whereby external carpark lighting is required to be installed adjacent to existing residential premises, we have prepared a lighting arrangement in a manner that is sensitive to nearby residents.

The National Construction Code (referred as Building Code of Australia) does not stipulate a compliance methodology for addressing the concerns of potential light spill into neighbouring properties.

Therefore, it is widely accepted by industry that the relevant Australian Standards are adopted for design guidelines and principles to mitigate the risk of light spill affecting neighbouring properties. The relevant standards are outlined as: -

- Australian/New Zealand Standard AS/NZS 1158 Lighting for roads and public spaces
- Australian Standard AS 4282 Control of the obtrusive effects of outdoor lighting

A lighting design layout for the carpark has been developed and evaluated utilising approved lighting simulation software. Refer to Lucid drawing LCE14757-ESK01 and test results certificate which demonstrates the lighting arrangement complies with the above-mentioned standards.

Additional features of the design include directional lighting positioned/angled away from property boundaries, luminaire optics and sophisticated control strategies which allow programmable dimming capabilities and auto-off outside of business operating hours.

We trust the above clarifies how compliance is achieved. Please contact the undersigned should you require further information.

Yours faithfully
LUCID CONSULTING ENGINEERS


ADAM GREAVES
DIRECTOR

Level 3/169 Pirie Street, ADELAIDE, SA 5000
LCE14757

T: 08 8407 9700
Page 1 of 1

Obtrusive Light - Compliance Report

AS 4282-1997, Pre-Curfew, Residential - Light Surrounds
Filename: Car Park Lighting Simulation
21/02/2018 7:01:12 PM

Illuminance

Maximum Allowable Value: 10 Lux

Calculations Tested (1):

Calculation Label	Test Results	Max. Illum.
ObtrusiveLightNorthernPropery_III_Seg1	PASS	8.0

Luminous Intensity (Cd) Per Luminaire

Maximum Allowable Value: 7500 Cd
Control Angle: 83 Degrees

Luminaire Locations Tested (3)

Test Results: **PASS**

Released



19/02/2018

Emmett Property Pty Ltd
205 Hutt St
ADELAIDE SA 5000

Attention: Nick Emmett

19806-180219-Civil Design Letter

SITE: Goodstart Early Learning
Wilson Street,
Cowandilla

Dear Nick,

PT Design has been in contact with City of West Torrens to ensure that the stormwater management design for the **GOODSTART EARLY LEARNING, COWANDILLA** project complies with Council requirements.

Stormwater Detention Requirements

In relation to the detention of stormwater run-off from the development, Council dictates that the rate of discharge of stormwater from the development site is to be restricted to a maximum rate equivalent to that of a site with a 0.25 run-off coefficient for the site critical 20-year ARI storm event (i.e. effectively mimicking a site with a 25% impervious cover and 75% pervious cover). The maximum discharge rate has been capped at 20L/sec, typical for commercial sites.

An underground detention tank with (min.) 8.4kL storage capacity has been specified to detain stormwater volumes that exceed Council's allowable stormwater discharge rate. A pre-packaged pump station, with a pump rate of 20L/sec, will control the maximum stormwater discharge rate from the development.

Refer to Appendix for Stormwater Calculations.

Stormwater Quality

Council requires stormwater quality measures be implemented within the car park and manoeuvring area to address the collection of oils, grease and sediment from the stormwater flow.

A proprietary Gross Pollutant Trap (GPT) has been nominated to treat and improve the stormwater quality on site before collection in the underground detention tank and discharging to the street water table.

structural • civil • engineers

ABN (35 008 116 916)

W (ptdesign.com.au)

F (08 8232 4311)

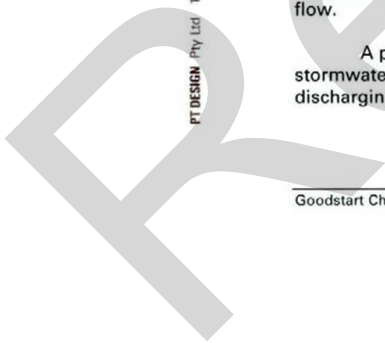
T (08 8412 4300)

T (08 8412 4300)

Adelaide SA 5000

141-149 Houlders Street

PT DESIGN Pty Ltd





structural • civil • engineers

PT DESIGN Pty Ltd 141-149 Hould Street Adelaide SA 5000 T 08 8412 4300 F 08 8232 4311 W [ptdesign.com.au] ABN 35 008 116 916

Stormwater Connection to The Street

It is noted that Sir Donald Bradman Drive is an arterial road under the care and control of DPTI. Permission should be sought from DPTI with regards to the connection to the underground stormwater infrastructure along Sir Donald Bradman Drive.

The layout of the proposed development allows for the site stormwater to be discharged to the Wilson Street boundary. Permission from DPTI is not required for this method.

The standard City of West Torrens development requirements state that stormwater connections are required to be located (min.) 1.0m from existing or proposed driveways, connections, stobie poles, street lights, side entry pits and pram ramps etc (as measured from the front property boundary). It should also be nominated for the stormwater connection through road verge areas to be constructed of shape and material to satisfy Council's standard requirements.

Compliant, 2 off 125x75x2mm galvanised steel channels have been nominated to connect to the street. Pavers to match Council's existing footpath have been nominated to infill the area between the property boundary and kerb.

Flood Consideration – Finished Floor Level (FFL) Requirement – 100mm to 250mm zone

Portions of the development are located within the '100mm to 250mm' area of flood effect from Keswick and Brown Hill Creek flood plain mapping as nominated in Council's Development Plan.

Preliminary investigation indicates that the physical flood depth within the portions of the child care building proposed to be developed is in the order of 240mm and making allowance for the necessary freeboard (200mm) over and above the flood level, the minimum finished floor level (FFL) for the proposed development, to protect from flood inundation, would need to be 440mm above the existing natural site levels within the footprint of the building. This is reflected in the nominated FFL of 9.04.

In the '100mm to 250mm' anticipated flood depth zone, it is typically requested that a minimum 1000mm wide flood corridor be provided along one boundary.

To preserve the ability for flood flows to move through this site, it will also be required that the flood flow corridors indicated above, and the general site levels be maintained within 200mm of the existing natural site levels. The only exception to this being the works necessary to provide access into garages, although the servicing of such access locations must not be permitted to impact on the critical flow corridors.

The proposed layout of the child care centre indicates sufficient flood flow through the site. As such, the proposal has achieved the minimum flood corridor of at least 1.0m as required along on boundary of the site. Therefore, no other requirements regarding flood flow corridors will be necessary.



Refer to civil drawings 19806-C01 and C02 for further details.

Yours faithfully
PT DESIGN

MARK BUTLER
CIVIL DRAFTER

structural • civil • engineers
PT DESIGN Pty Ltd 141-149 Hould Street Adelaide SA 5000 T [08 8412 4300] F [08 8232 4311] W [ptdesign.com.au] ABN [35 008 116 916]



structural • civil • engineers

ABN [35 008 116 916]

W [ptdesign.com.au]

T [08 8412 4300]

PT DESIGN Pty Ltd 141-149 Ifould Street Adelaide SA 5000

APPENDIX

STORMWATER CALCULATIONS

Goodstart Early Learning, Cowandilla

Prepared by:

PT Design ABN 35 008 116 916
141 – 149 Ifould Street, ADELAIDE SA 5000
Tel: (08) 8412 4300

Project No: 19806
Revision: 00
Date of Issue: 19/02/2018



Project:	Goodstart Early Learning	Project #	19806
	Wilson Street, Cowandilla	Date	19/02/2018
Design By:	MB	Page	1

CRITICAL 1 IN 20 YEAR DETENTION VOLUME

PRE DEVELOPMENT FLOW (MINOR STORM)

Time of Concentration	5 mins
Rainfall Intensity	119 mm/hr

Catchment Area	C	Area (m²)	
Site	0.25	2535	20.9
		0	0.0
		0	0.0
		Total	20.0

L/sec Maximum allowable discharge

POST DEVELOPMENT FLOW (MAJOR STORM)

Time of Concentration	t mins (critical TBC)
Rainfall Intensity	¹⁰⁰ I _t mm/hr

Catchment Area	C	Area (m²)	
Roof	0.9	820	0.21
Impervious	0.75	937	0.20
Pervious	0.2	778	0.04
		Total	0.44

¹⁰⁰I_t

Pumped System



Project: Goodstart Early Learning	Project # 19806
Wilson Street, Cowandilla	Date 19/02/2018
Design By: MB	Page 2

CRITICAL STORAGE VOLUME

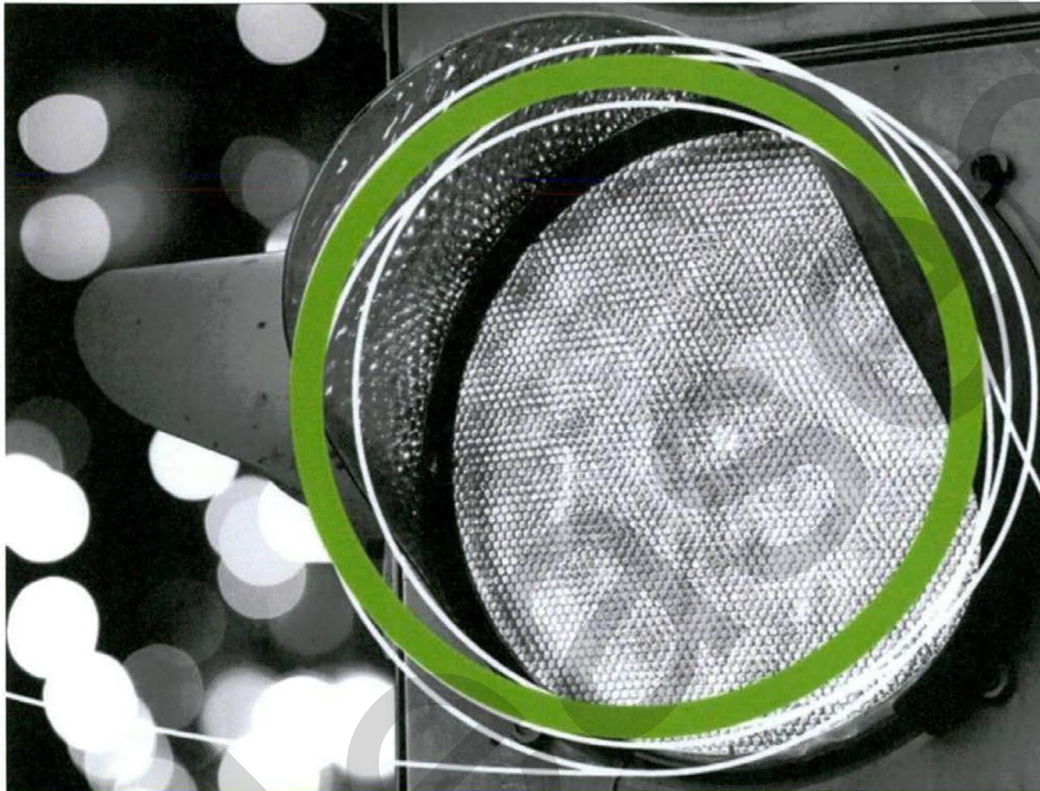
Q in 0.44 ¹⁰⁰ I_t Q out 20.0 L/sec

Tc (mins)	Intensity, I (mm/hr)	Q in (L/sec)	Pump initiated t (mins)	V total (L ³)
5	119	52.8	1.9	6105
6	110	48.8	2.1	6820
10	87.5	38.8	2.6	8373
20	60.8	27.0	3.7	6804
30	47.8	21.2	4.7	1814
60	30.5	13.5	7.4	-20439
120	18.9	8.4	11.9	-75340
180	14.2	6.3	15.9	-134938
360	8.7	3.9	25.9	-323565
720	5.28	2.3	42.7	-717602
1440	3.14	1.4	71.8	-1527515

PEAK STORAGE REQUIRED 8373 L³

Pumped System

City of West Torrens
13 MAR 2018
City Development



Cowandilla Childcare Centre
27 Wilson Street, Cowandilla
Transport Impact Assessment


Client // Emmett Property Pty Ltd
Office // SA
Reference // S138311
Date // 8/03/2018

Cowandilla Childcare Centre
 27 Wilson Street, Cowandilla
 Transport Impact Assessment

Issue: B 8/03/2018

Client: Emmett Property Pty Ltd
 Reference: S138311
 GTA Consultants Office: SA

Quality Record

Issue	Date	Description	Prepared By	Checked By	Approved By	Signed
A	18/10/2017	Final	Timothy Jones	David Kwong	David Kwong	DK
B	8/03/2018	Final – amended	Timothy Jones	David Kwong	David Kwong	

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1. Introduction

1.1 Background

A development application is currently being undertaken for a proposed Childcare Centre on land located at Cowandilla. The proposed development incorporates a 110-place childcare centre with associated facilities and car parking.

GTA Consultants was commissioned by Emmett Property to undertake a transport impact assessment of the proposed development.

1.2 Purpose of this Report

This report sets out an assessment of the anticipated transport implications of the proposed development, including consideration of the following:

- i existing traffic and parking conditions surrounding the site
- ii parking demand likely to be generated by the proposed development
- iii suitability of the proposed parking in terms of supply and layout
- iv traffic generation characteristics of the proposed development
- v proposed access arrangements for the site
- vi transport impact of the development proposal on the surrounding road network.

1.3 References

In preparing this report, reference has been made to the following:

- o West Torrens Council Development Plan (Consolidated 30 May 2017)
- o Australian Standard/ New Zealand Standard, Parking Facilities, Part 1: Off-Street Car Parking AS/NZS 2890.1:2004
- o Australian Standard, Parking Facilities, Part 2: Off-Street Commercial Vehicle Facilities AS 2890.2:2002
- o Australian Standard / New Zealand Standard, Parking Facilities, Part 6: Off-Street Parking for People with Disabilities AS/NZS 2890.6:2009
- o plans for the proposed development received from Matthews Architects
- o various technical data as referenced in this report
- o other documents as nominated.

2. Existing Conditions

2

2.1 Subject Site

The subject site is located at 27 Wilson Street and 240-242 Sir Donald Bradman Drive in Cowandilla. The site of approximately 2537m² has frontages of 18m to Wilson Street and 28.6m to Sir Donald Bradman Drive.

The site is located within a Residential Zone as specified in the West Torrens Council Development Plan and is currently occupied by residential dwellings.

The surrounding properties include a mix of residential, retail and commercial land uses.

The location of the subject site and the surrounding environs is shown in Figure 2.1.

Figure 2.1: Subject Site and its Environs



(PhotoMap courtesy of NearMap Pty Ltd)

2.2 Road Network

2.2.1 Adjoining Roads

Sir Donald Bradman Drive

Sir Donald Bradman Drive is a two-way arterial road aligned in an approximately East/West direction. It is configured with 18.5-metre-wide carriageway set within a 24-metre-wide road reserve (approx) with two lanes in each direction. Kerbside parking is permitted outside bicycle lane operation time.

2

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Sir Donald Bradman Drive carries approximately 27,300 vehicles per day¹ and is subject to a posted speed limit of 60km/h.

Wilson Street

Wilson Street is a two-way local road configured with a 10-metre-wide carriageway set within a 20-metre-wide road reserve (approx). Kerbside parking is permitted on either side of the street.

2.2.2 Surrounding Intersections

The following intersections currently exist in the vicinity of the site:

- Wilson Street/Sir Donald Bradman Drive (unsignalised)

2.3 Sustainable Transport Infrastructure

2.3.1 Public Transport

The subject site is located approximately 50m to Stop 6A on South Side of Sir Donald Bradman Drive. Stop 6A is within the 'GoZone' and provides frequent services of routes 163, J1 and J3. Within the vicinity of the site, stop 8C on west side of Marion Road is located approximately 550 meters with bus services 100, 101 and H20. The public transport provision in vicinity of the site is summarised in Table 2.1.

Table 2.1: Road Based Public Transport Provision

Route Nos	Route Description	Distance to nearest bus stop (m)
J1	Glenelg Interchange to City	50m
J1A	City to Adelaide Airport	50m
J3	Glenelg Interchange to City	50m
163	West Beach to City	50m
100	Arndale Centre Interchange to Glen Osmond	550m
101	Arndale Centre Interchange to Flinders University	550m
H20	Glenelg Interchange to Paradise Interchange	550m

2.3.2 Pedestrian Infrastructure

Pedestrian paths are located on either side of Sir Donald Bradman Drive and Wilson Street. Pedestrian articulated crossings are located 450m east to the site at the intersection of Bagot Avenue and Sir Donald Bradman Drive, as well as 340m west to the site at the intersection of Marion Road and Sir Donald Bradman Drive.

2.3.3 Cycle Infrastructure

Bicycle network map in the immediate vicinity of the subject site is shown in Figure 2.2. Marked bicycle lanes are located on Sir Donald Bradman Drive, Bagot Avenue, Marion Road, and Hounslow Avenue. Bicycle lanes on Sir Donald Bradman Drive and Marion Road are subject to operational hours as specified on the signs.

¹ Based on AADT estimates by DPTI dated 14 September 2015

Figure 2.2: Bicycle network



(Reproduced from CycleInstead website)

Released

3. Development Proposal

3.1 Land Uses

The proposal includes the construction of a childcare centre with capacity of up to 110 children and associated off-street car parking. The proposed layout is shown in Figure 3.1.

Figure 3.1: Proposed Site Layout



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3.2 Car Parking

The development proposed a car park with 28 car parking spaces including one disabled parking space. The proposed car park is located at the northeast of the site.

3.3 Vehicle Access

Vehicle access to the site is proposed via a single crossover to Wilson Street.

3.4 Loading Areas

It is proposed that waste from the site would be collected by refuse vehicles to the size of up to 10m in length and will occur outside of the childcare operating hours.

It is anticipated that deliveries to the proposed development would be made by light vehicles that would be accommodated in the on-site parking area. Any deliveries by vehicles unable to use the on-site car parking spaces would be scheduled to occur outside of business hours when the car park area would be clear of parked vehicles. Such deliveries will be very infrequent.

4. Car Parking

4

4.1 Development Plan Car Parking Requirements

The proposed development is located within a Residential Zone as specified in the West Torrens Council Development Plan. The car parking rate applicable for this proposed development within the West Torrens Council are set out in Table WeTo/2 of the Development Plan and is as follows:

Child care centre *1 space per 4 children*

Based on the above, the proposed childcare centre of 110 children has a Development Plan parking requirement of 28 car parking spaces.

4.2 Adequacy of Parking Supply

Based upon the above discussions and analysis, it is clear that the proposed on-site car parking provision of 28 car parking spaces will be appropriate as it meets the Development Plan car parking requirement.

4.3 Car Parking Layout

The proposed 28 car parking spaces comprises of 5 standard staff parking spaces, 1 small car staff parking space, 21 visitor parking spaces, and 1 disabled parking space with associated shared space. The parking layout has been designed in accordance with Australian Standard/New Zealand Standard for Off Street Car parking (AS/NZS2890.1:2004 and AS/NZS2890.6:2009).

Some of the key design features are as follows:

- Visitor parking spaces will generally be 2.5m wide and 4.8m long with at least 600mm overhang clearance, set within a minimum 6.2 metre-wide aisle, exceeding the requirements for a User Class 2 parking facility;
- Staff parking spaces will generally be a minimum 2.4m wide and 4.8m long with 600mm overhang clearance, set within a minimum 6.2-metre-wide aisle, meeting the requirements for a User Class 1 parking facility. The staff parking space with fences on both side will be 3.0m wide and 5.4m long, which includes 300mm clearance widths on both sides to ensure the fences are outside the design envelope of the car parking space.
- Small car space will be 2.4m wide and 4.8m long with 600mm overhang clearance, exceeding the minimum dimensions for small car spaces of 2.3m wide by 5.0m long. However, 300mm clearance width will need to be provided to the side of small car space adjacent the fence. This should be reflected in the detailed design.
- A 2.4m wide and 5.4m long disability parking space and associated shared space has been provided near the main building entrance in accordance with the Australian Standard
- Blind aisle extensions of at least 1.0 metres will be included.

