



# Notice of Panel Meeting

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

will be held by electronic platform only

on

**TUESDAY, 9 JUNE 2020  
at 5.00pm**

Panel members, representors and applicants eligible to be heard will be provided with log-in details prior to the meeting.

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

**Hannah Bateman  
Assessment Manager**

## **City of West Torrens Disclaimer**

### **Council Assessment Panel**

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

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

Please note that the above meeting will be recorded and live streamed on the internet. All endeavours will be undertaken to ensure images in public gallery are not live streamed and or/recorded. However, no assurances can be given to that the public gallery will not be live streamed and/or recorded. It is assumed that consent has been given by any person in the public gallery to broadcast their image.

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**1 MEETING OPENED****1.1 Evacuation Procedures****1.2 Electronic Platform Meeting****2 PRESENT****3 APOLOGIES****4 CONFIRMATION OF MINUTES****RECOMMENDATION**

That the Minutes of the meeting of the Council Assessment Panel held on 12 May 2020 be confirmed as a true and correct record.

**5 DISCLOSURE STATEMENTS**

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

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

- a. must, as soon as he or she becomes aware of his or her interest, disclose the nature and extent of the interest to the panel; and
- b. must not take part in any hearings conducted by the panel, or in any deliberations or decision of the panel, on the matter and must be absent from the meeting when any deliberations are taking place or decision is being made.

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

## 6 REPORTS OF THE ASSESSMENT MANAGER

### 6.1 130-136 Anzac Highway and 1A Park Street GLANDORE

Application No 211/395/2018/B

Appearing before the Panel will be:

Representor/s: **Rebecca Bruce** of 1 Park Street, Glandore wishes to appear in support of the representation.

Applicant/s: **Andrew Caspar** of Peregrine wishes to appear in response to the representations.

#### DEVELOPMENT APPLICATION DETAILS

DESCRIPTION OF DEVELOPMENT	Construction of an integrated service station with associated acoustic fencing, signage, car wash facility and landscaping - variation to existing authorisation - change to subject site to include 1A Park Street, and change of site layout including relocation of carwash facility, reconfiguration of car parking, acoustic fencing and alteration of Anzac Highway NE crossover (access only)
APPLICANT	PC Infrastructure Pty Ltd
LODGEMENT DATE	6 December 2019
ZONE	Urban Corridor Zone
POLICY AREA	Boulevard Policy Area 34
APPLICATION TYPE	Merit
PUBLIC NOTIFICATION	Category 2
REFERRALS	Internal <ul style="list-style-type: none"> <li>• City Assets</li> <li>• City Operations - Arboriculture Advisor</li> </ul> External <ul style="list-style-type: none"> <li>• Department of Planning, Transport and Infrastructure (DPTI)</li> </ul>
DEVELOPMENT PLAN VERSION	Consolidated 12 July 2018
DELEGATION	<ul style="list-style-type: none"> <li>• The relevant application is for a merit, Category 2 or Category 3 form of development, representations have been received and one or more representors wish to be heard on their representation.</li> </ul>
RECOMMENDATION	Support with reserved matters and conditions
AUTHOR	Phil Smith

## BACKGROUND

The application has been referred to Council's Assessment Panel as a representation has been received during the Category 2 notification process and the representor wishes to be heard on their representation.

Approval was granted for the petrol station, shop and car wash with associated car parking and landscaping under Development Application 211/395/2018. Two subsequent variation applications have been lodged to amend this original approval.

DA 211/395/2018/A seeks to amend a condition to allow a larger fuel tanker to service the site. This application is still under consideration and has no bearing on the outcome of the second variation application 211/395/2018/B currently before the Panel.

As the Panel may be aware, the petrol station has commenced operation. It is noted that the crossover access off Anzac Highway closest to the intersection with Park Street was constructed in the wrong location, that is, too close to the local heritage listed Claret Ash tree on Council's verge. This application (DA 211/395/2018B) seeks to, amongst other things, rectify that error. The Panel should be made aware that the crossover has been amended and is now located a sufficient distance from the Claret Ash tree, consistent with this variation application.

Furthermore, the applicant has acquired 1A Park Street that currently contains a detached dwelling. It is this site where the car wash is proposed to be re-located as part of this application. This dwelling has been granted Development Approval to be demolished under DA 211/361/2020.

The applicant also sought to stage this application to allow the premises to open without the completion of the car wash. This approach was not supported by staff due to the complexity of impacts associated with the staging.

The Panel should be made aware that there is some signage that has been erected that does not have Development Plan Consent. Council's Planning Compliance officer is following this up with the applicant.

## SUBJECT LAND AND LOCALITY

The subject land is formally described as Allotments 22 and 23 in Filed Plan 7190 and Allotment 1 and 2 in Deposited Plan 50453 in the area named Glandore, Hundred of Adelaide, Volume 6126 Folio 875, Volume 5094 Folio 121 and Volume 5631 Folio 598, more commonly known as 130-132 and 134-136 Anzac Highway, Glandore and 1A Park Street, Glandore. The subject site is rectangular in shape with a 58 metre (m) wide frontage to Anzac Highway, a secondary frontage to Park Street of 42m and a site area of approximately 2480 square metres (sqm).

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

The site is currently being developed with an integrated service station facility with associated acoustic fencing, signage, and car parking areas. Construction works are nearing completion, with the balance of works to be undertaken reliant on the outcome of this variation application.

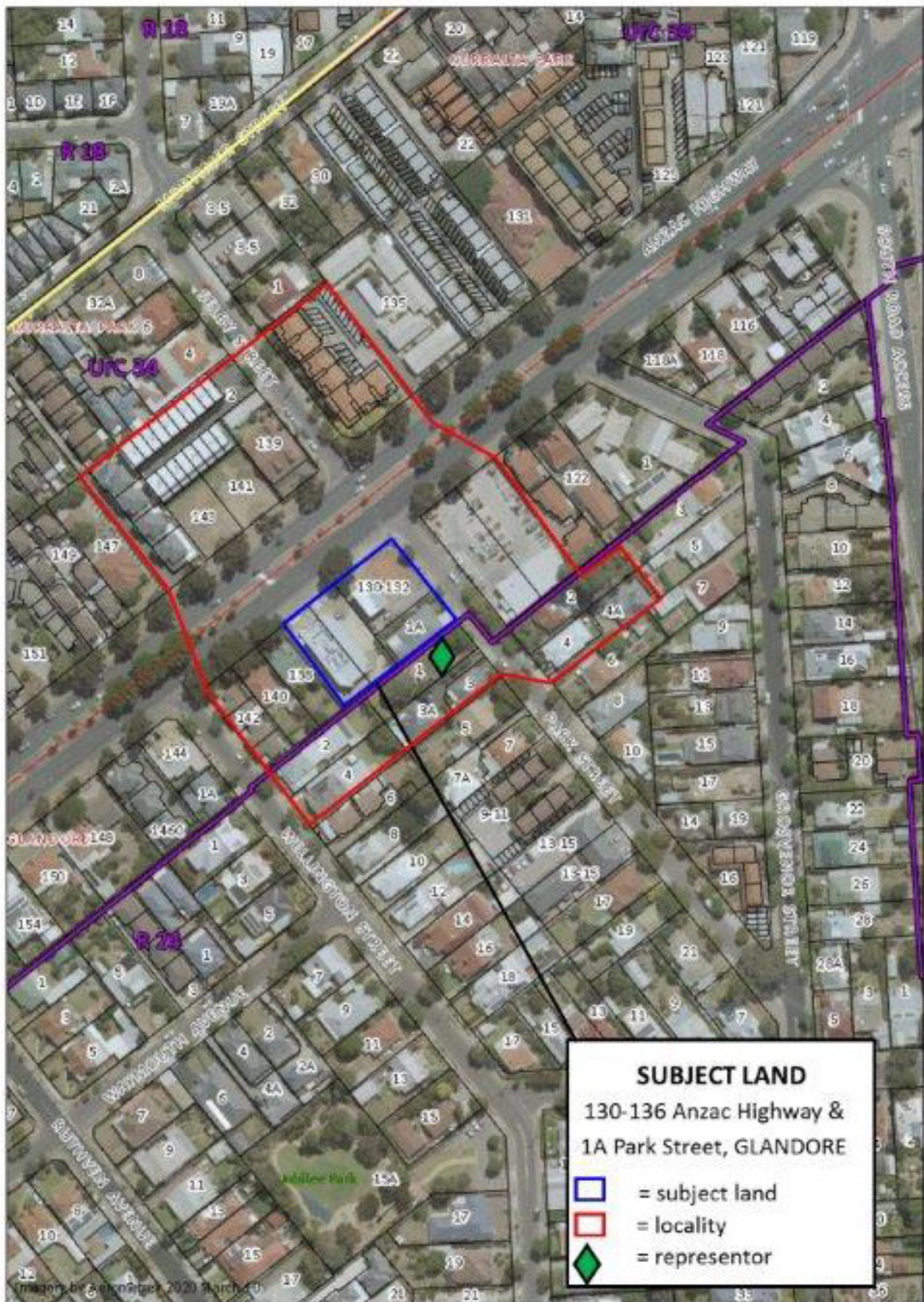
The locality consists of a variety of land uses including residential, commercial and service trade premises. The site is on the southern side of Anzac Highway which is a primary arterial road and carries approximately 41,100 vehicles per day. Residential land uses are located adjacent the subject site to the south and west and on the northern side of Anzac Highway. Dwellings to the south and west are single storey detached dwellings, whereas on the northern side of Anzac Highway they are in the form of two and three storey residential flat buildings. The subject site is in the Urban Corridor Zone, but on the boundary of the Residential Zone Glandore Character Policy Area which is located to the south.

The amenity of the locality varies depending on the location. Immediately adjacent Anzac Highway, amenity is medium to low due to the function of the primary arterial road and non-residential land uses, whereas further south the amenity is medium to high as the impacts from traffic and the non-residential land uses is lessened by distance and orientation of the non-residential land uses.

Due to the prevalence of residential land uses, signage and advertising is minimal within the locality. Signage at each of the existing non-residential land uses is modest and not readily visible unless in close proximity to these sites. This is aided by the existence of mature street trees that line Anzac Highway and its median.

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









**Figure 1 - 1A Park Street (right) and 1 Park Street (left)**



**Figure 2 - Kennards Equipment Hire directly opposite 1A Park Street**





Figure 3 - Subject Site



Figure 4 - Image of mural/sign





**Figure 5 - Location of constructed crossover setback 1.4m from heritage protected Claret Ash tree**



**Figure 6 - Subject site, Anzac Highway crossover and Claret Ash tree**





Figure 7 - Control building and shop



Figure 8 - Parking area





Figure 9 - Control building and shop



Figure 10 - Drive through exit



Figure 11 - Drive through vehicular access viewed from Anzac Highway

## RELEVANT APPLICATIONS

DA Number	Description of Development	Decision	Decision Date
211/395/2018	Construction of an integrated service station with associated acoustic fencing, signage, car wash facility and landscaping	Development Approval Granted	3 October 2019
211/395/2018A	Construction of an integrated service station with associated acoustic fencing, signage, car wash facility and landscaping - amendment to condition 5 to allow fuel tankers of up to 13.9m in length on site	Pending	Pending
211/361/2020	Demolition application on 1A Park Street	Development Approval Granted	18 May 2020

The original application, for the Panel's reference, is contained at **Attachment 5**.