7

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Cowandilla Childcare Centre, 27 Wilson Street, Cowandilla



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4.4 Car Parking Access

A crossover is proposed on Wilson Street to enable two-way vehicle movements.

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Cowandilla Childcare Centre, 27 Wilson Street, Cowandilla



5. Sustainable Transport Infrastructure

5.1 Bicycle End of Trip Facilities

The West Torrens Council development plan does not specify any off-street bicycle parking requirements for development in the Residential Zone.

The number of bicycle trips to the proposed development would be limited due to most children being delivered by private motor vehicle, and some by public transport. Some staff may ride to work, and some children may be delivered by bicycle however overall numbers would be low.

As such, GTA recommends that the demand for bicycle parking is monitored and some bicycle rails installed if required. There will be capacity to locate some bicycle rails near the main entrance to the building if required.

5.2 Walking and Cycling Network

A pedestrian entry point to the subject site is proposed via Wilson Street. This will provide pedestrian links to the footpaths on Wilson Street and Sir Donald Bradman Drive.

5.3 Public Transport

The site is accessible by public transport as discussed in Section 2.3.1.

6. Loading Facilities

6

6.1 Development Plan Requirements

Principle of Development Control (PDC) 14 of the Transportation and Access sets out requirements relating to loading as follows:

PDC 14: "Development should provide for the on-site loading, unloading and turning of all traffic, including any waste collection vehicles, likely to be generated."

6.2 Proposed Loading and Refuse Collection Arrangements

It is proposed that waste from the site would be collected outside of operating hours by refuse vehicles up to 10m in length. It is proposed that the vehicle enter the site in a forward motion, perform loading within the parking aisle, and then exit the site in a forward motion. Bins will be wheeled to a convenient location in the car park for refuse collection.

It is anticipated that deliveries to the proposed development would be made by small delivery vans that would be accommodated in the on-site parking area. Any deliveries by vehicles unable to use the on-site car parking spaces would be scheduled to occur outside of business hours when the car park area would be clear of parked vehicles.

Figure 6.1 and Figure 6.2 shows an assessment of the site for refuse collection.

Figure 6.1: 10 m Refuse vehicle ingress

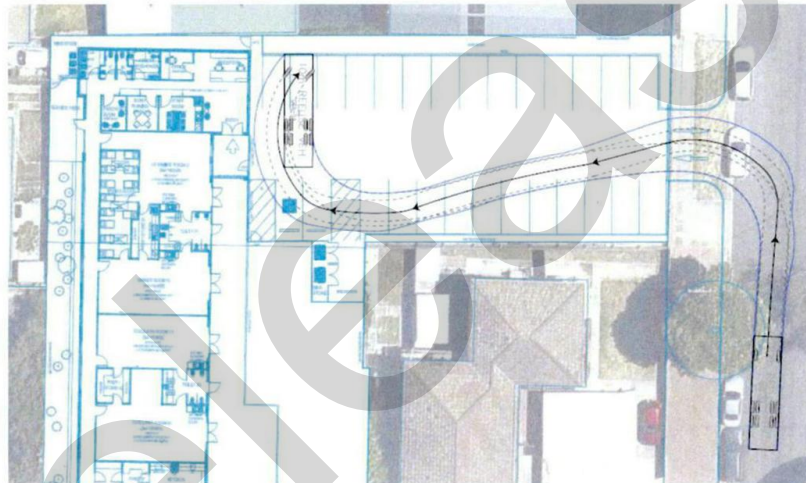
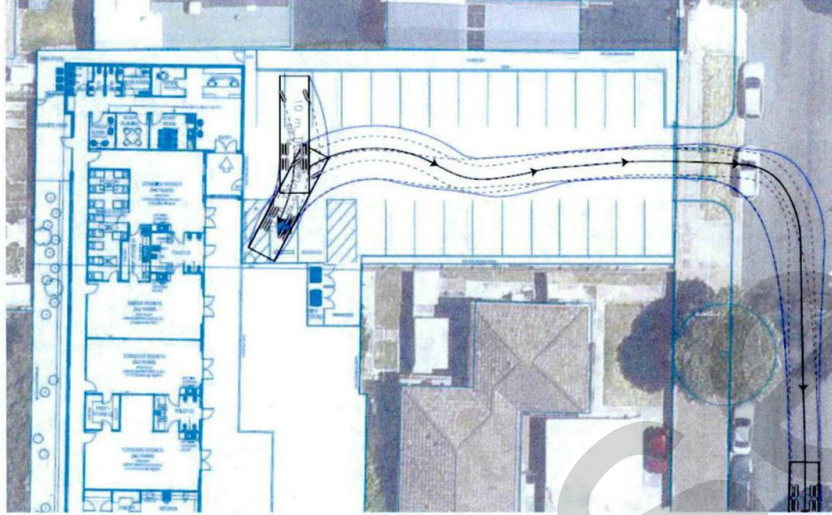


Figure 6.2: 10 m Refuse Vehicle Egress



GTA considers the above arrangements appropriate for the proposed development.

7. Traffic Impact Assessment



7.1 Traffic Generation

7.1.1 Design Rates

Traffic generation estimates for the proposed development have been sourced from the "Guide to Traffic Generating Development" by NSW Roads and Traffic Authority's (RTA) in 2002 (henceforth referred to as the RTA Guide), shown in Table 7.1.

Table 7.1: Traffic Generation Rates

Centre Type	Peak Vehicle Trips / Child	
	7.00-9.00AM	4.00-6.00PM
Long-day Care	0.8	0.7

Based on capacity of 110 children, the proposed childcare centre would generate 88 trips between 7-9AM and 77 trips between 4-6PM. Assuming 70% of trips occur during peak hour, the proposed childcare centre would generate 62 trips during AM peak (8-9AM) and 54 trips during PM peak (5-6PM).

7.1.2 Distribution and Assignment

The proposed site is accessible through the single crossover from Wilson Street. The directional split of traffic (i.e. the ratio between the inbound and outbound traffic movements) is assumed to be 50:50 (50% inbound, 50% outbound).

The following distribution of the site generated traffic is assumed:

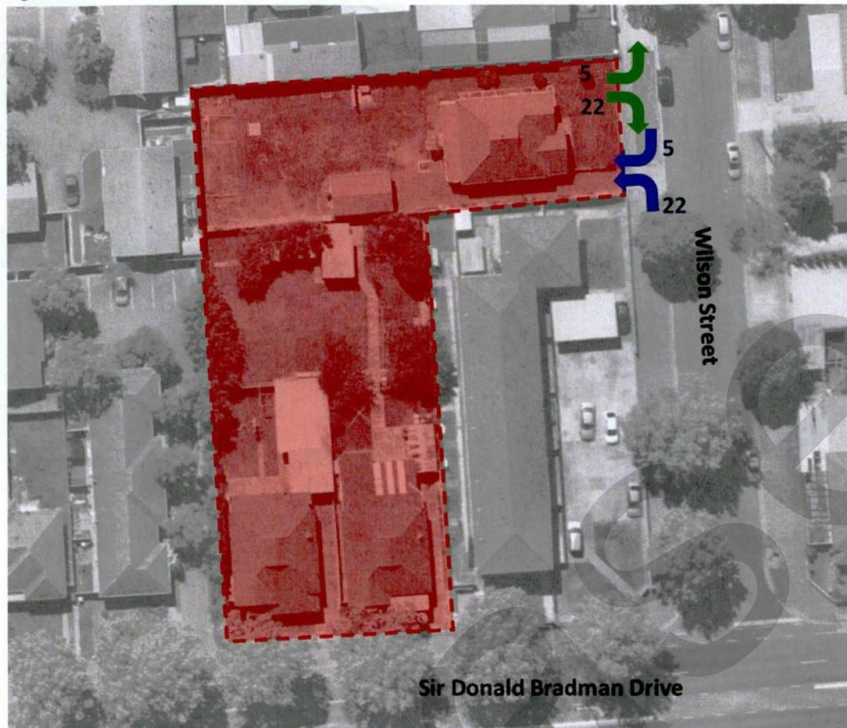
- Sir Donald Bradman Drive – 80%
- Local streets – 20%

Based on the above, Figure 7.1 and Figure 7.2 have been prepared to show the estimated marginal increase in turning movements in the vicinity of the subject property following full site development.

Figure 7.1: AM Peak Hour Site Generated Traffic Volumes



Figure 7.2: PM Peak Hour Site Generated Traffic Volumes



7.2 Traffic Impact

The additional traffic generated by the proposed development is considered to be low and could not be expected to compromise the safety or function of the surrounding road network.

A high proportion of the generated trips would likely be from the surrounding residential areas and hence already using the roads surrounding the childcare centre to travel to and from other destinations (e.g. commuting from work). This is known as passing trade and would typically reduce the net traffic impact of the proposed development by up to 30%.

Childcare centres generate very few trips during the day between peak periods, hence the traffic impact will generally be during the morning and evening child delivery and collection periods respectively.

Accordingly, the impact of traffic on the adjacent streets will be unnoticeable within the traffic to be generated by the surrounding residential development.

8. Conclusion

Based on the analysis and discussions presented within this report, the following conclusions are made:

- i The proposed childcare centre with capacity of 110 children generates a development plan car parking requirement of 28 spaces.
- ii The proposed supply of 28 spaces is considered to be appropriate as it meets the West Torrens Council Development Plan requirements.
- iii The proposed parking layout is consistent with the dimensional requirements as set out in the Australian/New Zealand Standards for Off Street Car Parking (AS/NZS2890.1:2004 and AS/NZS2890.6:2009). 300mm clearance width should be added to the side of small car space adjacent the fence. This should be reflected in the detailed design
- iv The proposed development will provide a disabled parking space adjacent to the main building entrance.
- v Refuse collection is to occur outside of operating hours, with a collection vehicle up to the size of 10m in length entering and exiting the site in a forward direction.
- vi The site is expected to generate up to 62 and 54 vehicle movements in the AM and PM peak hour respectively.
- vii The additional traffic generated by the proposed development is considered to be low, and could not be expected to compromise the safety or function of the surrounding road network.

8



Cowandilla Childcare Centre

Environmental Noise Assessment

S5633C1

May 2018

sonus.

Jason Turner
Associate
Phone: +61 (0) 410 920 122
Email: jturner@sonus.com.au
www.sonus.com.au

Cowandilla Childcare Centre
Environmental Noise Assessment
S5633C1
May 2018

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INTRODUCTION

A child care facility is proposed to be located at 240 Sir Donald Bradman Drive, Cowandilla.

Following the conclusion of the public notification process, the West Torrens Council has requested an assessment of early morning access into the car parking area.

The proposed site is situated amongst existing residential properties. Notably, the child care centre will be located adjacent to existing two storey units adjacent the car park. The locations of the nearest dwellings and the proposed facility are shown and labelled in Appendix A. The site labelled as F is the two storey units.

The assessment considers the noise from on-site vehicle movements and general car park activity and has been based on:

- Mathews Architects drawings for the project entitled "GOODSTART EARLY LEARNING WILSON STREET, COWANDILLA" including:
 - "SITE PLAN" with drawing number "SK09B" (dated 25/01/2018);
 - "LANDSCAPE PLAN" with drawing number "SK09B" (dated 22/01/2018); and,
 - "ELEVATIONS" with drawing number "SK11B" (dated 07/02/2018).
- Background noise measurements conducted between 8-9 May 2018;
- The car park not being accessed prior to 5am; and,
- Previous noise measurements and procurement of data from similar sites for vehicle movements and car parking activity.

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 Environmental Noise Assessment
 S5633C1
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CRITERIA

Development Plan

The proposed facility and residences A and F (in Appendix A) are located within the Low Density Policy Area of the Residential Zone within the West Torrens Council Development Plan¹. The noise sensitive receivers located north and northeast of the site (B through E in Appendix A) are within the Cowandilla / Mile End West Character Policy Area of the same Zone. The Development Plan has been reviewed and the following provisions are considered relevant to the noise assessment.

General Section – Interface Between Land Uses

OBJECTIVES

- 1 Development located and designed to minimise adverse impact and conflict between land uses.
- 2 Protect community health and amenity from adverse impacts of development.
- 3 Protect desired land uses from the encroachment of incompatible development.

PRINCIPLES OF DEVELOPMENT CONTROL

- 1 Development should not detrimentally affect the amenity of the locality or cause unreasonable interference through any of the following:
 - (b) Noise
- 2 Development should be sited and designed to minimise negative impact on existing and potential future land uses desired in the locality.
- 6 Non-residential development on land abutting a residential zone should be designed to minimise noise impacts to achieve adequate levels of compatibility between existing and proposed uses.

Noise Generating Activities

- 7 Development that emits noise (other than music noise) should include noise attenuation measures that achieve the relevant "Environment Protection (Noise) Policy" criteria when assessed at the nearest noise sensitive premises.
- 8 Development with the potential to emit significant noise (e.g. industry) should incorporate noise attenuation measures that prevent noise from causing unreasonable interference with the amenity of noise sensitive premises.

¹ Consolidated 6 February 2018

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Environment Protection (Noise) Policy 2007

Principle of Development Control 7 from the Development Plan references the *Environment Protection (Noise) Policy 2007*, which provides goal noise levels to be achieved at residences from general activity at a site.

The Policy is based on the World Health Organisation Guidelines to prevent annoyance, sleep disturbance and unreasonable interference on the amenity of an area. Therefore, compliance with the Policy is considered to be sufficient to satisfy all provisions of the Development Plan relating to environmental noise.

General Activity

The Policy provides goal noise levels to be achieved at residences based on the principally promoted land use of the Development Plan Zones in which the noise source (the development) and the noise receivers (the residences) are located. Based on the land uses and the "development" nature of the project, the following goal noise levels are provided by the Policy to be achieved at residences:

- An average (L_{eq}) noise level of 40 dB(A) at night (10pm to 7am); and,
- A maximum (L_{max}) noise level of 60 dB(A) at night (10pm to 7am).

The above goal noise levels apply where the ambient noise environment is not significantly influenced by existing activity. In this circumstance, early morning traffic on Sir Donald Bradman Drive is an inherent part of the ambient noise environment and generates high noise levels at the dwellings in the area. The Policy enables the goal noise levels to be relaxed where this occurs.

EXISTING ACOUSTIC ENVIRONMENT

The existing acoustic environment was measured at a position equivalent to sensitive receivers at the north of the site which are shielded from traffic noise on Sir Donald Bradman Drive. The noise logging location is shown in Appendix A. The noise logging was conducted from 8 to 9 May 2018. The results of the logging are provided in Appendix B, showing the background (L_{90}), average (L_{eq}) and maximum (L_{max}) noise levels in 15 minute intervals.

The logging indicates that the existing acoustic environment remains dominated by traffic noise from Sir Donald Bradman Drive at all times as would be expected in the vicinity of a major public road corridor.

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 Environmental Noise Assessment
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During the early morning period (5am to 7am), the maximum noise level was typically in the order of 60 dB(A) after discounting extremely high measurements which were likely associated with localised activity. "Background" noise levels (L_{90}) were above 44 dB(A) from 5am and increased steadily upwards corresponding to the increasing traffic volume on Sir Donald Bradman Drive.

The Policy provides an assessment method whereby if a new noise source generates noise levels which are equal to or lower than the background noise levels which already exist in the environment (represented by the L_{90}), then that source will not adversely impact on the amenity of the area.

Based on the above, the assessment compares the average noise levels associated with car park activity against a criterion of 44 dB(A) at any dwelling for activity in the car park between 5.00 and 7.00am. The assessment also ensures the maximum noise levels from car park activity do not exceed 60 dB(A) during this period.

ASSESSMENT

Car Park Activity

The noise levels at residences from the proposed site activity have been predicted based on a range of previous noise measurements and observations at similar facilities. These include:

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

The predictions have been based on the following assumed activity levels within *any 15 minute period*² between 5.00am and 7.00am:

- 5 vehicle movements into the car park via Wilson Street and corresponding general car park activity at the available car parks.

² The default assessment period of the Policy.

Cowandilla Childcare Centre
Environmental Noise Assessment
S5633C1
May 2018

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Based on the predictions, in order to achieve the assessment criteria, the following acoustic treatment measure is recommended:

- Construct fences which are a minimum of 2.7m above the car park finished level for the extent shown in Figure 1 as **YELLOW**. All fences should be constructed from a minimum of 0.42 BMT sheet steel or other material with the same or greater surface density. An airtight seal should be achieved at all junctions, including at the ground and other fences;

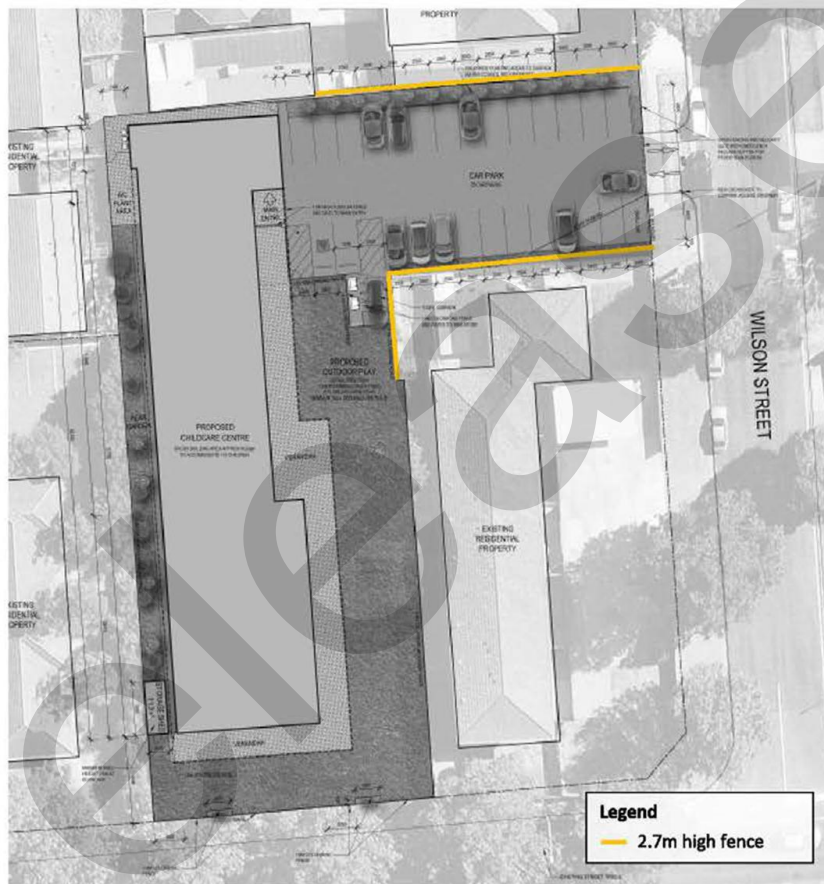


Figure 1: Acoustic treatment detail.

Cowandilla Childcare Centre
Environmental Noise Assessment
S5633C1
May 2018

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With the recommended acoustic treatments incorporated, the predicted average noise levels at residences in the vicinity are less than 42 dB(A) and the maximum noise levels are predicted to be less than 59 dB(A), thereby achieving the assessment criteria provided by the Policy.

CONCLUSION

An environmental noise assessment has been made of possible early morning car parking activity at the proposed child care facility at 240 Sir Donald Bradman Drive, Cowandilla.

The environment incorporates existing high noise levels due to the influence of Sir Donald Bradman Drive traffic.