## PROPOSAL

The application proposes to vary the previously approved application for the construction of an integrated service station with associated acoustic fencing, signage, car wash facility and landscaping.

The changes are best described as follows:

- Re-location of the car wash to the south-east corner of the site adjacent to 1 Park Street;
- Creation of an additional exit-only vehicular crossover to Park Street;
- Alteration to the NE crossover off Anzac Highway to achieve minimum 2m offset from Local Heritage listed Claret Ash tree;
- Additional landscaping surrounding the car wash building;
- 6 additional parking spaces adjacent to the re-located car wash; and
- Re-location of the car vacuum area;

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

## PUBLIC NOTIFICATION

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

<b>Properties notified</b>	11 properties were notified during the public notification process.
<b>Representations</b>	1 representation was received.
<b>Persons wishing to be heard</b>	1 representor who wishes to be heard.  <ul style="list-style-type: none"> <li>• Rebecca Bruce of 1 Park Street, Glandore</li> </ul>
<b>Summary of representations</b>	Concerns were raised regarding the following matters: <ul style="list-style-type: none"> <li>• Signage on or near Park St - being a narrow predominant residential street</li> <li>• Issues with the common boundary fence between 1 Park Street and the subject site</li> <li>• Exit onto Park Street (narrow street)</li> <li>• Car wash located adjacent to the northern boundary of the neighbour's property</li> <li>• Refuse area and rubbish collection</li> <li>• Parking</li> <li>• Sonus Report clarification</li> <li>• Amenity loss – back and front yard</li> <li>• Current building issues</li> </ul>

<p><b>Applicant's response to representations</b></p>	<p>Summary of applicant's response:</p> <p><u>Signage on Park Street</u> No further signage is envisaged on or near Park Street as part of the proposed variation application except for a small non-illuminated exit only sign adjacent the proposed vehicle exit point onto Park Street.</p> <p><u>Increase in common boundary fence</u> The Environmental Noise Report prepared by Sonus confirms the proposed 3-metre-high acoustic fence to be constructed on the site boundary adjacent the Auto carwash is sufficient to meet the requirements of the EPA (Noise) Policy 2007.</p> <p><u>Two vehicle exits to Park Street</u> The vehicle access arrangements have been designed following extensive consultation with DPTI Traffic Engineers and GTA Consultants.</p> <p><u>Proximity of car wash to 1 Park Street</u> A minimum landscaped setback of 4 metres between the auto car wash and the site boundary as requested by the representor is not possible as the siting of the auto car wash and the site layout generally is controlled by vehicle circulation requirements, in particular those of the 10 metre refuse truck and 13.9 metre full delivery tanker.</p> <p>A 2.5-metre-wide landscaped buffer is proposed between the auto carwash and the site boundary. The visual prominence of the proposed autowash will be no more pronounced than the existing dwelling to be demolished.</p> <p><u>Location of refuse area</u> The refuse area will be sited on the Park Street frontage of the subject land. Its location remains unchanged from the existing approved position. The collection times remain unchanged from the previously approved development.</p> <p><u>Lack of on-site car parking</u> The variation application envisages an increase of 6 spaces above the previously approved development without introducing any new land use elements.</p> <p>The photos of Park Street included by the representor were taken during the construction of the previously approved development. Congestion from vehicles parked in the side street will be alleviated once the site is operational.</p> <p><u>Clarification of Sonus report</u> Summarised in attachment.</p> <p><u>Amenity loss</u> There will be no additional loss of amenity enjoyed by the owners at 1 Park Street as a result of the construction of the auto car wash.</p> <p><u>Construction Issues</u> Some disruption to the adjoining landowners is unavoidable during the construction of the previously approved development. However these disruptions should be minimised as much as possible through proper management of construction works.</p>
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A copy of the representations and the applicant's response is contained in **Attachment 3**.



## INTERNAL REFERRALS

Department	Comments
<b>City Assets</b>	<ul style="list-style-type: none"> <li>There are no concerns with respect to the amended traffic layout and the new vehicular access proposed to Park Street. The detention capacity of the tank remains the same although the site area has increased. Supporting calculations should be provided to demonstrate that the proposed detention capacity is sufficient to manage the additional site area.</li> </ul>
<b>City Operations</b>	<ul style="list-style-type: none"> <li>The Anzac Hwy NE crossover location within 1.4m adjacent to the heritage listed Claret Ash tree is not supported.</li> <li>City Operations supports a minimum crossover setback of 2m from the Claret Ash tree</li> </ul>

## EXTERNAL REFERRALS

Department	Comments
<b>DPTI</b>	<p>With regard to the current DA (211/395/2018B) to add an additional crossover to Park Street and shift the car wash:</p> <ul style="list-style-type: none"> <li>The additional driveway and alterations to car wash were considered in the previous DPTI assessment and have no further comment to make on those matters.</li> </ul>

A copy of the relevant referral response/s is contained in **Attachment 4**.

## RELEVANT DEVELOPMENT PLAN PROVISIONS

The subject land is located within the Urban Corridor Zone and, more specifically, Boulevard Policy Area 34 as described in the West Torrens Council Development Plan.