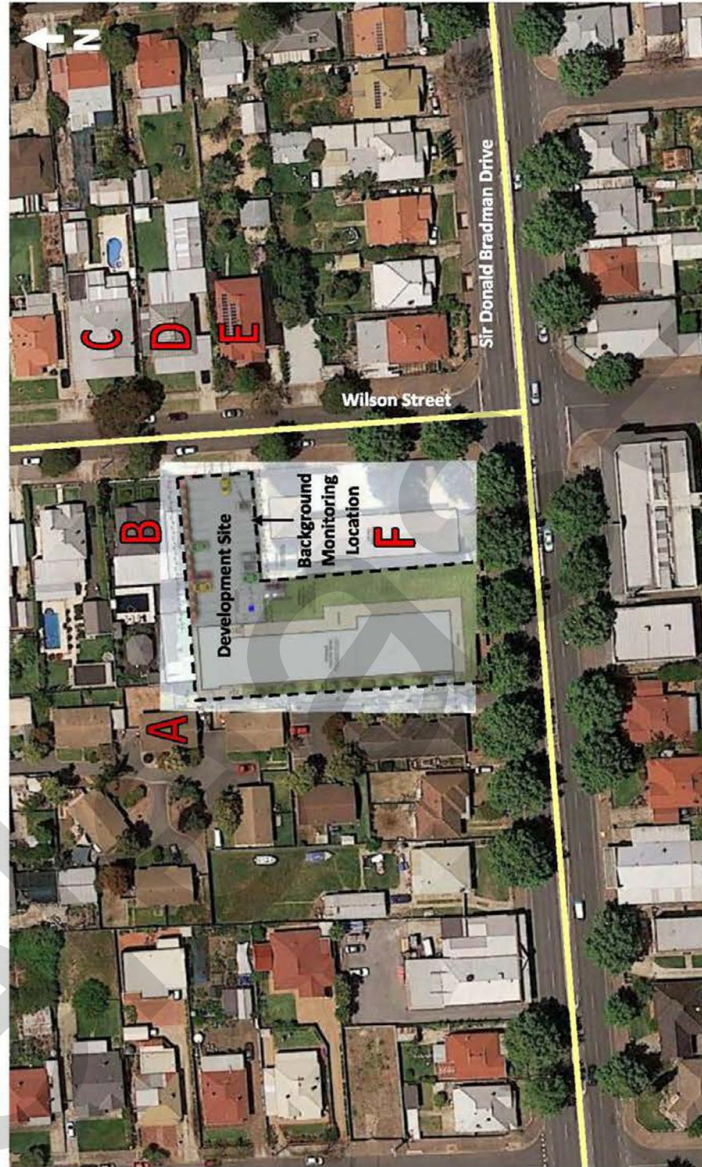
The predicted noise levels from car parking will achieve the relevant requirements of the *Environment Protection (Noise) Policy 2007* subject to the treatments in this report, comprising of specific fence heights and constructions.

It is therefore considered that the facility has been designed to *minimise adverse impacts, avoid unreasonable interference on amenity, and will not detrimentally affect the locality by way of noise* from these sources, thereby achieving the relevant provisions of the Development Plan related to environmental noise.

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Cowandilla Childcare Centre
Environmental Noise Assessment
S5633C1
May 2018

APPENDIX A: Site locality and surrounding residences.

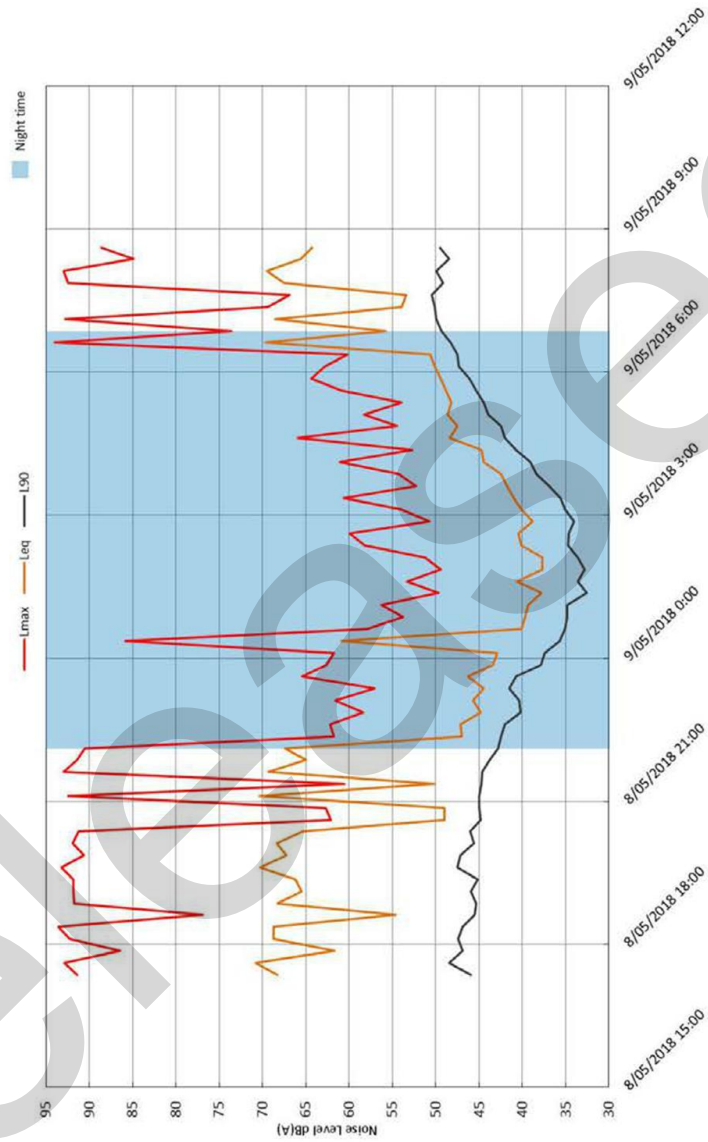


Page 8

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Cowandilla Childcare Centre
 Environmental Noise Assessment
 S5633C1
 May 2018

APPENDIX B: Existing noise levels 8-9 May 2018



Page 9

City of West Torrens
 05 APR 2018
 City Development

RECEIVED - CWT IM
 5 APR 2018

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

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

RECEIVED CSU WTRCC
 AM 8 9 10 11 12
 PM 1 2 3 4 5
 4 APR 2018

DEVELOPMENT No. 211/1256/2017
 PROPERTY ADDRESS: 240 & 242 Sir Donald Bradman Drive, COWANDILLA SA 5033 and 27 Wilson Street, COWANDILLA SA 5033

YOUR FULL NAME	Lisa Walter + Clive Walter
YOUR ADDRESS	23 Wilson St Cowandilla
YOUR PHONE No	
YOUR EMAIL	
NATURE OF INTEREST	adjoining resident <small>(eg. Adjoining resident, owner of land in the vicinity etc.)</small>
REASON/S FOR REPRESENTATION	<ul style="list-style-type: none"> - commercial dwelling in residential area - street already busy w traffic - erosion of residential dwellings + environment - ↓ value of properties - question the need for childcare centre as many already in local area
MY REPRESENTATIONS WOULD BE OVERCOME BY (state action sought)	

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

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

SIGNED RmWalt
 DATE 3/4/18

Responsible Officer: Jordan Leverington
 Ends: Wednesday 4 April 2018

If space insufficient, please attach sheets

RECEIVED CSU WTCS
 9 10 11
 2 3 4 5
 APR 2018

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

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

RECEIVED - CWT IM
 4 APR 2018

DEVELOPMENT No. 211/1256/2017
 PROPERTY ADDRESS: 240 & 242 Sir Donald Bradman Drive, COWANDILLA SA 5033 and 27 Wilson Street, COWANDILLA SA 5033

YOUR FULL NAME	LEE-ANNE ELIZABETH GRAHAM
YOUR ADDRESS	14 WILSON STREET COWANDILLA 5033 City of West Torrens
YOUR PHONE No	
YOUR EMAIL	
NATURE OF INTEREST	Owner of Land in the vicinity <small>(eg. Adjoining resident, owner of land in the vicinity etc.)</small>
REASON/S FOR REPRESENTATION	<ul style="list-style-type: none"> - EXTRA TRAFFIC DOWN WILSON ST. WE ALREADY GET ALOT OF TRAFFIC CUTTING THRU WHEN SIR DONALD BRADMAN DR. IS BUMPER TO BUMPER. - MORNING + ARVD PLUS SPEEDING - CHILDRENS' SAFETY WALKING OR RIDING TO PRIMARY SCHOOL. - CHILDRENS' SAFETY (+ GRANDCHILDREN) RIDING THEIR BIKES ON FOOTPATH. - CAR PARKS ON STREET HARD TO GET AS IT IS, LET ALONE CARS DROPPING OFF (instead of going into CONTINUED. car park)
MY REPRESENTATIONS WOULD BE OVERCOME BY <small>(state action sought)</small>	<ul style="list-style-type: none"> - My view for Wilson St is for Council to keep the Meritage of Bungalow Houses etc. 1925's onward. - Do not Commercialize

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

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

SIGNED L. Graham
 DATE 2/4/18

Responsible Officer: Jordan Leverington
 Ends: Wednesday 4 April 2018

If space insufficient, please attach sheets

2

Continued -
Re - Car Park on Wilson St
- You will be taking the Character away by making it Commercial (Car Park on Wilson St.)

	REI
AM	8
PM	1

- Teens etc congregating at night time in the Car Park - By foot or cars

City of West Torrens
05 APR 2018
City Development

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5 APR 2018

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

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

AM 8 9 10 11 12
PM 1 2 3 4 5
4 APR 2018

DEVELOPMENT No. 211/1256/2017
PROPERTY ADDRESS: 240 & 242 Sir Donald Bradman Drive, COWANDILLA SA 5033 and 27 Wilson Street, COWANDILLA SA 5033

YOUR FULL NAME	ZHAOWEN HUANG
YOUR ADDRESS	3/238 Sir Donald Bradman Dr. COWANDILLA
YOUR PHONE No	
YOUR EMAIL	
NATURE OF INTEREST	owner <small>(eg. Adjoining resident, owner of land in the vicinity etc.)</small>
REASON/S FOR REPRESENTATION	It's not good for a child center with this address. * The main road is very busy at 8:30 AM, 10:30 AM, 4:00 PM - 6:00 PM. a lot of traffic Jam. the child center will make it worse. * the bad air level for kids, coz the busy main road. if it sits on the side road, no problems.
MY REPRESENTATIONS WOULD BE OVERCOME BY (state action sought)	

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

- I DO NOT WISH TO BE HEARD
- I DESIRE TO BE HEARD PERSONALLY
- I DESIRE TO BE REPRESENTED BY _____

(PLEASE SPECIFY)

SIGNED _____
DATE 03/04/2018

Responsible Officer: Jordan Leverington
Ends: Wednesday 4 April 2018

If space insufficient, please attach sheets

City of West Torrens
05 APR 2018
City Development

RECEIVED - CWT IM
5 APR 2018

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

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

AM 8 9 10 11 12
PM 1 2 3 4 5
4 APR 2018

DEVELOPMENT No. 211/1256/2017
PROPERTY ADDRESS: 240 & 242 Sir Donald Bradman Drive, COWANDILLA SA 5033 and 27 Wilson Street, COWANDILLA SA 5033

YOUR FULL NAME	ZHAOWEN HUANG
YOUR ADDRESS	3/238 Sir Donald Bradman Dr. COWANDILLA
YOUR PHONE No	
YOUR EMAIL	
NATURE OF INTEREST	owner <small>(eg. Adjoining resident, owner of land in the vicinity etc.)</small>
REASON/S FOR REPRESENTATION	It's not good for a child center with this address. * The main road is very busy at 8:30 AM, 10:30 AM, 4:00 PM - 6:00 PM. a lot of traffic Jam. the child center will make it worse. * the bad air level for kids, coz the busy main road. if it sits on the side road, no problems.
MY REPRESENTATIONS WOULD BE OVERCOME BY (state action sought)	

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

- I DO NOT WISH TO BE HEARD
- I DESIRE TO BE HEARD PERSONALLY
- I DESIRE TO BE REPRESENTED BY _____

(PLEASE SPECIFY)

SIGNED _____
DATE 03/04/2018

Responsible Officer: Jordan Leverington
Ends: Wednesday 4 April 2018

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RECEIVED CSU WTCC
 AM 8 9 10 11 12
 PM 1 2 3 4 5
 27 MAR 2018

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

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

City of West Torrens
 28 MAR 2018

DEVELOPMENT No. 211/1256/2017 City Development
 PROPERTY ADDRESS: 240 & 242 Sir Donald Bradman Drive, COWANDILLA SA 5033 and 27 Wilson Street, COWANDILLA SA 5033

YOUR FULL NAME	Drew Kemp
YOUR ADDRESS	16 Wilson st Cowandilla
YOUR PHONE No	
YOUR EMAIL	
NATURE OF INTEREST	Owner of property in vicinity <small>(eg. Adjoining resident, owner of land in the vicinity etc.)</small>
REASON/S FOR REPRESENTATION	Do not want the construction of child care facility built in street. It will detract from appearance and character of street; and could attract issues around parking in street. Attract illegal activity
MY REPRESENTATIONS WOULD BE OVERCOME BY (state action sought)	The development not going ahead.

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

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

RECEIVED - CWT IM
 28 MAR 2018

SIGNED _____
 DATE 27-3-18

Responsible Officer: Jordan Leverington
 Ends: Wednesday 4 April 2018

If space insufficient, please attach sheets

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

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

DEVELOPMENT No. 211/1256/2017
 PROPERTY ADDRESS: 240 & 242 Sir Donald Bradman Drive, COWANDILLA SA 5033 and 27 Wilson Street, COWANDILLA SA 5033

YOUR FULL NAME	Kenneth Allan Lester & Carol Anne Williams
YOUR ADDRESS	20 Wilson St Cowandilla
YOUR PHONE No	
YOUR EMAIL	
NATURE OF INTEREST	Opposite proposed car park <small>(eg. Adjoining resident, owner of land in the vicinity etc.)</small>
REASON/S FOR REPRESENTATION	Oppose: traffic 6 days a week + public holidays on a quiet st character st with bungalows De-value houses in close proximity Potential pedestrian-car accidents (mainly children)
MY REPRESENTATIONS WOULD BE OVERCOME BY (state action sought)	Leave as private housing

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

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

SIGNED _____
 DATE 4/4/2018

Responsible Officer: Jordan Leverington
 Ends: Wednesday 4 April 2018

If space insufficient, please attach sheets



PO BOX 9061 HENLEY BEACH SOUTH SA 5022
 Phone: 08 8355 3246 | Mobile: 0478 509 777
 Email: bill@townplanningadvisors.com.au
 Website: www.townplanningadvisors.com.au

4 April 2018t

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

City of West Torrens

04 APR 2018

City Development

Dear Mr Buss,

**RE: 240 – 242 Sir Donald Bradman Drive & 27 Wilson Street, COWANDILLA -
 Development Application 211/1256/2017 – Category 3 Representation**

In refer to the above development application currently on Category 3 public notice.

Town Planning Advisors have been engaged by the following to provide a planning opinion on the proposal as amended:

- M Dunstan of 12 Wilson Street, Cowandilla
- L Graham of 14 Wilson Street, Cowandilla
- D Kemp of 16 Wilson Street, Cowandilla
- A Gialamas of 18 Wilson Street, Cowandilla
- K Lester & C Williams of 20 Wilson Street, Cowandilla
- C & S Efthimiadis of 21 Wilson Street, Cowandilla
- L and C Walter of 23 Wilson Street, Cowandilla
- J Christofilos & H Christofilos of 25 Wilson Street, Cowandilla

The above represents a collection of owner-occupiers of land in the locality of the development site; all of which received direct notice of the development by Council.

On behalf of the above, a detailed representation by letter dated 20 December 2017 was submitted to Council. I note that the proposal has since been amended and as a result, re-notified.

Having reviewed the proposal as amended and associated documentation, our significant concerns remain and we therefore wish to reiterate our OBJECTION to the proposed development for the reasons set out herein.

Overview of Concerns

In broad terms, the basis of the OBJECTION stems from the intrusion of a commercial activity into a locality which is predominantly residential in nature, and my clients' concerns regarding potential impacts associated with visual design and appearance, noise, loss of privacy, and traffic generation.

Locality

The author of the Master Plan report describes the locality of the development site as including a substantial number of non-residential activities; I disagree with this assessment.

As demonstrated in Figure 1 over page, the number of non-residential activities is limited to nine examples within 250m in both a westerly and easterly direction, i.e. 2 examples on the northern side of Sir Donald Bradman Drive, and 7 on the southern side.

Land on the northern side of Sir Donald Bradman Drive between Marion Road and Goldfinch Avenue and back to Neill Road is except for 3 examples (all of which front Sir Donald Bradman Drive) entirely residential.

To my mind, the locality is predominantly residential and accords with the desired character statements of the Residential Zone. Further, land to the north of Sir Donald Bradman Drive consists low-density residential development which is consistent with the desired character statement of Cowandilla / Mile End West Character Policy Area 23.

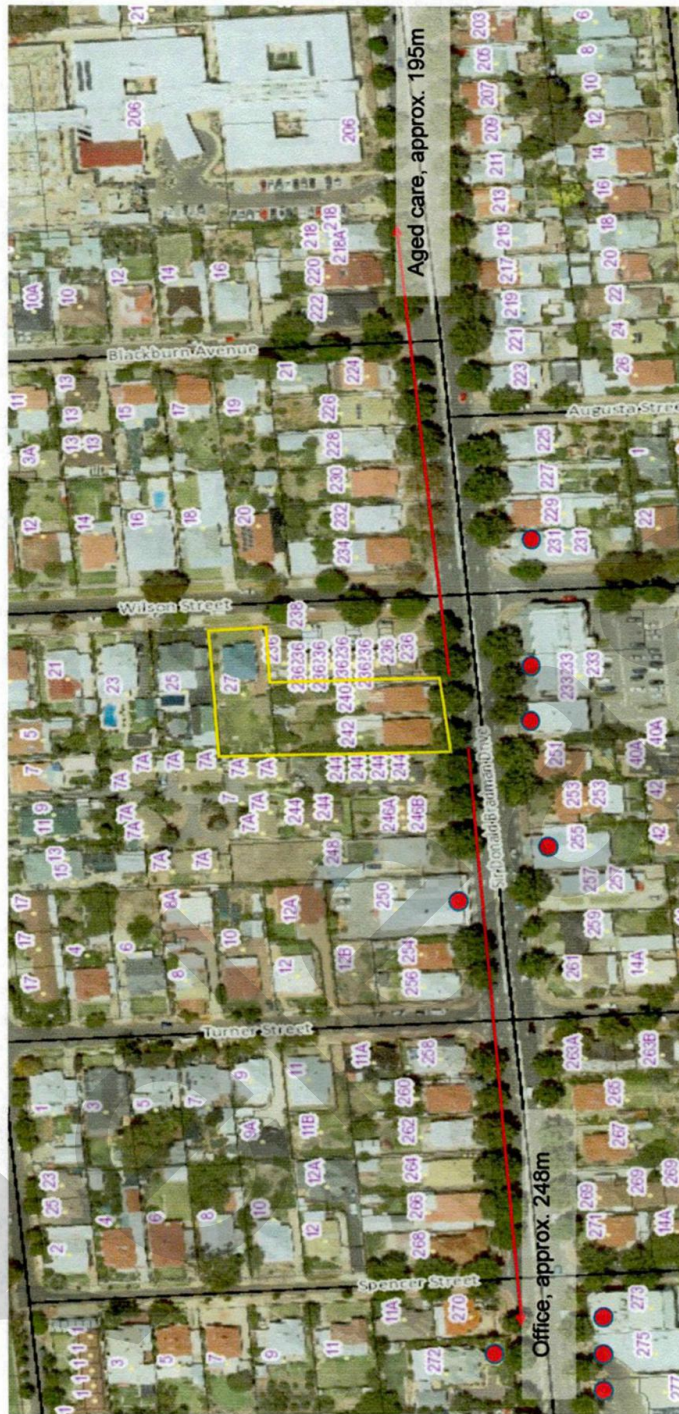


Figure 1: Non-residential activities

● Non-residential activities

Small Scale Non-residential Use

The development site comprises three allotments, two of which are sited within the Low Density Policy Area 20 and one within the Cowandilla / Mile End West Character Policy Area 23; all three are wholly located within the Residential Zone, as is adjoining land.

The Residential Zone and both relevant policy areas envisage development in the form of small scale non-residential use that serve the local community, for example a child care centre (Principles of Development Control (PDC 1).

The desired character statement of the Residential Zone states:

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

I am of the view that a child care centre with an internal floor area of 812m² accommodating 110 children is not small in scale.

Small scale in relation to a child care centre has been considered by the Environment Resources and Development Court in the matters of: Land Alliance Pty Ltd v City of Salisbury & Anor [2004] SAERDC 99; and Eastern Building Group Pty Ltd v The Barossa Council [2005] SAERDC 26.

The Court found in the case of the Land Alliance Pty Ltd v City of Salisbury & Anor [2004] SAERDC 99 proposal (a 120 place child care centre within a Residential Zone), "*the scale of the proposal is such that, based on other child care centres of a comparable scale, it is more appropriately located in a District Centre.*"

In the case of the Eastern Building Group Pty Ltd v The Barossa Council [2005] SAERDC 26 proposal, the Court again considered small scale non-residential development in relation to a child care centre in a Residential Zone. The Court found (my underlining):

I have concluded that the proposed development could not be reasonably regarded as being small in scale. In my view, a building having an area of 650 square metres, presented to Murray Street by an elevation of 40 metres in length, edged by a large carpark with 29 parking spaces and bound on two sides by a 2.8 metre high wall with a total length of 90 metres and intended to accommodate 120 children supervised by 17 staff is not, in scale terms, a development that appears to be contemplated.

The proposal under consideration, has an internal floor area of 812m², accommodates 110 children and provides 28 parking spaces; therefore, based on the above EDRC judgement, is not small in scale.

The proposal provides a total area (internal and external) of 1,621m² for the care of children; this equates to an activity which is 4.7 to 5.4 times larger in floor area than the minimum

residential site area anticipated (i.e. 340m² in the Cowandilla / Mile End West Character Policy Area 23 and 300m² in the Low Density Policy Area 20).

The proposal is not consistent with the predominant low-density residential built form character of the locality, and has the potential to impact significantly upon the high amenity of nearby residents through visual impacts, hours of operation, noise, loss of privacy, and traffic generation; and therefore, Zone PDC 3 is not satisfied.

The presence of 10 examples of centres accommodating more than 110 within other Residential Zones across metropolitan Adelaide does not provide sufficient justification to support the scale of the proposal.

Hours

The proposal to operate between the hours 6:30am and 6:30pm results in peak traffic and noise impacts at hours which are not compatible with a residential area.

Further, the collection of waste outside of 'normal hours', as proposed, will exacerbate impacts associated with noise and light spillage, particularly if prior to 6:30am.

Noise

General Section Interface between Land Uses PDC 8 states:

Development that emits noise (other than music noise) should include noise attenuation measures that achieve the relevant Environment Protection (Noise) Policy criteria when assessed at the nearest existing noise sensitive premises. □

Potential noise may be emitted by children, air conditioning units, traffic within car parking area and general noise associated with a facility of this kind.

The adjoining noise sensitive residential properties are concerned that the proposed development will cause unreasonable noise impacts, further affecting the reasonable enjoyment of their outdoor areas during daytime hours.

Noise generation from driveways, parking, waste collection and outdoor play areas is of concern given it does not appear that acoustic treatments are proposed to the building or boundary fencing.

We suggest that should Council be in mind to support the proposal, that it include a condition of consent which restricts the use of the outdoor play area to between 8:00am and 5:00pm, restricts the number of children using the area, and ensures that the area is managed by staff to control noise.

Design and Appearance

The building as viewed from Wilson Street is commercial in design, height, appearance and material use.

Whilst set well back from the Wilson Street frontage, the building will form a dominant visual element as viewed from within residential properties 18, 20 and 25 Wilson Street.

The proposal seeks to replace a single storey detached inter-war bungalow with a car parking area, creating a non-residential appearance to the current front yard of a residential dwelling which displays key elements described in the desired character statement (of Policy Area 23):

There will be a unity of built-form, particularly as viewed from the street, where all new development is complementary to the key character elements of Victorian-era villas, cottages, inter-war bungalows, Spanish mission and Dutch colonial-style dwellings, rather than dominating or detracting from them. Key elements of this character include pitched roofs, verandas /porticos and masonry building materials.

The establishment of a car parking area into the Wilson Street streetscape is of concern noting that the car parking area is wholly located within Cowandilla / Mile End West Character Policy Area 23, an area identified as having a high character.

The building as viewed from Sir Donald Bradman Drive appears squat and is not commensurate to adjoining buildings. Whilst the built form is consistent in width, its depth into the site (i.e. 62.15m) and limited setbacks from boundaries are not reflective of development in the locality and does not provide for landscaping to be established forward and to the rear of the building, as sought.

The proposal does not achieve the desired character.

Flooding

The proposal nominates a finished floor level of 9.04, 440mm above existing ground level when measured towards Sir Donald Bradman Drive, however the floor level to rear of the building (north-western corner) measures 960mm above the existing ground level of 8.08; the result being, the overall building height measures 5.36m above the existing ground level.

Whilst satisfying provisions relating to stormwater detention, collection and flood management, the building design and height are such that the building is not visually discreet, and not in-keeping with the single storey built form within adjoining land to the north and west. Further, the building will not be screened from view within 25 Wilson Street by their outbuilding (with wall heights of 3m) as suggested.

Fencing

General Section Landscaping, Fences and Walls Objective 2 seeks "functional fences and walls that enhance the attractiveness of development".

The proposed 1.8m high Colorbond fence to the Sir Donald Bradman Drive frontage is solid for its entire length and is not considered to enhance the attractiveness of the development. The inclusion of two insets for landscaping does not provide opportunities for casual surveillance, as sought by General Section Landscaping, Fences and Walls PDC 6. Further, fencing to the Sir Donald Bradman Drive frontage is at odds with the Desired Character statement of the Low Density Policy Area 20, which seeks:

Low and open-style front fencing will contribute to a sense of space between buildings.

Details of fencing to the Wilson Street frontage have not been provided other than a reference to it being an 'open' sliding gate.

The replacement of the northern boundary fence with a 2.1m high Colorbond version, as indicated in the Master Plan report, is supported. However, I note that the site plan and elevations refer to a 1.8m high Colorbond fence. I further note that the difference in existing ground, paved and finished floor level requires retaining walls which whilst indicated on the Site Levels and Drainage Layout Plan in terms of their location, height details are not provided other than that they do not exceed 1m in height. It is therefore unclear if the 2.1m high fence incorporates the retaining wall or if in addition to it.

The owners/occupiers of the adjoining property (i.e. 25 Wilson Street) hold concerns regarding the structural integrity of their outbuilding and loss of amenity, and ask that a new fence which achieves a minimum height of 2.1m measured from the higher of the adjacent ground levels be constructed at the cost of the developer. This request is made in response to concerns that the proposal will create adverse impacts upon the occupants of 25 Wilson Street through traffic, noise, loss of privacy and light spillage; all matters deemed relevant in General Section Interface between Land Uses provisions.

Landscaping

General Section Landscaping, Fences and Walls PDC 4 refers to development sites as having a minimum landscaped area equal to 10% of the site area.

Of the provided landscaping, three of the four identified species are of a height which will not provide privacy or a level of acoustic protection.

The inclusion of substantial landscaping around the perimeter of the site would also assist in reducing the visual dominance of the building as viewed from outside the site.

Traffic

We acknowledge that the proposal provides off-street vehicle parking in accordance with Table WeTo/2 – Off Street Vehicle Parking Requirements in providing 1 space per 4 children, i.e. 28 spaces.

The proposal designates 6 of the 28 spaces for staff use, however I note that the planning report indicates a maximum of 20 staff is proposed during maximum capacity. We also note that the small car space located adjacent the Wilson Street frontage does not achieve the minimum width required (i.e. 2.6m, 2.3m + 0.3m clearance), and it appears that the sliding gate opens into this space; if this is the case, the number of spaces for staff and visitors is reduced by one, and the requirements of Table WeTo/2 are not satisfied.

My clients are concerned that the proposal encourages staff and visitors to park within on-street spaces, the availability of which is consistently limited.

In terms of traffic generation, the report by GTA Consultants submits that traffic generated by the development will be distributed into the adjacent road network in an 80/20 split between Sir Donald Bradman Drive and Wilson Street. We are of the view that particularly during peak times, nominated in the report to be 7:00am to 9:00am and 4:00pm to 6:00pm, traffic is more likely to use Wilson Street, Hounslow Avenue and/or Bagot Avenue to gain access to the arterial roads, i.e. Sir Donald Bradman Drive, Marion Road and Henley Beach Road, noting that the intersection of Bagot Avenue and Sir Donald Bradman Drive is signalised and provides right hand turns for those heading in a westerly direction. Vehicles attempting a right hand (westerly) turn into Sir Donald Bradman Drive from Wilson Street during predicted peak times coincide with non-associated peak travel times.

It is important to note that Wilson Street, Hounslow Avenue and Bagot Avenue are all residential streets and therefore, predicted traffic volumes of the development (i.e. 88 vehicle movements during peak times) has the potential to significantly impact upon the occupants of land within said streets.

The intrusion of parking and traffic into surrounding residential streets is, in my opinion, likely to cause nuisance and detrimental effect upon adjacent residential amenity.

In the case of commercial developments, the development plan refers to development being designed to discourage vehicle movements through residential streets (General Section Transportation and Access PDC 12). Accordingly, the proposal should be designed to provide a direct egress point onto Sir Donald Bradman Drive via one of the two existing crossovers, and ingress only from Wilson Street.

The proposal does not satisfy General Section Transportation and Access PDC 24, which reads:

Development should be provided with safe and convenient access which:

- (a) avoids unreasonable interference with the flow of traffic on adjoining roads*

All vehicle egress should be via Sir Donald Bradman Drive and not through residential streets.

Further, we hold concern that waste collection is proposed to occur outside of standard operating hours; required as access to the waste storage collection point by refuse vehicles requires eleven of the parking spaces to be free of parked vehicles.

The proposal does not achieve the objectives of General Section Transportation and Access PDC's 13 and 14, in providing for commercial vehicle movements which are separated from passenger vehicle car parking areas; and on-site loading, unloading and turning of all traffic, including waste collection vehicles appropriately.

Should waste collection occur before operating hours commence at 6:30am, the impact upon adjoining residential properties will be significant.

Amenity Impacts

Views of the subject site from within 25 Wilson Street are illustrated in Figure 2 below.

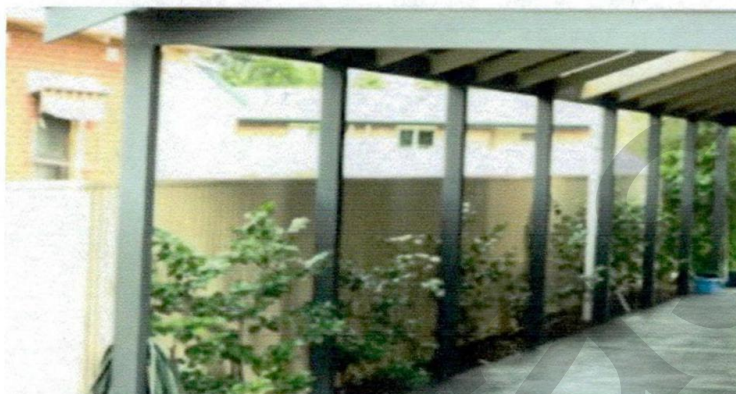


Figure 2: View of subject site (northern boundary) from within 25 Wilson Street

The current outlook is consistent with an urban setting, i.e. the side wall of a dwelling. The proposal will significantly alter this outlook and that of the outdoor entertaining areas of 25 Wilson Street significantly (refer Figure 3 below).



Figure 3: View of outdoor entertaining area of 25 Wilson Street

The proposed 5.36m high building will be clearly visible from the primary entertainment areas of 25 Wilson Street, and will not be screened by existing structures or a 1.8m high fence.

Our clients hold significant concerns with potential impacts arising from:

- Noise – including from refuse and delivery vehicles reversing, loading and unloading;
- Odour – from vehicles;
- Light Spillage – from lighting within car park;
- Traffic Generation – additional traffic before 9am and after 5pm.

These matters are fundamental.

Lighting

To minimise potential impacts, whether it be bollard or pole mounted, my clients ask that the proposed lighting be designed to control of the obtrusive effects of outdoor lighting and comply with AS 4282 – 1997, and that the lights be fitted with shields to minimise light spillage and be turned off outside of operating hours.

Conclusion

In summary, having regard to the relevant provision of the Development, I am of the view that the proposal is sufficiently at variance to warrant Refusal.

The proposed non-residential development is of a scale and appearance which is fundamentally at odds with the predominant residential and desired character of the immediate locality.

The scale of the development is not considered small.

The building height is not comparable with the single storey dwellings located to the north and west.

Traffic is directed into the residential road network.

The proposal does not provide for commercial vehicle movements which are separated from passenger vehicle car parking areas.

Waste collection vehicles can only achieve on-site loading, unloading and turning whilst the car parking area is free of vehicles.

Amenity impacts upon our clients' and other nearby residential properties are unreasonable and unjust.

The proposal represents a development which is not justifiable.

We reserve our clients' right to be heard by Council's Assessment Panel and would be grateful if you would advise at your earliest convenience the date and time of the relevant meeting.

Should you have any queries regarding the above, please do not hesitate to contact me on 0478 509 777 or by email bill@townplanningadvisors.com.au

Yours faithfully



Bill Stefanopoulos, MPlA
BA Planning, Grad Dip Environmental Planning



Released



16 May 2018

Jordan Leverington – Senior Planning Officer
Email:

Dear Mr. Leverington,

**RE: Response to Representations for DA 211/1256/2017
Located at 240-242 Sir Donald Bradman Drive, Cowandilla**

MasterPlan SA Pty Ltd has been engaged by Emmett Property ('our client'), who has an interest in the properties located at 240 and 242 Sir Donald Bradman Drive and 27 Wilson Street, Cowandilla ('the subject site') and who is the proponent of the proposed development to construct a single storey child care centre.

We have been asked to examine and respond as required to the representations received following the renotification of the Category 3 development application.

Having reviewed the documentation forwarded by Council following the notification of the proposed development we note that there were two valid representations received by adjoining property owners, with one representation written on behalf of eight property owners on Wilson Street.

AMENDED PROPOSAL PLANS

Following the close of the notification period and consideration of the representations, our client has elected to make changes to the proposal. Whilst these changes do not affect the essential nature of the proposal or its intensity, they will further improve the proposal in respect of its interface with surrounding properties.

Please find **enclosed** with this correspondence the following amended proposal plans:

- an acoustic engineers report, prepared by *Jason Turner* of Sonus, dated May 2018; and
- an amended site plan, drawing number SK09C, prepared by Matthews Architects and dated 15 May 2018.

33 Carrington Street
Adelaide, 5000
P (08) 8193 5600
masterplan.com.au

Offices in SA | NT | QLD
ISO 9001:2015 Certified
ABN 30 007 755 277
plan@masterplan.com.au



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Please find below our response to the matters of concern as expressed in the representations summarised above, which should be read in conjunction with amended plans attached to this submission.

RESPONSE TO REPRESENTATIONS

The matters raised in the representations can be summarised as follows:

1. Additional information regarding operations.
2. Intensity and scale of land use.
3. Noise impacts.
4. Impacts resulting from the design and appearance of the building.
5. Flooding.
6. Fencing.
7. Landscaping.
8. Traffic and vehicle parking.
9. Site security and lighting.

In the following sections, we provide a response in respect of each of these issues, referring to the amended plans and technical documents provided as appropriate.

1. Additional Information Regarding Operations

Concerns were raised in on representation regarding the provision of information in respect of the operations of the facility.

For clarity, we can provide the following information on the proposed operations of the facility:

- hours of operation will be Monday to Friday 6:30 am to 6:30 pm (excluding public holidays);
- the centre will not operate on evenings, nights, weekends or public holidays;
- waste collection will be undertaken by a private contractor twice a week, and occur between the hours of 6:30 pm and 8:00 pm to ensure impacts on adjacent residential properties is minimised;
- the outdoor play area will be operational during the business hours outlines above but, based on the experience of the operator, tends to be busiest between 8:00 am to 10:00 am and 2:30 pm to 5:00 pm; and



- staffing numbers will not exceed a total of 20, however it should be noted that this is at maximum capacity and for much of the time (particularly during the early part of the morning and later in the afternoon) the staff numbers will be significantly lower than this.

2. Intensity and Scale of Land Use

Intensity of a development can be measured in several different ways, including the overall bulk and scale of the building, intensity of the use and extent of operations in context with its immediate locality.

In the representations, it is expressed that the proposal is not 'small scale' and therefore does not meet the test applied in the Development Plan for intrusions of non-residential development into the Residential Zone. We would submit that this test is highly contextual and needs to be carefully considered in the context of site and locality, the range of non-residential uses envisaged in the Residential Zone and the potential impact of uses.

At the outset, we would highlight that the subject site is located in a locality where there are already a substantial number of non-residential uses located within the Residential Zone. The Locality Plan submitted with the proposal clearly illustrates the extent of non-residential uses in the locality. These non-residential uses include a broad range of uses including retail, office and showroom uses. Many of the non-residential uses appear to be ones that would typically serve a catchment which is much larger than the local area. Examples of such uses are a showroom selling wardrobes, an office for an organisation promoting abstinence from alcohol and a lounge and services facility for drivers of taxis.

In respect of physical form, the question of small scale also needs careful contextual consideration. Within the existing locality, there are a broad variety of building forms, including a range of dwelling typologies. Immediately adjacent the subject site, there are dwellings in the form of single storey detached dwellings, a two-storey residential flat building and single storey residential flat building. In the locality there are single storey and two-storey non-residential buildings containing shops, offices and showrooms.

To the extent that scale refers to height, the proposed building, being single storey is clearly small scale.

To the extent that scale refers to building size, the test should appropriately be bifurcated into consideration of gross building scale and to consideration of the extent of built form versus the coverage of the site.

The proposed building has an area of 812 square metres. This is compared to a site area of 2,537 square metres, providing a site coverage of 32 percent.



It is not correct to state that the proposed building is significantly larger than other buildings in the locality. The residential flat building located to the south-east of the subject site is approximately 44 metres in length and 9.0 metres in width. Over two storeys, this would provide a floor area in the order of 790 square metres, meaning that in terms of building size, it is virtually identical to that of the proposed building. The site on which the residential flat building is located is approximately 1,400 square metres providing a site coverage in the order of 28 percent, very similar to the proposed development.

On the southern side of Sir Donald Bradman Drive a two-storey non-residential building located in the Residential Zone has a calculated floor area in the order of 1,150 square metres, which is significantly larger than the proposed building.

Whilst located outside of the immediate locality, it is worth noting that a very large, two-storey aged care facility has recently been redeveloped within the residential zone some 165 metres to the east of the subject site. This facility is located within the Residential Zone and within the Policy Area 20 – Low Density and Policy Area 23 – Cowandilla/Mile End West Character, the same two policy areas as the subject site. In considering the scale and intensity of the proposal, the scale of built form and the intensity of impacts emanating from such a large aged care facility provide a useful contextual reference.

In terms of the physical proposal, some consideration of alternative developments of the subject site is also relevant. The subject site is currently disposed as three allotments, each of which contains a detached dwelling. If each allotment comprising the subject site were redeveloped with a detached dwelling of 270 square metres, which is well within the average range of contemporary detached new dwellings, then the total floor area would be equivalent to that that proposed.

Having regard to the policy for residential development of the site, it is quite conceivable that at a consolidated site, it could potentially accommodate up to seven dwellings.

Consideration of small scale in terms of the proposed use requires a comprehensive analysis of the nature of the use.

The Desired Character Statement for the Residential Zone provides clear guidance for non-residential uses, and states:

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

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The Desired Character statement calls for non-residential uses in 'certain locations'. Whilst it doesn't then go on to provide any guidance as to what certain locations are, it does make clear that non-residential uses should not occur indiscriminately within the zone. It does say that non-residential activities will be complementary to surrounding dwellings.