The relevant Desired Character statements are as follows:

<b>Urban Corridor Zone - Desired Character</b>
<p><i>This zone will contain an innovative mix of medium density (45-70 dwellings per hectare) and high density (70-200 dwellings per hectare) residential development, together with community and employment land uses, along the Port Road, Anzac Highway and Henley Beach Road corridors. The combination of land uses will vary within these corridors. Some locations will contain a genuine land use mix with ground floor shops, restaurants and offices, and upper level residential, while other areas will give primacy to residential development. Other parts of the zone will have a strong employment focus.</i></p> <p><i>The function of main roads in the zone, particularly Port Road and Anzac Highway, as major transport corridors will be protected by providing access to allotments from secondary road frontages and rear access ways as much as possible. Parking areas will be consolidated, shared (where possible) and screened from the street or public spaces. Allotments with car parking fronting Port Road, Anzac Highway and Henley Beach Road will be redeveloped with built form closer to the road and reconfigured car parking areas.</i></p>

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

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

*Where buildings are set back from main roads, landscaping will contribute to a pleasant pedestrian environment and provide an attractive transition between the public and private realm. Large scale development in the zone will facilitate the establishment of areas of communal and public open space, and create links with existing movement patterns and destinations in the zone. Front fencing in the zone will be kept low and/or visually permeable.*

*Some parts of the zone, including allotments in Thebarton and Keswick, are potentially contaminated because of previous and current industrial activities. In these circumstances, development is expected to occur on a precautionary basis if site contamination investigations identify potential site contamination, particularly where it involves sensitive uses such residential development.*

*The Thebarton brewery has potential to cause nuisance to future users and residents within this zone through noise and odour. To mitigate potential adverse impacts, residential development north of Smith Street that is likely to be sensitive to brewery operations should generally be avoided unless interface mitigation measures have been implemented (or will be implemented within an acceptable period) such that the anticipated impacts are within acceptable limits.*

*Noise and air amenity with the zone is not expected to be equivalent to that expected from living in a purely residential zone.*

Objectives	1, 3, 4, 6, 7, 9
Principles of Development Control	1, 4, 8, 10, 12, 13, 16, 18, 19

#### **Boulevard Policy Area 34 - Desired Character**

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

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

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

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

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

*While the use and address of buildings will be designed to be easily interpreted when driving in a vehicle, the footpath will be sheltered with awnings, verandas and similar structures.*

*Buildings of up to eight storeys will have a strong presence to Port Road and Anzac Highway. At lower levels, buildings will have a human scale through the use of design elements such as balconies, verandas and canopies. Development on corner allotments will enhance the gateway function of such corners by providing strong, built-form edges combined with careful detailing at a pedestrian scale to both street frontages.*

*Podium elements, where higher floors of the building are set back further than lower level floors, may be used to improve air quality (through greater air circulation), as well as enhancing solar access, privacy and outlook for both the residents of the building and neighbours.*

*Buildings along Port Road will have zero setback from the front boundary in order to establish a strong and imposing presence to the road, while short front setbacks along Anzac Highway will allow for some landscaping to contribute to a more open landscaped character.*

*On-site vehicle parking will not be visible from Port Road and Anzac Highway, by locating parking areas behind building facades and shielding undercroft parking areas with landscaping and articulated screens.*

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

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

## QUANTITATIVE STANDARDS

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

DEVELOPMENT PLAN PROVISIONS	STANDARD	ASSESSMENT
SECONDARY STREET SETBACK Urban Corridor Zone PDC 18	No minimum	N/A



SIDE/REAR SETBACKS <i>Urban Corridor Zone</i> <i>PDC 19</i>	Rear 3m (min.) (where abuts a different zone)	Carwash - 2.25m  Shortfall of 750mm  <b>Does Not Satisfy</b>
CARPARKING SPACES <i>Urban Corridor Zone</i> <i>PDC 20</i>	Non-Residential Development - 3 spaces per 100m <sup>2</sup> G.L.A (min.) - 5 spaces per 100m <sup>2</sup> G.L.A (max.)	17 spaces provided plus 6 spaces under canopy = 23 spaces 17 spaces required  <b>Satisfies</b>

## ASSESSMENT

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

### Built Form

The car wash is the only built form component to change location as a result of this amendment.

The car wash is proposed to be located parallel to the adjacent residential boundary with a setback of 2.25m at a height of 4.2m. The acoustic fence approved under DA 211/395/2018 will be re-located along this common boundary shared with 1 Park Street at a height of 3 metres. Although there appears to be a difference in the types of acoustic fence treatments shown in the attached Sonus report (i.e. red and pink), Council will require the acoustic fencing shown in pink be applied for the entire length of this common boundary fence so that the noise attenuation is consistent along the entire boundary to protect the adjoining neighbour's amenity. On this basis, the development will accord with the Interface between Land Uses module, Objectives 1, 2 and PDC's 1, 6 and 8.

The Panel is reminded that under DA 211/395/2018, approval was granted under a similar circumstance, that is, the car wash located adjacent to a residential property boundary with 3m high acoustic fencing to separate the properties. With respect to the current application, the same 3m high acoustic fencing is to be used, however the car wash is setback a further 2.5m from the fence and landscaping is to be planted between the car wash building and the fence, to assist in increasing the amenity of the adjoining neighbour.

On balance, it is considered to be a better outcome than previously approved from both an amenity and aesthetic standpoint, as more landscaping will be planted which will help to soften any visual impacts associated with carwash structure (to be further discussed below).

### Amenity

As stated above, the car wash is to be located further away from the common boundary of a property not included as part of the subject site, that is, from the adjoining residential property which will reduce the visibility of the car wash when viewed from the neighbour's private open space area. Additionally, the further away the car wash is located from the common boundary, the less noise impacts will be received by the adjoining property. Regardless, any noise emanating from the car wash is likely to be offset by the ambient background vehicle noise from Anzac Highway. As stated in the previous section (Built Form), the acoustic fencing shown in pink will be applied for the entire length of this common boundary fence. On this basis, the development will accord with the Interface between Land Uses module, Objectives 1, 2 and PDC's 1, 6 and 8. These PDC's refer to a number of amenity issues including noise impacts.