We submit that a proper approach to planning would dictate that non-residential uses should be located in 'certain locations' where they:

- do not fundamentally compromise the attainment of zone objectives;
- compliment and reinforce the existing pattern of development; and
- are able to have their externalities appropriately managed.

We would submit that a location on a major arterial road, which is served by high frequency public transport, a locality with substantial existing intrusions of non-residential development and with a significant number of existing buildings with equivalent floor area and greater height than the proposed building would meet the test imposed by the Desired Character statement of an appropriate 'certain location' for non-residential development.

Residential Zone Principal of Development Control 3 states:

PDC 3 Non-residential development such as shops, schools and consulting rooms should be of a nature and scale that:

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

This provision imposes a three-limb test on a proposal. Notably, it differs from the wording in the Desired Character Statement which refers to 'small-scale' and refers instead to the non-residential development being assessed on the basis of its 'nature and scale'

The first limb refers to a nature and scale of proposal that serves the local community. It is important to note here that the reference is to the 'local community', and not to the locality. The second limb does explicitly refer to the locality, so it is reasonable to conclude that the first limb deliberately refers to the local community as a distinct, and larger community of interest than the locality, which is specifically defined for the purpose of a planning assessment and is typically much more confined.

To consider where the children at the proposed centre are expected to come from, data has been obtained from Goodstart Early Learning, who will occupy the proposed facility. The data compares the origin of children from four similar centres which are located in suburban areas of Adelaide and have good access to primary arterial roads. **Table 1** below provides a summary of the data.



Centre Name	% of families within 1km radius	Cumulative % of families between 1km and 2km radius	Cumulative % of families between 2km and 3km radius	% of families outside 3km radius
Goodstart Marleston	20%	47%	62%	38%
Goodstart Plympton	24%	50%	70%	30%
Goodstart Prospect	23%	53%	74%	26%
Goodstart Melrose Park	21%	57%	72%	28%

Table 1: Goodstart Early Learning child proximity data.

The nature of childcare centres and their use by the community, means that only around 10 percent of households will have children of an age where they require long day care. When considered against the complexity of mandated ratios of carers to children at different age ranges, even very small childcare centres (with less than 50 children) are very unlikely to have the majority of their children come from within walking distance of the centre (approximately up to 500 metres journey length).

Given a substantial majority of children travelling to childcare centres will do so by car, a reasonable reference to a centre being within a local community, rather than outside, could be a journey time (one-way) of less than eight to ten minutes. If we take the lower end of this range and assume this journey time averages 27 kilometres per hour, this would provide a travel distance of 3.6 kilometres. Allowing for the journey taking longer than the straight-line distance, a radius of approximately 3.0 kilometres from a childcare centre could be considered the extent to which people accessing the centre would likely consider it to be local.

We note that there will often be more than one childcare centre within such a distance. We note that childcare does operate in a competitive market environment (whilst acknowledging the presence of government assistance to the sector) so overlap in catchments is to be expected. The same situation applies to schools, particularly primary schools where those in the government, catholic and independent sectors are often located in close proximity to each other.

As can be seen from the table above which evaluates similar centres, around 20-25 percent of families are located within 1.0 kilometre of the centres. Within 2.0 kilometres, this increase to around 50 percent of families. Within 3.0 kilometres, the number of families increases to an average of 70 percent.

We consider that a highly specialised facility, which services a small section of the overall community, attracting approximately 70 percent of its clients from areas within approximately eight minutes' drive can reasonably be considered to be focussed on serving the 'local community'.



In considering the 'nature and scale test' we would note that a child care facility is clearly envisaged in the Residential Zone. Across metropolitan Adelaide, a majority of childcare centres are located in residential zones. It is further relevant that a majority of residential zones have provisions which envisage non-residential uses (including child care centres) and provisions similar to Residential Zone PDC 3 to guide proposed non-residential development.

If the test in PDC 3 required childcare centres to only serve a very confined area, say of a 1.0 kilometre radius, or less, it would be virtually impossible for any centre to meet the test, directly contradicting them being an envisaged use within the Residential Zone.

In terms of the operational scale of the facility, we note there has been growth in the typical size of childcare centres over time. Much of this has occurred as a function of changes in the ratio of carers to children, however, such growth is also a function of increasing demand for childcare and there being a limited number of sites which are suitable for such use.

A review of centres in the Adelaide metropolitan area has identified 29 centres with more than 110 places, with 10 of those centres being located in residential zones. The scale of the proposed centre is not unusual in terms of being located in a residential zone at the scale proposed. In terms of educational establishments more broadly, both primary and secondary schools are also envisaged in the Residential Zone. Having regard to the scale of such facilities, the number of children they would serve and their operational impacts, they would likely be of a scale orders of magnitude larger than the proposal.

We consider that the proposed development meets the requirement of Residential Zone PDC 3 to serve the local community.

In respect of the second two limbs, we consider these to require a careful analysis of the proposed layout of the site, the built form and the potential externalities which emanate from the operations. We will cover these issues in detail in the following sections of this correspondence.

3. Noise Impacts

At the outset, the consideration of noise should have regard to the subject site being located immediately adjacent a primary arterial road accommodating in excess of 25,000 movements per day. During the hours the facility operates, traffic noise from Sir Donald Bradman Drive will be the dominant noise source in the locality. The site is also subject to aircraft noise from arrivals on Runway 23 and Departures from Runway 05 at Adelaide Airport.



Noise associated with services such as air-conditioning units will be regulated by other legislation, however our client comments to selecting plant which complies with all relevant guidelines and acoustically screening as required to ensure that it does not generate noise nuisance. Having regard to the proposed hours of operation, the mechanical plant will not be in operation during the night time when it is less likely to be blocked out by other, louder noises present in the locality.

The outdoor play-space associated with the proposed child care (pre-school) centre is setback 18.288 metres from the closest dwelling fronting Wilson Street and separated by two fences, landscaping and an off-street vehicle park associated with the facility. Therefore, potential noise impacts on properties fronting Wilson Street are not considered unreasonable. In respect of the impact of the outdoor play space on the property to the south-east, it is noted that a fence will separate the properties, however it is noted this area on the adjacent site has unobstructed line of sight to Sir Donald Bradman Drive. In the context of the existing acoustic environment, particularly the effect of traffic noise the impact of the facility in this regard is likely to be less significant.

In response to concerns raised during the public notification period, our client engaged the services of *Jason Turner* from Sonus acoustic engineers, to prepare a detailed acoustic report evaluating the impact of car park noise emanating from the facility, which is attached to this correspondence.

A summary of the key findings of the Sonus report is detailed below.

- the existing acoustic environment is dominated by traffic noise from Sir Donald Bradman Drive, with the maximum noise level during the early morning period (5.00 am to 7.00 am) typically in the order of 60dB(A);
- background noise levels were above 44dB(A) from 5.00 am and increased steadily upwards corresponding to the increase in traffic volume along Sir Donald Bradman Drive;
- it is recommended that a 2.7 metre fence be constructed adjacent the carpark, which would ensure the average noise levels in the immediate vicinity are less than 42 dB(A) and at maximum less than 59dB(A), therefore achieving the assessment criteria; and
- it is therefore considered that the facility has been designed to minimise adverse impacts, avoid unreasonable interference on amenity, and will not detrimentally affect the locality by way of noise.

It should be noted, that in response to the recommendation outlined above, a 2.7 metre high acoustic fence is now proposed along both the northern and southern sides of the proposed carpark, as illustrated on the amended site plan attached, which will ensure noise levels/impacts on adjacent residential properties is minimised, and within reasonable and expected levels.



Operational noise management for the facility can be achieved through the development of a management plan which includes practical measures such as limitations on the use of outdoor play areas during the early morning and late afternoon periods and communication with parents of children at the centre as to avoiding noise generation in the car parking area.

4. Impacts Arising from the Design and Appearance of the Building

The proposed development comprises the construction of a single storey building, with all walls to be located off the common boundary.

The proposed building is located in the vicinity of the northern and western boundaries of the subject site. The setback to the northern boundary is a minimum of 1.0 metre and the setback to the western boundary is a minimum of 2.4 metres. At its northern end, the subject property is lower than the property to the west, and the existing steel fence sits on top of a concrete retaining way which is up to 0.5 metres in height. At its southern end, adjacent Sir Donald Bradman Drive, a residential flat building is located adjacent the subject site. Immediately adjacent the shared boundary in this location is the driveway which services car parking spaces located at the rear of the residential flat building. Dense landscaping already exists on both sides of the driveway of the residential flat building.

The following photograph shows the current condition of the north-eastern corner of the subject site:



Photo 1: Looking towards north-western corner of subject site.

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The following photograph shows the current state of the western boundary of the site when viewed from Sir Donald Bradman Drive:



Photo 2: Looking north from Sir Donald Bradman Drive (subject site on right).

The low-scale form of the proposed building, with an eave height of 2.9 metres, an overall height of 4.3 metres, when combined with the site level difference, means that the proposed building will sit lower than the dwellings on the site to the west, even allowing for the elevated floor level proposed at this end of the site. The generous setback to the western boundary will allow for the establishment of dense landscaping which will provide for an appropriate interface between the subject site and the existing buildings to the west.

The northern boundary of the subject site is predominantly adjacent an existing dwelling which fronts Wilson Street. This property has its driveway access adjacent the shared boundary with an open carport structure set back approximately 8.0 metres and being approximately 15 metres in length. Behind the carport is an open paved area and behind this is a shed approximately 17 metres long which is constructed on the southern and western boundaries of the adjacent property.

The boundary wall of the shed on the shared boundary has a height of approximately 3.0 metres.

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The existing condition of this boundary wall is shown on the following photograph:



Photo 3: Looking north-west illustrating existing shed on adjacent property to north.

The proposed building does not extend beyond the eastern extent of the existing shed. The revised design of the proposed building now features a pitched roof at its northern end, with an eave height similar to the existing shed. The floor level will result in the proposed building having an eave height around 0.8 metres higher than the existing shed. To the east of the shed, there is a steel fence of approximately 1.7 metres in height running along the boundary to Wilson Street.



The existing condition of the fence is shown in the following photograph:



Photo 4: Existing fence along northern boundary.

Having regard to the scale of the proposed building and the existing structures on the adjacent property to the north, it is considered that there will be very limited views of the proposed building from the rear private open space of the adjacent property. We note that the representation on behalf of the property to the north has sought the proponent to replace the shared fence with a higher fence as part of the development.

The proponent will replace the fence with a steel fence of 2.1 metres in height, at their cost, as part of the development.

In addition to the upgraded fencing, a wide landscaping bed has been located adjacent the northern boundary. This bed will be landscaped with dense landscaping which will grow to a mature height of at least 3.0 metres. The combination of landscaping and screening will provide a suitable level of separation between the subject site and the adjacent property to the north.

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The other property with which the subject site shares a boundary is that on which the two-storey residential flat building is located, to the south-east. The residential flat building extends relatively close to both of these shared boundaries at its full, two-storey height. To address this, and to provide a suitable transition, the proposed building is located further away from these boundaries. When viewed from Sir Donald Bradman Drive, the southern façade of the proposed building will complement the existing rhythm of the streetscape through the creation of similar spacing between existing buildings on the allotments to the east and west. The scale and form of the building in this direction will be distinctly residential and will integrate comfortably into the locality, particularly in the context of the wide variety of building forms and scales which currently exist.

The open area on the eastern side of the site will form the key outdoor play space for the centre, which will feature landscaping and play equipment. The position of a large open space in this location will partly compensate for the intensive built form relationship with the shared site boundary currently expressed on the allotment containing the residential flat building.

One of the three allotments comprising the subject site is located in Policy Area 23 – Cowandilla/Mile End West Character.

In considering this policy, it is important to have regard to the context of the immediate locality.

It is noted that none of the buildings on allotments surrounding the subject site display substantially intact character elements.

The site to the south-east and the two sites to the west feature residential flat buildings and possibly group dwellings dating from the 1960s to the 1980s. The site to the north presents attractively to the street, however has been significantly modified over time.

The sites on the eastern side of Wilson Street in the vicinity of the subject site all appear to have been substantially modified over time in a manner which has materially denuded their character contribution to the locality. Examples of such modifications include the installation of large verandah structures to front facades, the development of garages adjacent dwellings and the substantial modification of façade materials and finishes.

An appropriate consideration of the character values of the locality would conclude that the area immediately adjacent the subject site contains a very broad mixture of building forms and design elements with very few intact character elements providing a reference for future development. Further north on Wilson Street, towards the intersection of Neill Road, more consistent character elements emerge as a substantial contributor to the composition of the streetscape.



The following photographs illustrate the dwellings fronting Wilson Street in the immediate vicinity of the subject site:



Photo 5: Looking south-east to eastern side of Wilson Street.



Photo 6: Looking north-east to eastern side of Wilson Street.

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The position of the subject site in Wilson Street will allow the open nature of the front of the site to act as a transitional element in the streetscape, from the development adjacent Sir Donald Bradman Drive which does not make a positive character contribution to those dwellings and the pattern of development further to the north where character elements are more significant.

On balance, it is considered that having due regard to the existing nature of the locality, the proposed development will integrate appropriately, complement existing development, provide a suitable basis for the management of potential adverse amenity impacts and not have an adverse character impact.

5. Stormwater and Flooding

Detailed engineering advice has been sought from PT Design in respect of the proposal. The advice includes detailed civil plans for the subject site, and an accompanying report.

The requirements of Council in respect of the management of stormwater have been identified and accommodated in the civil design for the site. This includes the installation of an underground detention tank with a minimum capacity of 8.4 kilolitres and a maximum discharge rate from the site of 20 litres per second during the site critical 20 year ARI storm event.

The subject site is located within a flood hazard area as illustrated in Overlay Map WeTo/8 of the West Torrens Council Development Plan. The advice from PT Design has also considered the issue of flooding in detail, both in respect of protection of the proposed development, and in respect of the impact of the proposed development on the surrounding area in a flood event.

The advice from PT Design identifies that the physical flood depth in the footprint of the proposed building is in the order of 240 millimetres. Allowing for the required 200 millimetres freeboard, this requires a finished floor level at least 440 millimetres above existing natural surface levels. This is reflected in the nominated FFL of 9.04 metres indicated on the plans prepared by PT Design.

PT Design have identified a requirement for a minimum 1.0-metre-wide flood corridor along one boundary of the site. They have expressed an opinion that the proposed development indicates sufficient flow through the site. In addition, they have indicated that general site levels should also be kept to within 200 millimetres of existing natural site levels. This requirement has also been demonstrated on their civil works plan.

The proposal is considered to be appropriate from a stormwater and flooding perspective.



6. Fencing

As detailed above, our client has agreed to install a 2.7-metre-high Colorbond fence along both the northern (rear) and southern boundaries, as recommended within the acoustic report prepared by Sonus which will further minimise both the visual and acoustic impacts of the proposed childcare centre, and associated carpark, on the adjacent residential allotments.

Concerns were also raised regarding the solid fencing Sir Donald Bradman Drive, however given the orientation of the open space area associated with the facility such fencing is required to ensure the privacy and security of the children attending the centre is maintained. It should also be acknowledged that the frontage is to a primary arterial road in Sir Donald Bradman Drive so the solid fencing will also help mitigate potential noise impacts. Solid fencing of this height and form are not uncommon along main arterial roads, and are prominent within the immediate locality.

To improve the appearance of the Sir Donald Bradman Drive frontage of the site, the 'notches' have been integrated into the fencing to provide for additional landscaping.

7. Landscaping

A landscaping concept plan been prepared and has been provided with the updated proposal plans. This plan will demonstrate the ability to provide substantial landscaping, in-particular along the northern boundary, which helps soften the appearance of the off-street vehicle parking area as viewed from Wilson Street.

The landscaping proposed along the western boundary will assist in allowing the development to integrate into the Sir Donald Bradman Drive streetscape, and screen the property from the existing residential development to the west.

The proponent raises no objection to a condition being placed on any consent which requires a detailed landscaping plan which provides detail of species, mature heights and planting densities prior to the issue of Development Approval.

8. Traffic and Vehicle Parking

A detailed Traffic Impact Assessment report was prepared by GTA Consultants formed part of the documentation placed on public notification.

In summary the report outlined the following key points:

- the proposed development will supply 28 car spaces, which satisfies the requirements of the West Torrens Council Development Plan;
- the parking layout is consistent with the relevant Australian Standards;
- with regards to the parking spaces closest to the vehicle access point, it is envisaged that staff will arrive and park in these spaces earlier than customers, hence they can reverse into the parking spaces or make additional manoeuvres as required;



- being a staff car park, a single manoeuvre is not necessarily required for entry and exit of the parking spaces closest to the access point;
- a gate into the shared space is not an issue as in a childcare centre this gate would be for maintenance or authorised access only, not general use;
- refuse collection will occur outside of operating hours, with a collection vehicle up to the size of 10 metres in length able to enter and exit the site in a forward direction; and
- the additional traffic generated by the proposed development is considered low and is not expected to compromise the safety or function of the surrounding road network.

9. Site Security and Lighting

In response to representor concerns regarding site security after hours, our client has agreed to install a sliding gate ensuring the car park will not be accessible after hours.

A detailed lighting plan has been prepared by Lucid Consulting Australia. The lighting design will be consistent with the requirements of AS1158 to ensure that it provides a safe environment and minimises overspill onto adjacent properties.

CLOSURE

The concerns raised by the representors are acknowledged and the revised plans and additional documentation have implemented practical and reasonable measures to ameliorate those concerns.

For the reasons outlined in this correspondence, we consider that the proposal is an appropriate development of the subject site that meets the criteria for a non-residential development within the Residential Zone. In particular, the assessment of the application must have due regard to the existing, substantial intrusions of non-residential development in the locality and the scale of the built form proposed when compared to existing built form in the locality.

We further submit that the assessment of what is a 'small-scale' facility, which serves the needs of the 'local-community', must have regard to the nature of the use, the fact that it is envisaged and reference to the potential amenity impacts. The childcare centre is of a size which is typical of contemporary childcare centres and is envisaged to source a substantial majority of its enrolments from within a distance which is clearly within the 'local community'.

For these reasons, and those set out in our planning report originally submitted with the application, we consider that the proposal is an appropriate development which warrants Development Plan Consent being granted.



APPEARANCE AT COUNCIL ASSESSMENT PANEL MEETING

We note that some of the representors desire to make verbal representation in support of their written representations.

Would you please advise us of the timing and location of the meeting when this matter will be considered so that our client or their representative can be in attendance to respond to any representations made to the Council Assessment Panel (CAP) in person.

Yours sincerely,

Michael Richardson
MasterPlan SA Pty Ltd

enc: Documents (as listed).

Released

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Cowandilla Childcare Centre

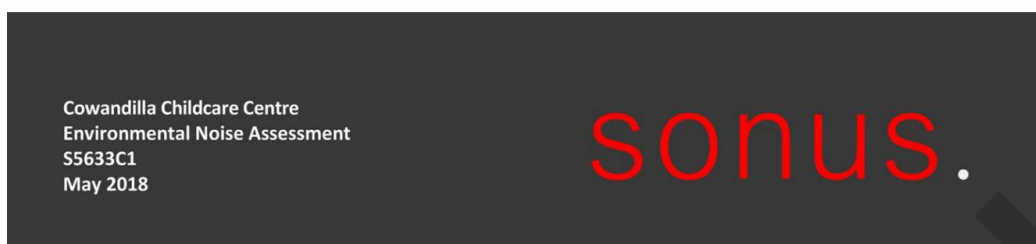
Environmental Noise Assessment

S5633C1

May 2018

sonus.

Jason Turner
Associate
Phone: +61 (0) 410 920 122
Email: jturner@sonus.com.au
www.sonus.com.au



INTRODUCTION

A child care facility is proposed to be located at 240 Sir Donald Bradman Drive, Cowandilla.

Following the conclusion of the public notification process, the West Torrens Council has requested an assessment of early morning access into the car parking area.

The proposed site is situated amongst existing residential properties. Notably, the child care centre will be located adjacent to existing two storey units adjacent the car park. The locations of the nearest dwellings and the proposed facility are shown and labelled in Appendix A. The site labelled as F is the two storey units.