The Sonus report supplied with the application, considered noise at the surrounding residences from the operation of the mechanical plant serving the control building, vehicle movements, car park and drive through activity, vacuum operation, fuel deliveries, car wash activity and rubbish collection would achieve the relevant requirements of the Environment Protection (Noise) Policy 2007.

It is noted that additional landscaping is proposed as a result of this amendment to the original application. The extra landscaping is particularly notable between the car wash and the adjacent residential property (1 Park Street). Tall tree species such as *Cupressus Sempervirens* 'Glauca' (Pencil Pine) that thrive in confined spaces and grow to heights greater than the height of the car wash are considered appropriate to diffuse views of the car wash structure and assist in improving amenity to the neighbouring property.

The height of the acoustic fence has been demonstrated to appropriately mitigate noise impacts and has been previously approved by the Panel and Sonus have endorsed this type of acoustic fence to mitigate noise impacts previously. The fence comprises an acoustic absorption material, such as 50mm thick insulation with a minimum density of 32kg/m<sup>3</sup>, with weatherproof capping and perforated material.

Given that the acoustic fence proposed has been previously approved by the Panel, in addition to the additional landscaping and the separation distance of the car wash from the boundary, it is considered that amenity issues are satisfactorily addressed.

The representor had sought a higher fence which is not considered to be necessary as a 3m high fence is typical for car wash facilities located on or near adjoining boundaries. The car wash building is setback from the boundary, thus the visual impact from the adjoining property will be limited to a small portion of the car wash roof, which will eventually be blocked out by landscaping. The 3m high acoustic fence has been demonstrated in the past to satisfactorily mitigate noise impacts therefore, no further increase in fence height is required.

The representor raised concerns regarding rubbish collection this is not relevant to this application and was considered with the original application. The current arrangements have not changed in this regard.

The representor raised vibration as a concern, however no evidence has been submitted that this will be an issue.

Light spill has also been raised as a concern however this is not considered to be an issue as the extent of light reaching neighbouring properties has not changed as a result of this application. In fact, it has likely improved as a result of the 3 metre high fence being located closer to the representor's property.

### **Parking and Access**

Council's Traffic Engineer and engineers from the Department of Planning, Transport and Infrastructure have raised no issues in regard to traffic management, the additional crossover (exit only) in Park Street or the amendment to the Anzac Highway NE crossover access point. The two Park Street crossovers (in total) are both exit only and will be signed as such, therefore additional traffic movements through the Park Street should be minimised.

In terms of the concerns raised by representor regarding the re-configured access and the new access along Park Street, it is noted that the car wash crossover will not be utilised as often as the new Park Street crossover. The car wash crossover is not a thoroughfare, therefore it will only be used when patrons have their cars washed. It is also noted that this is an existing crossover. The Park Street crossover is further away from the representor's property and is located in close proximity to Anzac Highway, therefore it is expected that the majority of drivers will exit the site and turn left to then turn onto Anzac Highway. These exits should have little to no impact on the representor's property.

The reconfigured car parking area results in a slight change to the drive through and additional car parking thus this is considered to be an improvement to the operation of the site overall. The change to the crossover and impact on the Claret Ash tree is considered acceptable and the crossover has been modified to satisfy Council's minimum requirements.

## SUMMARY

The proposed integrated service station is not an envisaged type of development in the Urban Corridor Zone, Boulevard Policy Area 34. However this type of land use is frequently found along transit corridors such as Anzac Highway as this is where the customer base is located. Although the subject site is also located adjacent a number of dwellings, the issues raised by the representor at 1 Park Street Glandore appear to have been satisfactorily resolved by the applicant.

The car wash will have a built form that will be mostly hidden when viewed from the representor's private open space. Noise emanating from the car wash and the petrol station in general, will be appropriately mitigated by the new acoustic fence to be constructed at a height of 3m. The car wash will have doors at either end that will close while it is in operation. Pencil Pines will assist somewhat diffusing views of and noise from the car wash.

The changes to the crossover to provide greater separation to the Local Heritage listed Claret Ash tree that is necessary to maintain the ongoing health and vigour of this tree. Safe and convenient access can still be achieved for all vehicle types frequenting the site.

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

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

## RECOMMENDATION

The Council Assessment Panel, having considered all aspects of the report, the application for consent to carry out development of land and pursuant to the provisions of the *Development Act 1993* resolves to GRANT Development Plan Consent for Application No. 211/395/2018B by PC Infrastructure Pty Ltd to undertake the construction of an integrated service station with associated acoustic fencing, signage, car wash facility and landscaping - change to subject site to include 1A Park Street, and change of site layout including relocation of carwash facility, reconfiguration of car parking, acoustic fencing and alteration of Anzac Highway NE crossover (access only) at 130-136 Anzac Highway, Glandore and 1A Park Street Glandore (CT5094/121, CT6126/875 and CT5631/598), subject to the following reserved matters and conditions of consent:

### Reserved Matters:

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

1. With respect to stormwater management, supporting calculations are to be provided to demonstrate that the proposed detention capacity is sufficient to manage the additional site area.
2. An amended landscape plan indicating a row of eight (8) Pencil Pine trees, at a minimum height of 1.8m when planted, shall be submitted to and endorsed by Council Administration. The trees are to be located between the car wash and the adjacent boundary fence shared with 1 Park Street, Glandore.