The assessment considers the noise from on-site vehicle movements and general car park activity and has been based on:

- Mathews Architects drawings for the project entitled "GOODSTART EARLY LEARNING WILSON STREET, COWANDILLA" including:
 - "SITE PLAN" with drawing number "SK09B" (dated 25/01/2018);
 - "LANDSCAPE PLAN" with drawing number "SK09B" (dated 22/01/2018); and,
 - "ELEVATIONS" with drawing number "SK11B" (dated 07/02/2018).
- Background noise measurements conducted between 8-9 May 2018;
- The car park not being accessed prior to 5am; and,
- Previous noise measurements and procurement of data from similar sites for vehicle movements and car parking activity.



CRITERIA

Development Plan

The proposed facility and residences A and F (in Appendix A) are located within the Low Density Policy Area of the Residential Zone within the West Torrens Council Development Plan¹. The noise sensitive receivers located north and northeast of the site (B through E in Appendix A) are within the Cowandilla / Mile End West Character Policy Area of the same Zone. The Development Plan has been reviewed and the following provisions are considered relevant to the noise assessment.

General Section – Interface Between Land Uses

OBJECTIVES

- 1 Development located and designed to minimise adverse impact and conflict between land uses.
- 2 Protect community health and amenity from adverse impacts of development.
- 3 Protect desired land uses from the encroachment of incompatible development.

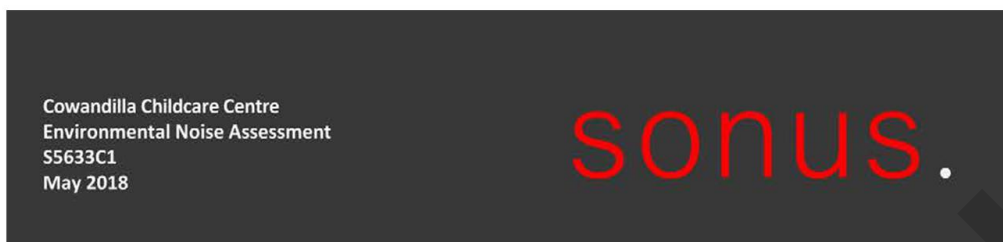
PRINCIPLES OF DEVELOPMENT CONTROL

- 1 Development should not detrimentally affect the amenity of the locality or cause unreasonable interference through any of the following:
 - (b) Noise
- 2 Development should be sited and designed to minimise negative impact on existing and potential future land uses desired in the locality.
- 6 Non-residential development on land abutting a residential zone should be designed to minimise noise impacts to achieve adequate levels of compatibility between existing and proposed uses.

Noise Generating Activities

- 7 Development that emits noise (other than music noise) should include noise attenuation measures that achieve the relevant "Environment Protection (Noise) Policy" criteria when assessed at the nearest noise sensitive premises.
- 8 Development with the potential to emit significant noise (e.g. industry) should incorporate noise attenuation measures that prevent noise from causing unreasonable interference with the amenity of noise sensitive premises.

¹ Consolidated 6 February 2018



Environment Protection (Noise) Policy 2007

Principle of Development Control 7 from the Development Plan references the *Environment Protection (Noise) Policy 2007*, which provides goal noise levels to be achieved at residences from general activity at a site.

The Policy is based on the World Health Organisation Guidelines to prevent annoyance, sleep disturbance and unreasonable interference on the amenity of an area. Therefore, compliance with the Policy is considered to be sufficient to satisfy all provisions of the Development Plan relating to environmental noise.

General Activity

The Policy provides goal noise levels to be achieved at residences based on the principally promoted land use of the Development Plan Zones in which the noise source (the development) and the noise receivers (the residences) are located. Based on the land uses and the “development” nature of the project, the following goal noise levels are provided by the Policy to be achieved at residences:

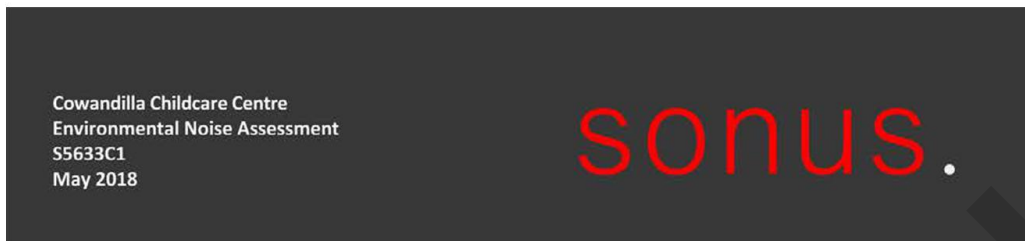
- An average (L_{eq}) noise level of 40 dB(A) at night (10pm to 7am); and,
- A maximum (L_{max}) noise level of 60 dB(A) at night (10pm to 7am).

The above goal noise levels apply where the ambient noise environment is not significantly influenced by existing activity. In this circumstance, early morning traffic on Sir Donald Bradman Drive is an inherent part of the ambient noise environment and generates high noise levels at the dwellings in the area. The Policy enables the goal noise levels to be relaxed where this occurs.

EXISTING ACOUSTIC ENVIRONMENT

The existing acoustic environment was measured at a position equivalent to sensitive receivers at the north of the site which are shielded from traffic noise on Sir Donald Bradman Drive. The noise logging location is shown in Appendix A. The noise logging was conducted from 8 to 9 May 2018. The results of the logging are provided in Appendix B, showing the background (L_{90}), average (L_{eq}) and maximum (L_{max}) noise levels in 15 minute intervals.

The logging indicates that the existing acoustic environment remains dominated by traffic noise from Sir Donald Bradman Drive at all times as would be expected in the vicinity of a major public road corridor.



During the early morning period (5am to 7am), the maximum noise level was typically in the order of 60 dB(A) after discounting extremely high measurements which were likely associated with localised activity. "Background" noise levels (L_{90}) were above 44 dB(A) from 5am and increased steadily upwards corresponding to the increasing traffic volume on Sir Donald Bradman Drive.

The Policy provides an assessment method whereby if a new noise source generates noise levels which are equal to or lower than the background noise levels which already exist in the environment (represented by the L_{90}), then that source will not adversely impact on the amenity of the area.

Based on the above, the assessment compares the average noise levels associated with car park activity against a criterion of 44 dB(A) at any dwelling for activity in the car park between 5.00 and 7.00am. The assessment also ensures the maximum noise levels from car park activity do not exceed 60 dB(A) during this period.

ASSESSMENT

Car Park Activity

The noise levels at residences from the proposed site activity have been predicted based on a range of previous noise measurements and observations at similar facilities. These include:

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

The predictions have been based on the following assumed activity levels within *any 15 minute period*² between 5.00am and 7.00am:

- 5 vehicle movements into the car park via Wilson Street and corresponding general car park activity at the available car parks.

² The default assessment period of the Policy.



Based on the predictions, in order to achieve the assessment criteria, the following acoustic treatment measure is recommended:

- Construct fences which are a minimum of 2.7m above the car park finished level for the extent shown in Figure 1 as **YELLOW**. All fences should be constructed from a minimum of 0.42 BMT sheet steel or other material with the same or greater surface density. An airtight seal should be achieved at all junctions, including at the ground and other fences;



Figure 1: Acoustic treatment detail.

Cowandilla Childcare Centre
Environmental Noise Assessment
S5633C1
May 2018

sonus.

With the recommended acoustic treatments incorporated, the predicted average noise levels at residences in the vicinity are less than 42 dB(A) and the maximum noise levels are predicted to be less than 59 dB(A), thereby achieving the assessment criteria provided by the Policy.


CONCLUSION

An environmental noise assessment has been made of possible early morning car parking activity at the proposed child care facility at 240 Sir Donald Bradman Drive, Cowandilla.

The environment incorporates existing high noise levels due to the influence of Sir Donald Bradman Drive traffic.

The predicted noise levels from car parking will achieve the relevant requirements of the *Environment Protection (Noise) Policy 2007* subject to the treatments in this report, comprising of specific fence heights and constructions.

It is therefore considered that the facility has been designed to *minimise adverse impacts, avoid unreasonable interference on amenity, and will not detrimentally affect the locality by way of noise* from these sources, thereby achieving the relevant provisions of the Development Plan related to environmental noise.


 Cowandilla Childcare Centre
 Environmental Noise Assessment
 S5633C1
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APPENDIX A: Site locality and surrounding residences.

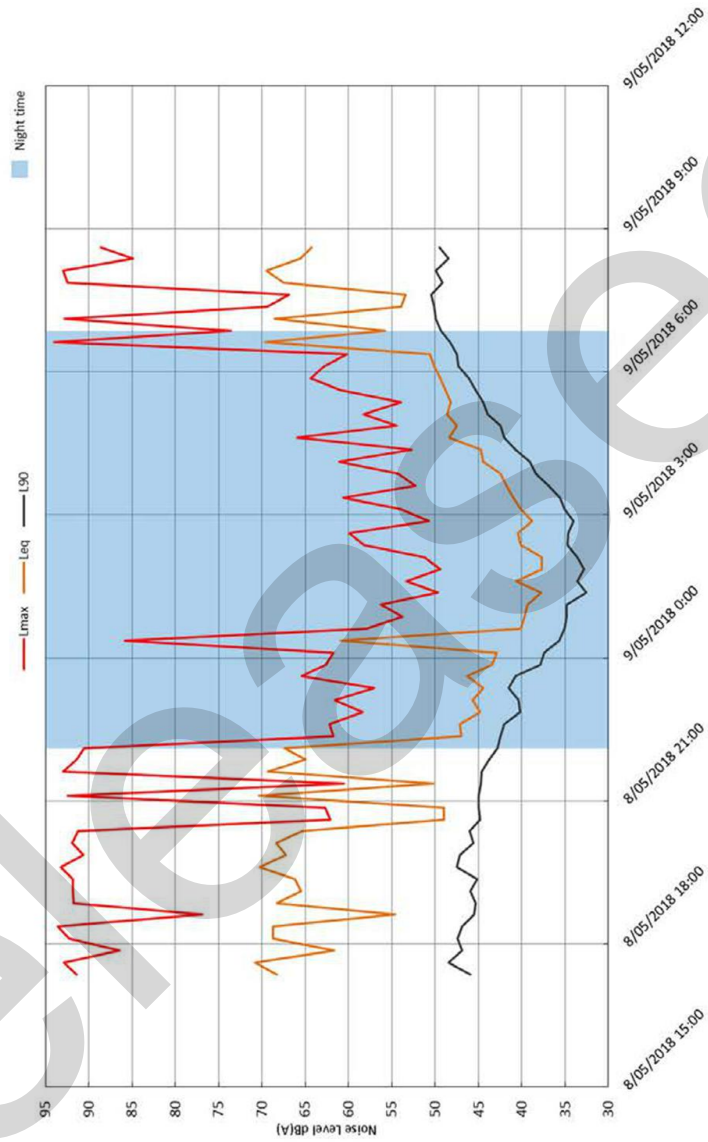


Page 8

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Cowandilla Childcare Centre
Environmental Noise Assessment
S5633C1
May 2018

APPENDIX B: Existing noise levels 8-9 May 2018



Page 9



Preliminary Traffic, Flooding & Stormwater Assessment

Development Application No: 211/1256/2017

Assessing Officer: Jordan Leverington
Site Address: 240 & 242 Sir Donald Bradman Drive, COWANDILLA SA 5033 and 27 Wilson Street, COWANDILLA SA 5033

Certificate of Title: CT-5231/571, CT-5231/537, CT-5534/478

Description of Development Change of use and construction of a single storey building to operate as a child care centre with associated car parking, outdoor play area and landscaping

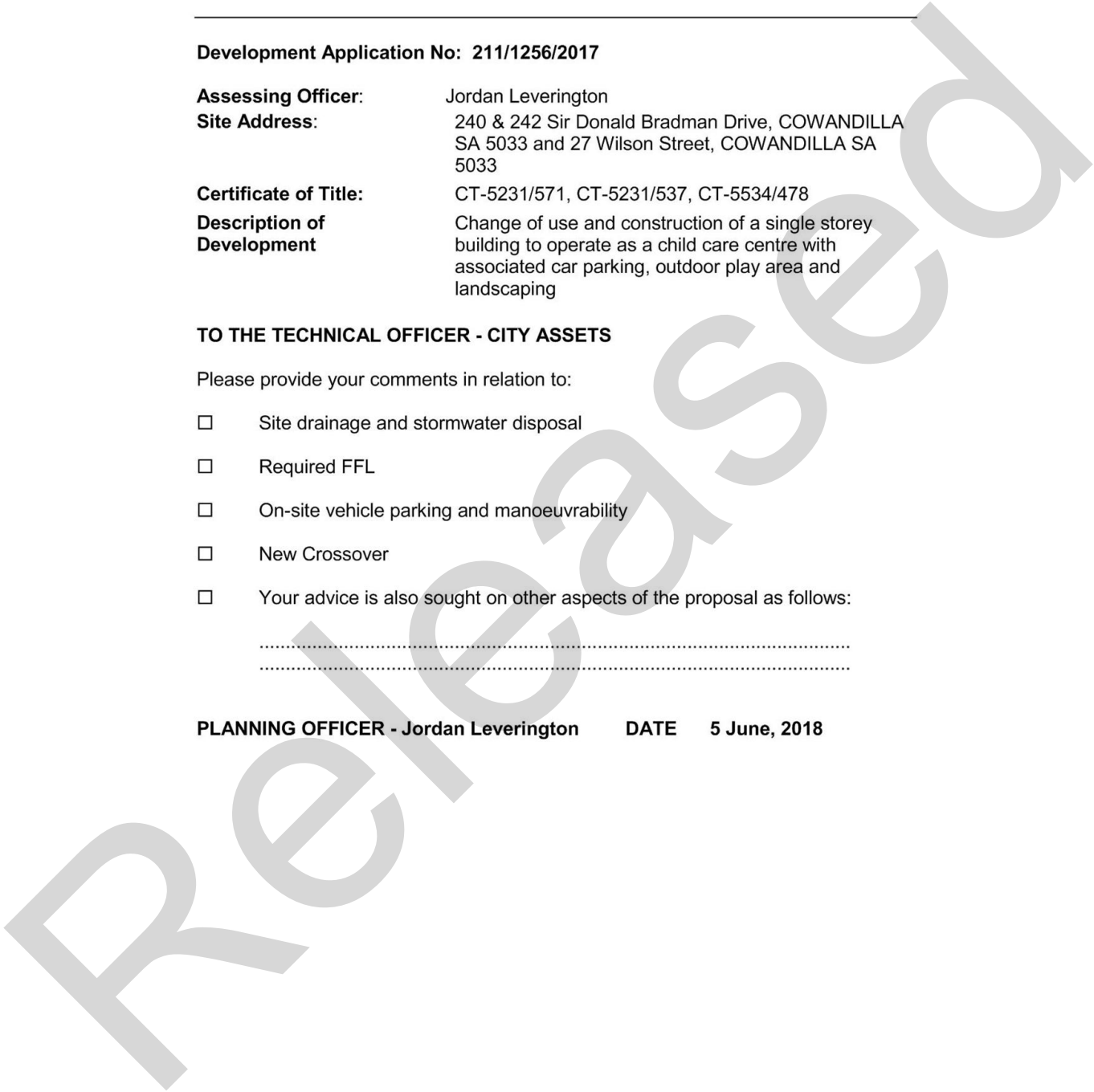
TO THE TECHNICAL OFFICER - CITY ASSETS

Please provide your comments in relation to:

- Site drainage and stormwater disposal
- Required FFL
- On-site vehicle parking and manoeuvrability
- New Crossover
- Your advice is also sought on other aspects of the proposal as follows:

.....
.....

PLANNING OFFICER - Jordan Leverington DATE 5 June, 2018





City of **West Torrens**
Between the City and the Sea

Memo

To Jordan Leverington
From Jane Teng
Date 5/06/2018
Subject 211/1256/2017, 240 & 242 Sir Donald Bradman Drive, COWANDILLA SA 5033 and 27 Wilson Street, COWANDILLA SA 5033

Jordan Leverington,

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

1.0 **Flood Consideration – Finished Floor Level (FFL) Requirement – 100mm to 250mm Zone**

- 1.1 Portions of the development are located within the '100mm to 250mm' area of flood effect from Keswick and Brown Hill Creek flood plain mapping as nominated in Council's Development Plan.

Preliminary investigation indicates that the physical flood depth within the portions of the childcare building proposed to be developed is in the order of 240mm and making allowance for the necessary freeboard (200mm) over and above the flood level, the minimum finished floor level (FFL) for the proposed development, to protect from flood inundation, would need to be 440mm above the existing natural site levels within the footprint of the building.

To enable an accurate determination of the required minimum FFL, detailed survey information for the site is required to be submitted by the applicant.

Editor Notes: 5/06/2018

In accordance with the provided 'Site Levels and Drainage Layout' (PT Design – Drawing Number 19806-C01 – Issue B), the FFLs of the proposed development (9.04 minimum) have been assessed as satisfying minimum requirements (9.04 minimum) in consideration of street and/or flood level information.



- 1.2 In the '100mm to 250mm' anticipated flood depth zone, it is typically requested that a minimum 1000mm wide flood corridor be provided along one boundary.

To preserve the ability for flood flows to move through this site, it will also be required that the flood flow corridors indicated above and the general site levels be maintained within 200mm of the existing natural site levels. The only exception to this being the works necessary to provide access into the garage, although the servicing of such access locations must not be permitted to impact on the critical flow corridors.

The proposed layout of the childcare centre indicates sufficient flood flow through the site. As such, the proposal has achieved the minimum flood corridor of at least 1.0m as required along on boundary of the site. Therefore, no other requirements regarding flood flow corridors will be necessary.

Editor Notes: 5/06/2018

No action is necessary from the applicant to address the above requirement.

2.0 Traffic Comments

The above child care centre development on the subject site proposes for the capacity of the centre of 110. Twenty eight (28) parking spaces are shown in the proposal car park plan, with 4 staff parking and 1 disabled parking and clear zone space.

The generally adopted parking rate for child care centres is 1 spaces per 4 children. The proposed 110-children capacity would require 27.5 parking spaces (28 round-up). In view of the parking rates requirements as required in the off-street parking requirements as stated in the development plan, the number of parking spaces is supportable.

Given that the 90-degree parking spaces would be located within a dead end aisleway, a turning bay space would also be required to comply with the parking standard. It appears that the applicant to some degree has accommodated this on the proposed plan. However, there could be some physical limitation for vehicles to turnaround at the end and drive out forwards as the gates to the bin storage area is being shown as opening outwards. There is also a shortfall in length of the turning bay space. Bay length of 5.4m will be required for the turning bay space. It is understood that the gate issue is relatively minor and can be managed by the Childcare centre possibly with appropriate signage to ensure gates are closed at all times or a gate opening



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Between the **City** and the **Sea**

inwards into the bin storage area. Similar arrangement could be applied to the bin gates for the small car parking space.

The proposed parking spaces are shown with dimensions of 2.4m by 5.4m for the disabled and clear zone space, 2.4m by 4.8m (with overhang of 0.6m) staff parking, 2.5m by 5.4m for the general parking spaces and serviced by a 6.2m aisleway. These dimensions would comply with the parking standards.

It is unknown of the servicing arrangements of the child care centre at this site. Generally, it would occur outside of the peak times, ie outside of the morning drop off and afternoon pick up periods. If the servicing were to occur outside of the peak times, there should be some empty parking spaces available for these service vehicles to park or turnaround. I therefore recommend that a condition be included to require general servicing of the child care centre to occur during off-peak times and restricting these general service vehicles to passenger size vehicles only.

I note that there is a bin area located at the end of the proposed car park. It is anticipated that the refuse would be undertaken internally via the private waste contractor. If bin collection were to be undertaken after hours or before opening times of the child care centre, the standard MRV refuse truck would be able to access the subject site, turnaround without being obstructed by parked vehicles and leave the site in a forward direction. It is recommended that a condition be included to require bin collection to occur before or after opening hours of the child care centre.

There would be some reversing manoeuvres required on-site for the MRV to reach the relocated bin area, however, if undertaken during the time when the centre is not opened, there should not be a conflict issue arising.

In summary, I recommend the following:

1. A turning bay space be extended to 5.4m as per the relevant off-street parking standards.
2. Servicing of the child care centre shall occur outside of peak times and be restricted to SRV size vehicles or smaller.
3. Refuse pick up by the MRV truck shall only occur outside of the child care centre opening times by the means of private waste collection within the site.

Editor Notes: 5/06/2018

It is recommended that the following condition is incorporate as part of the planning approval for the site.



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1. **Waste collection will be undertaken by a private contractor twice a week, and occur between the hours of 6:30 pm and 8:00 pm.**
2. **The private waste vehicle is restricted to a Medium Rigid Vehicle and undertaken the site. Waste vehicle shall enter and exit the site in the forward direction.**
3. **Servicing of the child care centre shall occur outside of peak times and be restricted to Small Rigid Vehicle sized vehicles or smaller. Service vehicle shall enter and exit the site in the forward direction.**

3.0 Stormwater Detention

In relation to the detention of stormwater runoff from the development, Council would be seeking for the rate of discharge of stormwater from the development site would be restricted to a maximum rate equivalent to that of a site with a 0.25 runoff coefficient for the site critical 20 year ARI storm event (ie effectively mimicking a site with a 25% impervious cover and 75% pervious cover). Sufficient engineering information to demonstrate the practicality of achieving this is recommended to be provided and assessed prior to the issuing of any development approval for the application. In calculating the stormwater detention requirements, runoff from any existing structures and buildings to be maintained must be taken into consideration.

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

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

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

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

Editor Notes: 5/06/2018

Based on the provided 'Site Levels and Drainage Layout' (PT Design – Drawing Number 19806-C01 – Issue B), the detention provisions for the development has been assessed as satisfactory. It is recommended for the following conditions are incorporated as part of the planning approvals.

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A 8.4 kilo litre underground detention storage tank with the pump system designed restrict the outflow from the tank of up to 20 litres per second during 20 Year site critical storm event.

4.0 Stormwater Quality – Commercial Sites

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

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

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

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

The targets being;

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

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



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

Editor Notes: 5/06/2018

This element is still outstanding as the proposed ECOSOL GPT system is an underperforming treatment device in meeting the treatment targets specified above. City Assets supports any proposal for this requirement to be considered as a Reserve Matter at Building Rules application. The reserve matter is as per the following:

A Stormwater Management Plan detailing and providing demonstration for stormwater quality measures which meet industry recognised (State Government Water Sensitive Urban Design Policy) quality treatment targets are to be submitted to the satisfaction of Council prior to receiving development approval.

Achieve the following minimum reductions in total pollutant load, compared with that in untreated stormwater runoff, from the developed part of the site:

- *Total suspended solids by 80 per cent;*
- *Total phosphorus by 60 per cent;*
- *Total nitrogen by 45 per cent;*
- *Litter/gross pollutants by 90 per cent.*
- *No visible oils and greases for flows up to the 3 month ARI peak flow.*

5.0 Stormwater Connection to the Street.

It is noted that Anzac Highway is an arterial road under the care and control of DPTI. Permission should be sought from DPTI in regards to the connection to the underground stormwater infrastructure along Anzac Highway

The standard City of West Torrens development requirements that stormwater connections are required to be located a minimum 1.0 metre offset from other existing or proposed driveways, connections, stobie poles, street lights, side entry pits and pram ramps, etc. (as measured at the front property boundary).

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

- 100 x 50 x 2mm RHS Galvanised Steel or



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

Editor Notes: 5/06/2018

No action is necessary from the applicant to address the above requirement.

6.0 Closing of Redundant Crossovers

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

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

Editor Notes: 5/06/2018

No action is necessary from the applicant to address the above requirement.

Should you require further information, please contact Jane Teng on the following direct extension number .

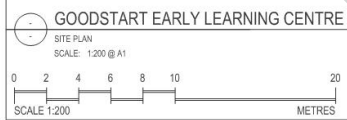
Regards

Jane Teng
Civil Engineer




SITE SUMMARY

PROPOSED BUILDING	751 m ²
PROPOSED OUTDOOR PLAY AREA	859 m ²
TOTAL SITE	2537 m²
VERANDAH SPACE (INCLUDED IN OUTDOOR PLAY AREA)	206 m ²
CARPARKS 26 CARS	



PLANNING CONSENT ISSUE 30 OCT 2018



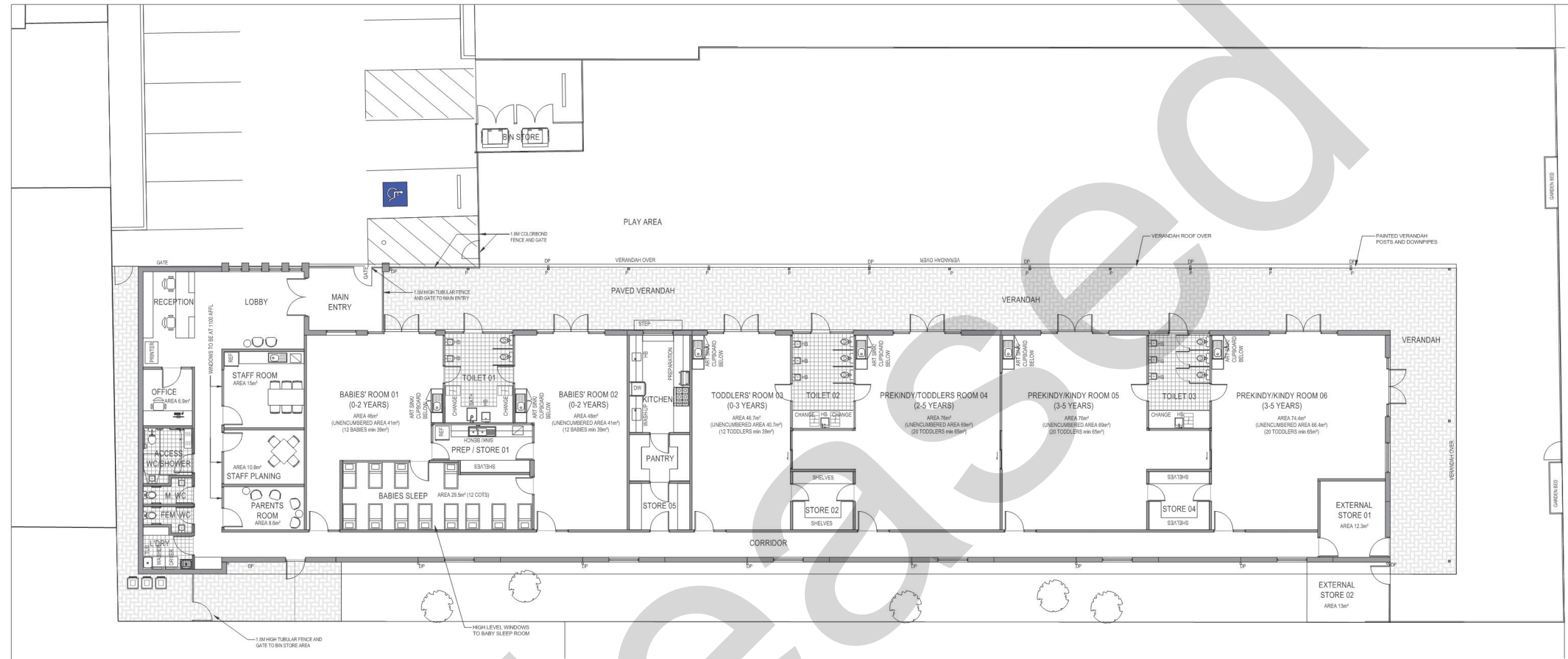
T +61 (0)8 8267 4766
262 Melbourne Street, North Adelaide, SA 5006
www.matthewsarchitects.com.au info@matthewsarchitects.com.au

CLIENT
EMMETT PROPERTY

PROJECT
GOODSTART EARLY LEARNING WILSON STREET, COWANDILLA

DRAWING TITLE
SITE PLAN

JOB NO: DRAWING NO: DATE SHEET SIZE DRAWN BY
17024 SK09G 30/10/18 A1 K.L.



CHILDREN NUMBER	
BABIES ROOM 01	12 CHILD
BABIES ROOM 02	12 CHILD
TODDLERS ROOM 03	12 CHILD
PREKINDY/TODDLERS ROOM 04	20 CHILD
PREKINDY/KINDY ROOM 05	20 CHILD
PREKINDY/KINDY ROOM 06	20 CHILD
TOTAL CHILDREN	96 CHILD

GOODSTART EARLY LEARNING CENTRE
 FLOOR PLAN
 SCALE: 1:100 @ A1
 0 1 2 3 4 5 10
 SCALE 1:100 METRES

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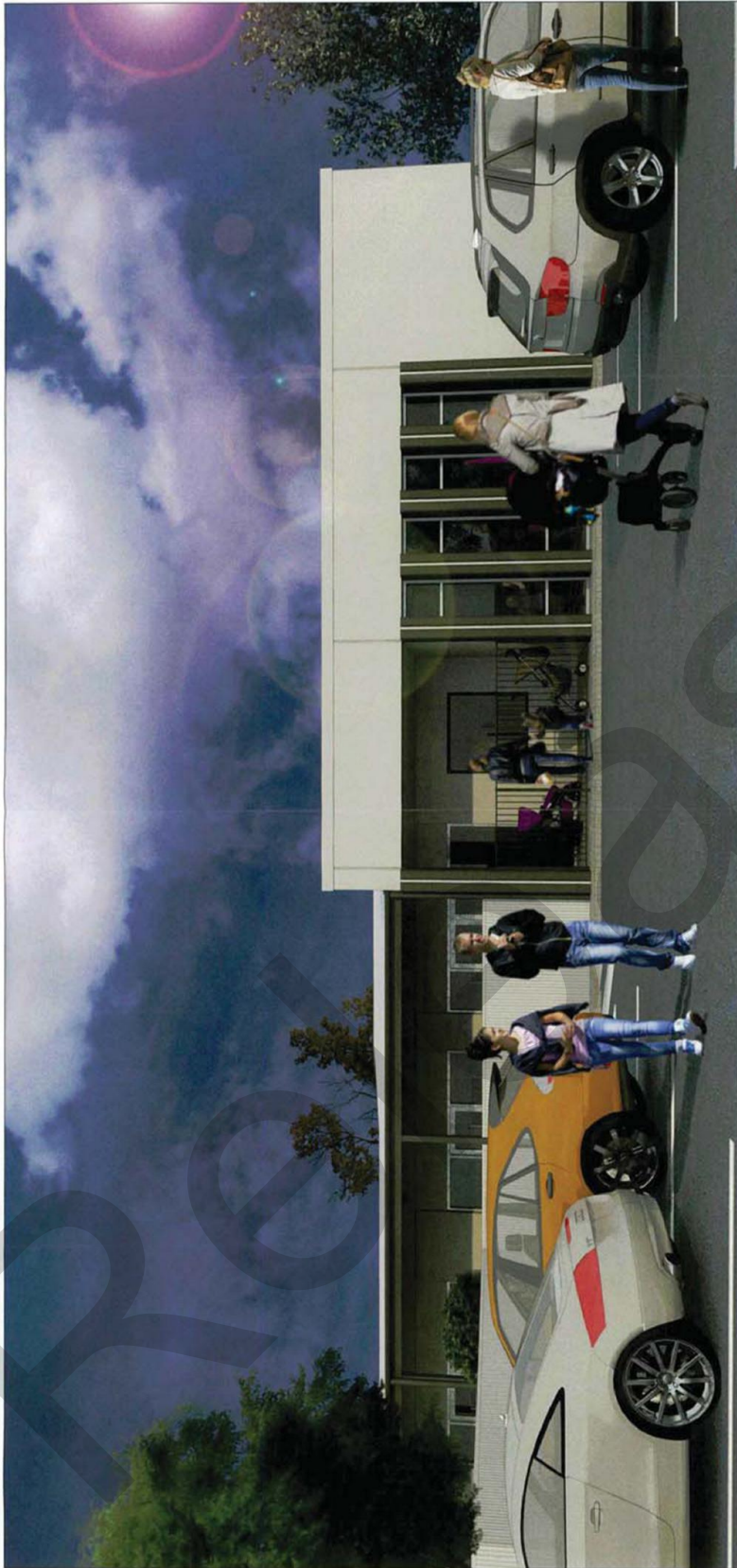
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 PROJECT
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 WILSON STREET, COWANDILLA**
 DRAWING TITLE
FLOOR PLAN
 JOB NO. DRAWING NO. DATE SHEET SIZE DRAWN BY
 17024 SK10E 30-10-2018 A1 K.L.

PLANNING CONSENT ISSUE 30 OCT 2018



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ELEVATIONS
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PLANNING CONSENT ISSUE 30 OCT 2018



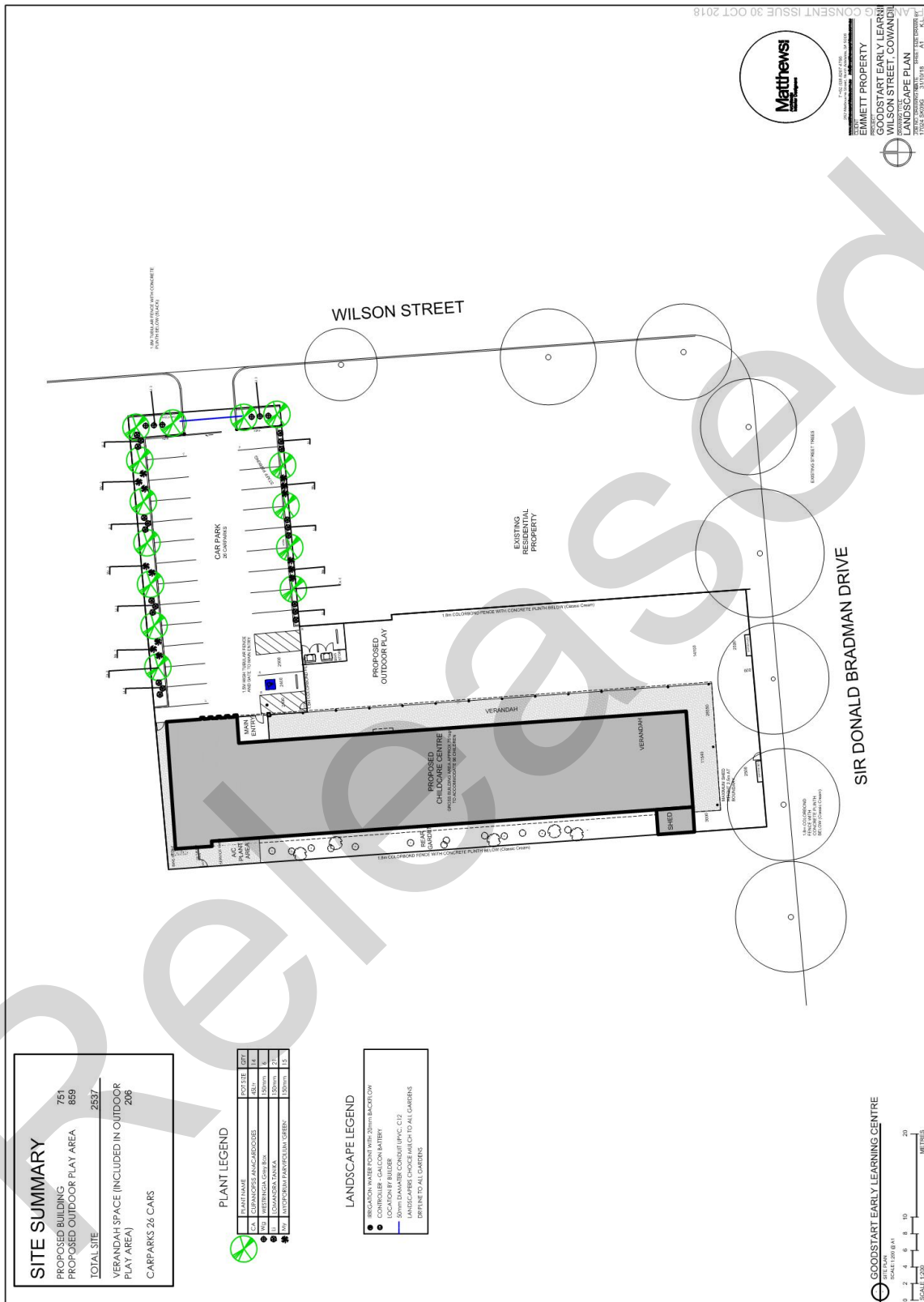
PERSPECTIVE

Reviewed
City of West Torrens
13 Mar 2018
City Development

CITY OF WEST TORRENS
10/07/2018
DEVELOPMENT PLAN CONSENT
Granted Subject to Conditions