3. An amended acoustic report that shows the acoustic fence shown in 'pink' be applied for the entire length common fence shared with 1 Park Street, Glandore.

### Development Plan Consent Conditions

1. The relocation of the car wash, acoustic fence, landscaping, reconfigured car parking layout and amendment to the Anzac Highway crossover shall be undertaken, completed and maintained in accordance with the following plans and information detailed in this application except where varied by any condition listed below:

#### ADS ARCHITECTS

- Site Plan dated 06/05/2020;
- Elevations dated 28/01/20, 16/03/20 and 13/03/2020;

#### SAGERO

- Stormwater Plan SA170120 - Drawing C01 - Issue N;

#### SONUS

- Report S5594C5 dated December 2019

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

2. The Anzac Highway NE crossover (access only) shall be reconfigured and all remedial works completed prior to occupancy of the site.

*Reason: To ensure the ongoing health and vigour of the adjacent local heritage listed Claret Ash tree*

3. The acoustic fencing along the common boundary adjacent to 1 Park Street shall be erected prior to occupancy and use of the site.

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

4. The driveway crossover to Park Street from the integrated service station facility shall be maintained as exit only.

*Reason: To maintain the flow of traffic and ensure the ongoing safety and amenity of the street for travellers.*

5. All other conditions set out in 211/395/2018, unless otherwise varied by this approval, continue to apply to the development.

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

---

### Attachments

1. Relevant Provisions
2. Application Documents
3. Representation and Response
4. Internal - External Referral Responses
5. Original Application - CAP Report Agenda Extract

## Relevant Development Plan Provisions

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

# Development Application form

**Civic Centre:** 165 Sir Donald Bradman Drive, Hilton SA 5033. **Office hours:** Mon - Fri 8.30am - 5pm.  
**Phone:** (08) 8416 6333. **Email:** development@wtcc.sa.gov.au. **Web:** westtorrens.sa.gov.au.



## Section 1- correspondence method

By selecting 'I ACCEPT' below, you agree (as the applicant, the owner and/or the authorised agent) to be legally bound by the 'Terms and conditions' of this service and you consent that all correspondence relevant to this application, or which is otherwise required to be provided to you under the *Development Act 1993* - including Decision Notification forms, stamped plans and relevant documents, be provided to you in **electronic format** only. Please tick **ONLY** one of the following boxes.

### ☒ I ACCEPT

or, if you do not wish to correspond electronically, three complete sets of hardcopy documents will be required

☐ I choose only to receive general assessment correspondence via email. All stamped plans and Decision Notification forms must be sent by hardcopy mail.

Email address:

## Section 2 - consent sought

Select **one** type of consent you wish to apply for:

☒ **Development Plan consent**  
(Planning only)

☐ **Building Rules consent**  
(Building only)

☐ **Development Approval**  
(Planning and building)

If unsure what type of consent is needed, contact Council on 8416 6333.

## Section 3 - location of proposed development

130-132 and 134-136	D50453 Lot 1, F7190 Lot 22, F7190 Lot 23	6126 5094	875 121
House number	OR Lot number	DP	CT volume
ANZAC HIGHWAY		GLANDORE	
Street name		Suburb	
SA	5037	AND 1A PARK STREET GLANDORE 5037 (ALLOTMENT 2 ON DP 50453) being the land comprised in CT Volume 5631 Folio 598	
State	Post code		

## Section 4 - applicant details

Please note that all correspondence will be sent to the applicant (this section must be completed).

PC INFRASTRUCTURE PTY LTD - ATTENTION ANDREW CASPAR	(08) 8331 6856
Given names	Surname
PO BOX 322	KENSINGTON PARK
Postal address	Suburb
SA	5068
State	Post code
a.caspar@peregrine.com.au	
Email	

## Section 5 - owner's details of the subject land

If same as applicant details, please leave blank and go to section 6.

JASMIN SECURITY SERVICES PTY LTD	AND OTR 182 PTY LTD	AS ABOVE
Given names	Surname	Phone
AS ABOVE		
Postal address		Suburb
		AS ABOVE
State	Post code	Email

AND STUART LEIGHTON WHITTAKER AND JUSZIE NATALIE WHITAKER OF 1A PARK STREET GLANDORE 5037

**Section 6 - contact for further information**

Please note - this section is to be completed if the contact person is not the applicant.

ANDREW	CASPAR
Given names	Surname
a.caspar@peregrine.com.au	(08) 8331 6856
Email	Phone

**Section 7 - builder's details**

This section must be completed by the applicant for Building and Development approval.

☐ Owner builder      OR      ☐ Builder

Name of builder (company)		Licence number
Postal address		Suburb
State	Post code	Email

**Section 8 - description of development and associated details**

Please describe the development (eg single storey detached dwelling, domestic garage, warehouse with office, tree removal).

AMENDMENT OF EXISTING DEVELOPMENT APPROVAL 211/395/2018 TO INCLUDE LAND AT 1A PARK STREET, GLANDORE, AND TO MAKE RESULTING CHANGES TO SITE LAYOUT. STAGING OF DEVELOPMENT.

Existing site use: OTR INTEGRATED SERVICE STATION COMPLEX (UNDER CONSTRUCTION) AND RESIDENCE

Does the proposal affect a regulated or significant tree? ☐ Yes ☒ No

Note: a regulated or significant tree may be on the adjoining land that may be affected (including damage to tree roots) by the proposed development. If unsure what a regulated or significant tree is, visit Council's website for more information.

Is there a brush fence within three metres of the proposed building work? ☐ Yes ☒ No

Are there any easements on the land? ☐ Yes ☒ No

**Section 9 - costing and floor area**

Council may require written justification to verify costs (this section must be completed).