EMMETT PROPERTY
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WILSON STREET, COMANDILLA
PERSPECTIVE
10/07/2018

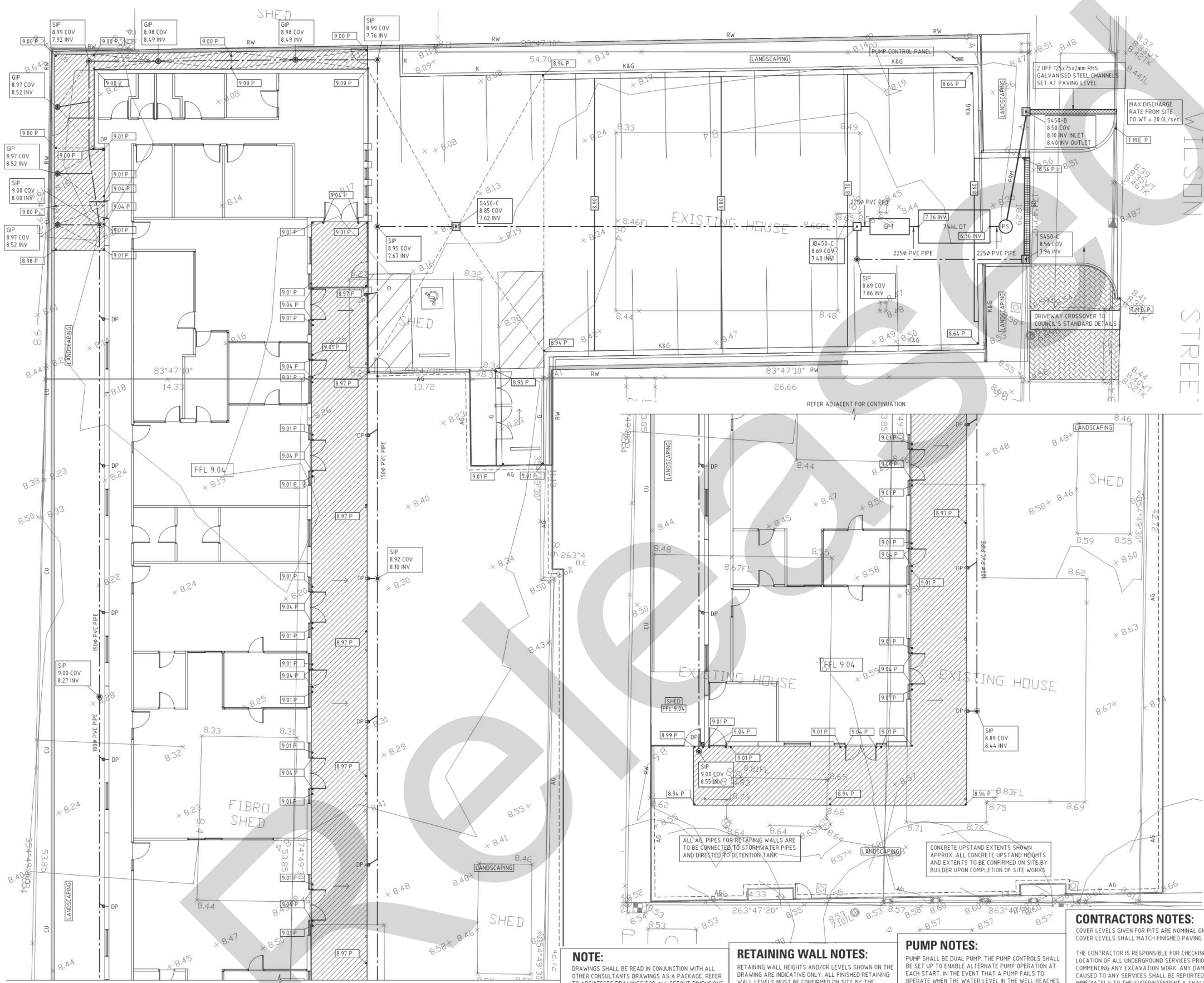




structural • civil • engineers

LEGEND

- 150Ø SEWER GRADE PVC STORMWATER PIPE U.N.O. (S/S DENOTES SEALED SYSTEM)
- 100Ø AG PIPE LAID AT FALL
- 450 SQUARE GRATED SUMP WITH HEEL GUARD GRATE. GRATE CLASS AS NOTED
- 450 SQUARE JUNCTION BOX COVER CLASS AS NOTED
- DOWNPIPE
- SIP SITE INSPECTION POINT
- GP 150Ø GRATED INLET POINT
- DESIGN LEVEL
COV - COVER
INV - INVERT
P - PAVING
TME - TO MATCH EXISTING
WT - WATER TABLE
- CONTOUR LINE
- DIRECTION OF SURFACE FALL
- GRADE LINE
- PRM PUMP RISING MAIN
- PS GLOBAL WATER DRAINAGE (OR EQUIVALENT) PRE-PACKAGED PUMPING STATION TO MANUF'S DETAILS 20.0L/s PUMP RATE
- GPT ENVIRO AUSTRALIS ENVIRONMENTAL PROTECTION SYSTEM 'ENVIRO GPT 300' TO MANUF'S DETAILS (OR EQUIVALENT). SHOWN INDICATIVELY
- K KERB
- G GUTTER
- K&G KERB & GUTTER
- SD ACO S300 POWERDRAIN (OR APPROVED EQUIVALENT) WITH CLASS D GRATE
- DT 7.44L DETENTION TANK STRICTLY IN ACCORDANCE WITH MANUF'S DETAILS. PROVIDE INSPECTION OPENINGS, BREATHER VALVES, ETC. STRICTLY IN ACCORDANCE WITH MANUF'S DETAILS
- RW CONCRETE SLEEPER RETAINING WALL BY OTHERS; HEIGHT = +1.0m
- CU CONCRETE UPSTAND
- 35mm THICK HOTMIX BITUMEN
ON 100 THICK FINE CRUSHED ROCK (PM1/200G / PM1/400G)
ON 150 THICK COMPACTED QUARRY RUBBLE (PM2/200G)
- 100 THICK CONCRETE SLAB WITH S42 MESH TOP (M25 CONCRETE)
ON 150 THICK COMPACTED QUARRY RUBBLE (PM2/200G)
PROVIDE TOOLED CONTROL JOINTS AT 3.0m MAX. C/C
- PAVER TO MATCH EXISTING FOOTPATH
ON 30mm MAX COMPACTED BEDDING SAND
ON 100 THICK COMPACTED QUARRY RUBBLE



NOTE:
DRAWINGS SHALL BE READ IN CONJUNCTION WITH ALL OTHER CONSULTANTS DRAWINGS AS A PACKAGE REFER TO ARCHITECTS DRAWINGS FOR ALL SETOUT DIMENSIONS.
ALL LEVELS SHALL BE CONFIRMED ON SITE PRIOR TO CONSTRUCTION SHOULD ANY DISCREPANCY OCCUR THE CONTRACTOR SHALL CONTACT THIS OFFICE IMMEDIATELY FOR FURTHER INSTRUCTION.

RETAINING WALL NOTES:
RETAINING WALL HEIGHTS AND/OR LEVELS SHOWN ON THE DRAWING ARE INDICATIVE ONLY. ALL FINISHED RETAINING WALL LEVELS MUST BE CONFIRMED ON SITE BY THE CONTRACTOR.
IF RETAINING WALL HEIGHTS ENCOUNTERED ON SITE EXCEED THOSE HEIGHTS SPECIFIED IN THE DETAILS, PLEASE CONTACT THIS OFFICE IMMEDIATELY FOR FURTHER INSTRUCTION.

PUMP NOTES:
PUMP SHALL BE DUAL PUMP. THE PUMP CONTROLS SHALL BE SET UP TO ENABLE ALTERNATE PUMP OPERATION AT EACH START. IN THE EVENT THAT A PUMP FAILS TO OPERATE WHEN THE WATER LEVEL IN THE WELL REACHES THE PUMP START, THE OTHER PUMP SHALL BE ACTIVATED AND A VISIBLE ALARM INITIATED. IN THE EVENT THAT BOTH PUMPS FAIL TO OPERATE, AN AUDIBLE ALARM SHALL BE INITIATED. PROVIDE BACK-UP POWER SUPPLY IN CASE OF POWER FAILURE.

THE CONTRACTOR IS RESPONSIBLE FOR CHECKING LOCATION OF ALL UNDERGROUND SERVICES PRIOR TO COMMENCING ANY EXCAVATION WORK. ANY DAMAGE CAUSED TO ANY SERVICES SHALL BE REPORTED IMMEDIATELY TO THE SUPERINTENDENT & SHALL BE REPAIRED BY THE APPROPRIATE AUTHORITIES. ALL COSTS ASSOCIATED WITH REPAIRS SHALL BE AT THE CONTRACTOR'S EXPENSE. PHONE 'DIAL BEFORE YOU DIG' (1100) FOR ASSISTANCE.

CONTRACTORS NOTES:
COVER LEVELS GIVEN FOR PITS ARE NOMINAL ONLY. COVER LEVELS SHALL MATCH FINISHED PAVING LEVELS.

Date	Revision	Issue
31.10.2018	REVISED BUILDING LAYOUT - PRELIMINARY ISSUE	D
18.10.2018	REVISED CAR PARK - PRELIMINARY ISSUE	C
16.02.2018	PRELIMINARY ISSUE	B
25.01.2018	PRELIMINARY ISSUE	A



PT Design Pty Ltd 141-149 Hould Street Adelaide SA 5000
T (08 8412 4300) E [ptdesign@ptdesign.net.au]

Designed	MB	Drawn	MB
Approved		Date	DEC '17
Civil		Sheet	1 of 2

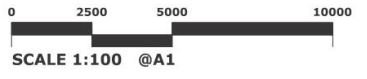
Project
GOODSTART EARLY LEARNING WILSON STREET COWANDILLA

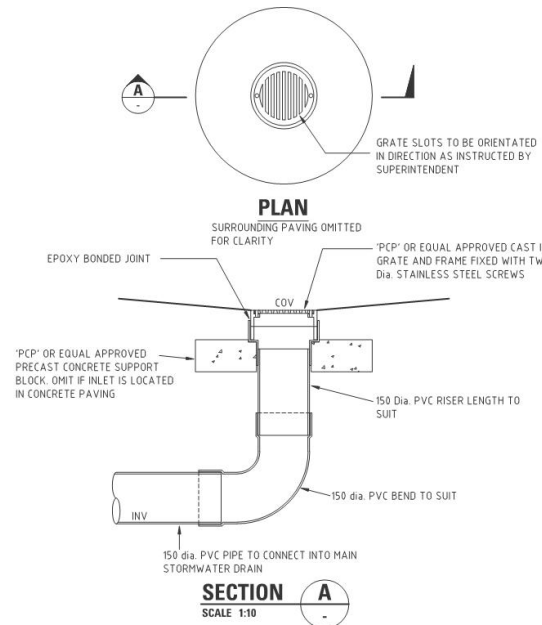
Client
EMMETT PROPERTY

Drawing Title
SITE LEVELS AND DRAINAGE LAYOUT

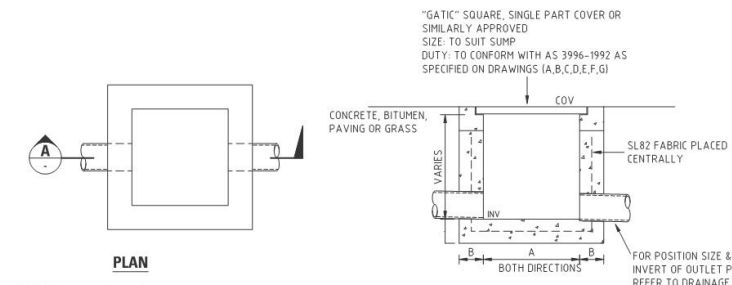
Drawing Number
19806-C01

Issue
D





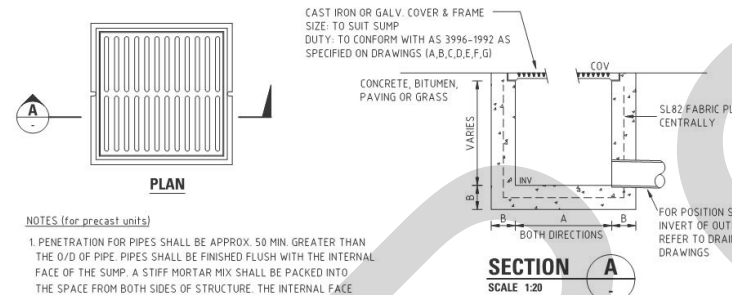
GRATED STORMWATER INLET



NOTES (for precast units)

- PENETRATION FOR PIPES SHALL BE APPROX. 50 MIN. GREATER THAN THE O/D OF PIPE. PIPES SHALL BE FINISHED FLUSH WITH THE INTERNAL FACE OF THE SUMP. A STIFF MORTAR MIX SHALL BE PACKED INTO THE SPACE FROM BOTH SIDES OF THE STRUCTURE. THE INTERNAL FACE SHALL BE FINISHED SMOOTH AND A 150 THICK BAND OF CONCRETE SHALL BE POURED OUTSIDE THE SUMP TO SEAL PENETRATION.
- WHERE SUMPS CONSIST OF MORE THAN ONE PRECAST UNIT, THE JOINTS SHALL BE SEALED WITH BUTYL MASTIC FLEXIBLE PIPE SEALANT AROUND THE OUTSIDE AND A 13 SAND CEMENT GROUT ON THE INSIDE OF THE SUMP.

STORMWATER JUNCTION BOX
SCALE 1:20



NOTES (for precast units)

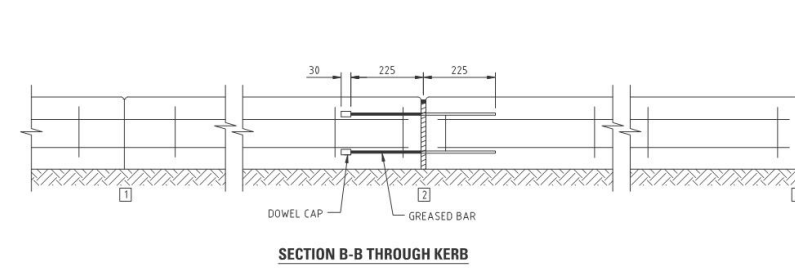
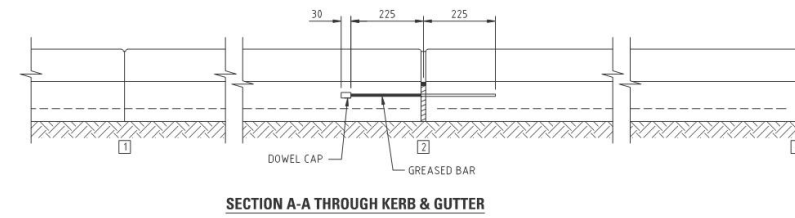
- PENETRATION FOR PIPES SHALL BE APPROX. 50 MIN. GREATER THAN THE O/D OF PIPE. PIPES SHALL BE FINISHED FLUSH WITH THE INTERNAL FACE OF THE SUMP. A STIFF MORTAR MIX SHALL BE PACKED INTO THE SPACE FROM BOTH SIDES OF STRUCTURE. THE INTERNAL FACE SHALL BE FINISHED SMOOTH AND A 150 THICK BAND OF CONCRETE SHALL BE POURED OUTSIDE THE SUMP TO SEAL THE PENETRATION.
- WHERE SUMPS CONSIST OF MORE THAN ONE PRECAST UNIT, THE JOINTS SHALL BE SEALED WITH BUTYL MASTIC FLEXIBLE PIPE SEALANT AROUND THE OUTSIDE AND A 13 SAND CEMENT GROUT ON THE INSIDE OF THE SUMP.

STORMWATER SUMP GRATE & FRAME
SCALE 1:20

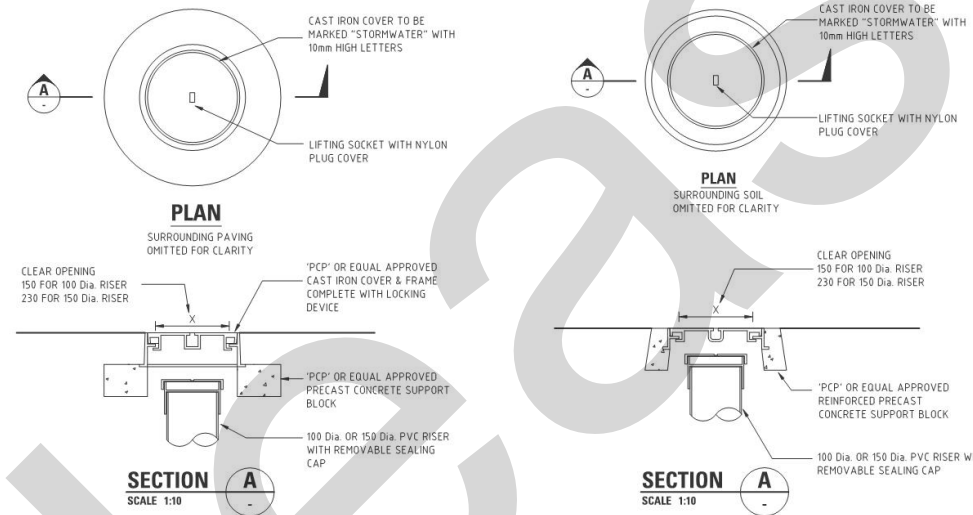
A	B		REF. ON DRAWING
	INSITU	PRECAST	
300	150	76	JB300
450	150	76	JB450
600	150	100	JB600
900	150	100	JB900

A	B		REF. ON DRAWING
	INSITU	PRECAST	
300	150	76	S300
450	150	76	S450
600	150	100	S600
900	150	100	S900

FOR USE IN CONCRETE, BITUMEN PAVEMENT & IN LANDSCAPED AREAS



CONCRETE KERB, KERB & GUTTER SECTIONS
SCALE 1:10

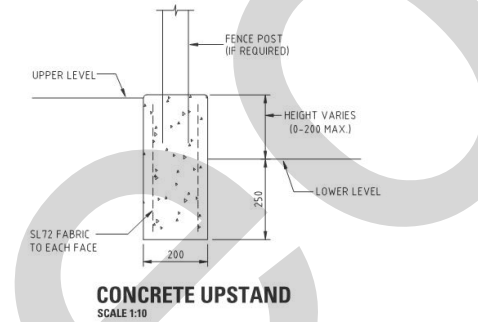


SIP COVER TYPE 1
SCALE 1:10

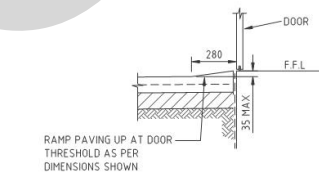
NOTE:
FOR USE IN PAVED AREAS
ADOPT 150Ø RISER FOR PIPE SIZES 150Ø OR GREATER.
ADOPT 100Ø RISER FOR PIPE SIZES 100Ø OR LESS.

SIP COVER TYPE 2
SCALE 1:10

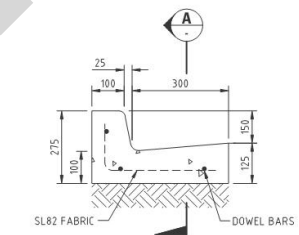
NOTE:
FOR USE IN LANDSCAPED AREAS
ADOPT 150Ø RISER FOR PIPE SIZES 150Ø OR GREATER.
ADOPT 100Ø RISER FOR PIPE SIZES 100Ø OR LESS.



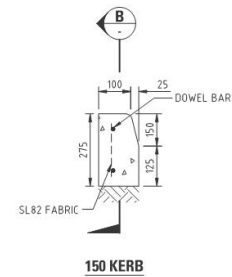
CONCRETE UPSTAND
SCALE 1:10



TYPICAL PAVEMENT AT DOOR THRESHOLD DETAIL
SCALE 1:20



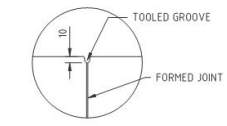
150 KERB AND GUTTER



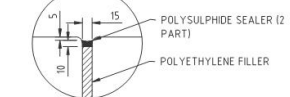
150 KERB

- COVER TO REINFORCEMENT TO BE 25 MINIMUM
- DOWEL BARS TO BE Ø10 WHERE INDICATED
- BASE COURSE TO BE 50 COMPACTED QUARRY SAND (90% MOD COMPACTION)
- ALL EXPOSED EDGES TO BE 10 RADIUS
- DETAILS SHOWN ARE FOR FORMED KERBS. THIS OFFICE MUST APPROVE ANY DIFFERING, EXTRUDED KERB DETAILS

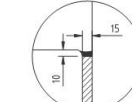
CONCRETE KERB, KERB & GUTTER
SCALE 1:10



CONTROL
EVERY 3600



EXPANSION
EVERY 10800

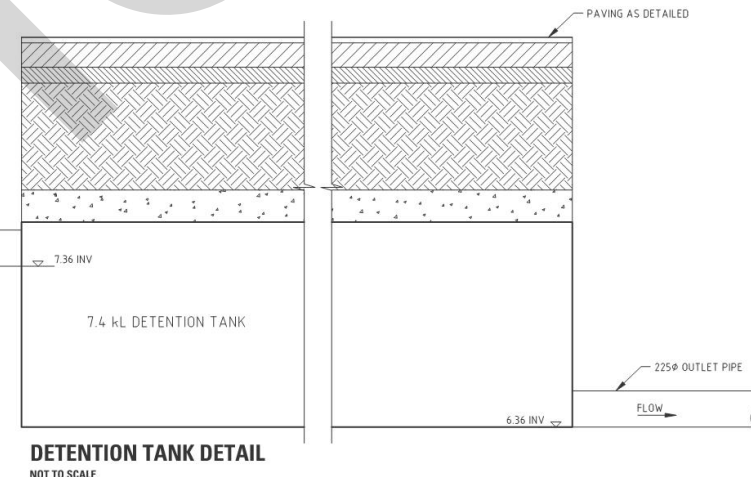


MOVEMENT
ABUTTING STRUCTURE

E.G. BUILDINGS, COLUMNS, STEPS, SUMPS, MANHOLES, PITS, DOWNPIPES, GULLY TRAPS ETC.

NOTES
SPACING GIVEN TO BE USED AS A GUIDE ONLY. JOINTS SHOULD CONCEDE WITH ADJACENT PAVING JOINTS WHERE APPLICABLE AND ALL TO THE SUPERINTENDENT'S APPROVAL.

JOINTING IN KERB, KERB & GUTTER
SCALE 1:5



DETENTION TANK DETAIL
NOT TO SCALE

PRELIMINARY

30.10.2018	REVISED TANK SIZE - PRELIMINARY ISSUE	B
25.01.2018	PRELIMINARY ISSUE	A
Date	Revision	Issue

Designed	MB	Drawn	MB
Approved		Date	DEC '17
CIVIL		Sheet	2 of 2

Project
GOODSTART EARLY LEARNING WILSON STREET COWANDILLA

Client
EMMETT PROPERTY

Drawing Title
DETAILS SHEET

Drawing Number
19806-C02

Name: 19806-C01.dwg

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