\$ 100,000 (COST OF VARIATION TO EXISTING APPROVAL)	NO CHANGE TO FLOOR AREA	m <sup>2</sup>
Estimated total cost of works (excluding fitout)	Estimated floor area of work	

**Section 10 - building classification**

If unsure, contact Council on 8416 6333 or visit the Council office during business hours.

Current classification	Classification sought

If Class 5, 6, 7, 8, or 9, state number of employees: Male ..... Female.....

**Section 11 - declaration**

Council is required by the *Development Act 1993* to make Category 2 and 3 Developments available for public inspection and the public may obtain copies of this material for a fee. If you have concerns over the confidentiality or security content of such documents, you should discuss these with a member of Council's planning staff before lodging.

I declare that the information I have provided on this application form is correct to the best of my knowledge and give permission to make this information available for public inspection.

Signature  Date: 4 DECEMBER 2019

☐ Applicant ☐ Owner ☒ Authorised agent




# Powerline Clearance Declaration form

## Development Regulations 2008

**Civic Centre:** 165 Sir Donald Bradman Drive, Hilton SA 5033. **Office hours:** Mon - Fri 8.30am - 5pm.  
**Phone:** (08) 8416 6333. **Email:** development@wtcc.sa.gov.au. **Web:** westtorrens.sa.gov.au



<b>Date of Application:</b> 04 / 12 / 2019			
<b>Applicant:</b>	<b>Given Name:</b> PC INFRASTRUCTURE PTY LTD	<b>Family Name:</b>	
<b>Address:</b>	<b>Lot No:</b>	130-132 134-136	<b>Street:</b> ANZAC HIGHWAY
	<b>Suburb:</b> GLANDORE		<b>P/Code:</b> 5033
<b>Volume:</b> 6126 5094	<b>Folio:</b> 875 121	AND 1A PARK STREET GLANDORE 5037 (ALLOTMENT 2 ON DP 50453) being the land comprised in CT Volume 5631 Folio 598	
<b>Nature of proposed development:</b>			
AMENDMENT OF EXISTING DEVELOPMENT APPROVAL 211/395/2018 TO INCLUDE LAND AT 1A PARK STREET, GLANDORE, AND TO MAKE RESULTING CHANGES TO SITE LAYOUT			
<p>I <u>ANDREW CASPAR</u> being <del>the applicant</del> / a person acting on behalf of the applicant (delete the inapplicable statement) for the development described above declare that the proposed development will involve the construction of a building which would, if constructed in accordance with the plans submitted, not be contrary to the regulations prescribed for the purposes of section 86 of the <i>Electricity Act 1996</i>. I make this declaration under clause 2A(1) of Schedule 5 of the <i>Development Regulations 2008</i>.</p> <p><b>Date:</b> 04 / 12 / 2019</p> <p><b>Signature:</b> </p>			

Last updated 13 Sept 2017





Product Register Search (CT 5094/121)  
Date/Time 08/11/2019 11:05AM  
Customer Reference OTR Glandore  
Order ID 20191108003345

REAL PROPERTY ACT, 1986



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



## Certificate of Title - Volume 5094 Folio 121

Parent Title(s) CT 3695/112  
Creating Dealing(s) CONVERTED TITLE  
Title Issued 22/10/1992 Edition 7 Edition Issued 31/01/2012

## Estate Type

FEE SIMPLE

## Registered Proprietor

JASMIN SECURITY SERVICES PTY. LTD. (ACN: 061 501 899)  
OF 270 THE PARADE KENSINGTON PARK SA 5068

## Description of Land

ALLOTMENTS 22 AND 23 FILED PLAN 7190  
IN THE AREA NAMED GLANDORE  
HUNDRED OF ADELAIDE

## Easements

NIL

## Schedule of Dealings

Dealing Number	Description
11700143	MORTGAGE TO COMMONWEALTH BANK OF AUSTRALIA

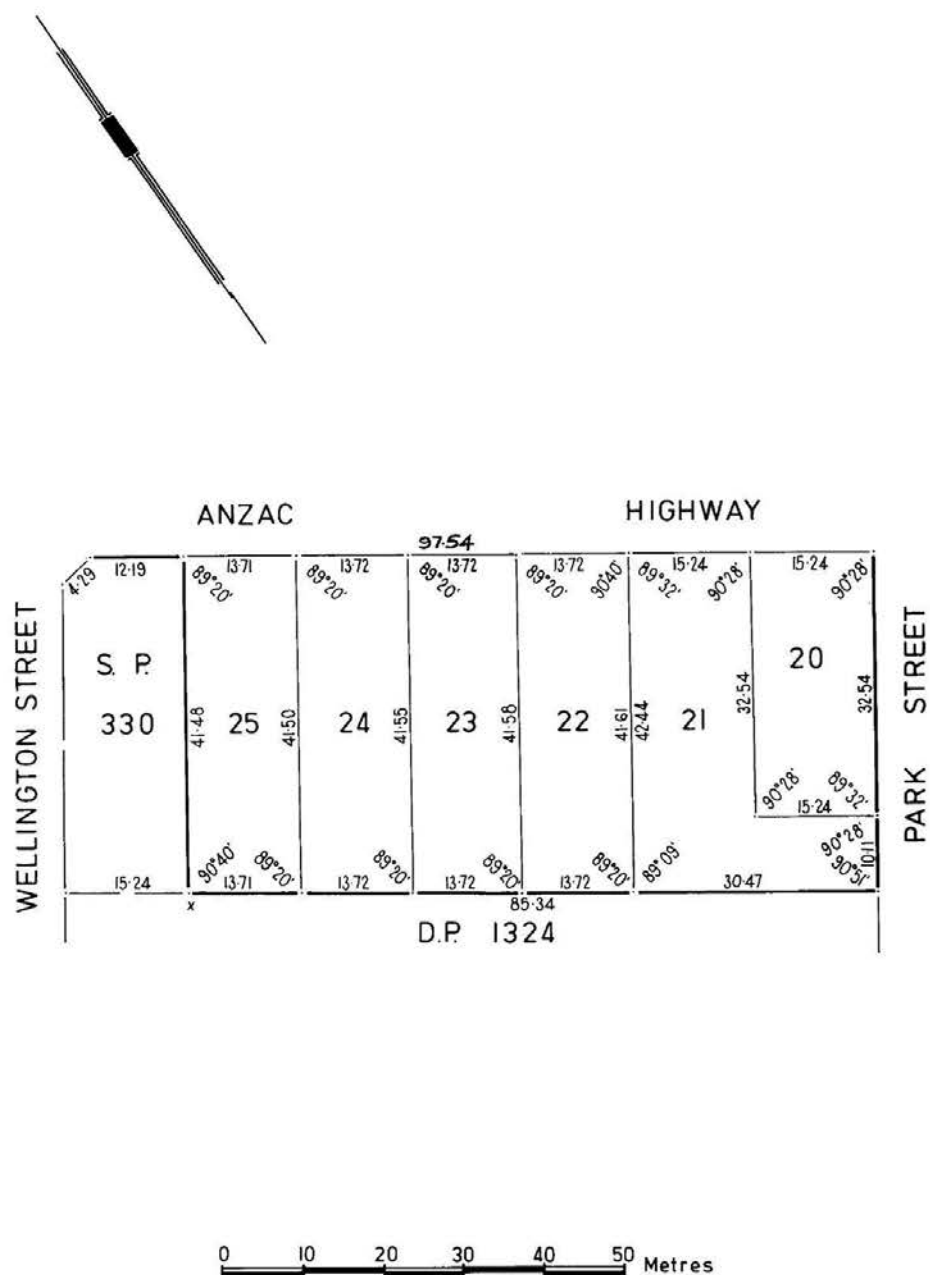
## Notations

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



Product  
Date/Time  
Customer Reference  
Order ID

Register Search (CT 5094/121)  
08/11/2019 11:05AM  
OTR Glandore  
20191108003345





Product	Register Search (CT 6126/875)
Date/Time	08/11/2019 11:00AM
Customer Reference	OTR Glandore
Order ID	20191108003231



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



## Certificate of Title - Volume 6126 Folio 875

Parent Title(s)	CT 5631/597			
Creating Dealing(s)	DDA 12041331			
Title Issued	12/12/2013	Edition 3	Edition Issued	27/09/2017

### Estate Type

FEE SIMPLE

### Registered Proprietor

OTR 182 PTY. LTD. (ACN: 601 401 370)  
OF 270 THE PARADE KENSINGTON PARK SA 5068

### Description of Land

ALLOTMENT 1 DEPOSITED PLAN 50453  
IN THE AREA NAMED GLANDORE  
HUNDRED OF ADELAIDE

### Easements

NIL

### Schedule of Dealings

Dealing Number	Description
12988695	MORTGAGE TO COMMONWEALTH BANK OF AUSTRALIA (ACN: 123 123 124)

### Notations

Dealings Affecting Title NIL

Priority Notices NIL

Notations on Plan NIL

### Registrar-General's Notes

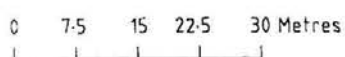
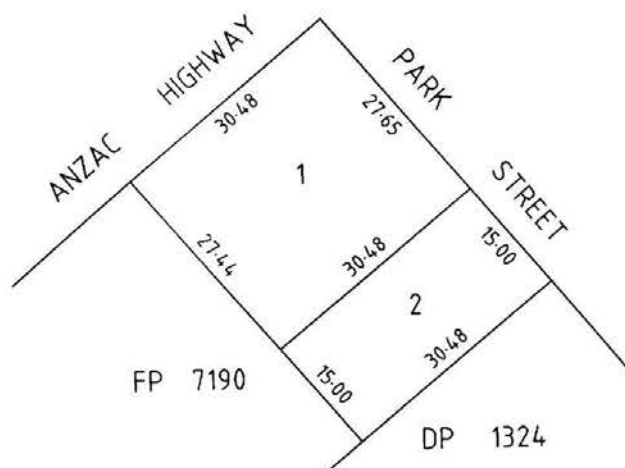
NEW EDITION CREATED DUE TO EXPIRATION OF LEASE

Administrative Interests NIL



**Product**  
**Date/Time**  
**Customer Reference**  
**Order ID**

Register Search (CT 6126/875)  
08/11/2019 11:00AM  
OTR Glandore  
20191108003231





Product	Register Search (CT 5631/598)
Date/Time	14/11/2019 10:26AM
Customer Reference	OTR Glandore
Order ID	20191114002775



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



## Certificate of Title - Volume 5631 Folio 598

Parent Title(s) CT 5098/339, CT 5098/340

Creating Dealing(s) RTC 8587510

Title Issued 03/03/1999 Edition 7 Edition Issued 13/05/2016

### Estate Type

FEE SIMPLE

### Registered Proprietor

STUART LEIGHTON WHITTAKER  
JUSZIE NATALIE WHITTAKER  
OF 1A PARK STREET GLANDORE SA 5037  
AS JOINT TENANTS

### Description of Land

ALLOTMENT 2 DEPOSITED PLAN 50453  
IN THE AREA NAMED GLANDORE  
HUNDRED OF ADELAIDE

### Easements

NIL

### Schedule of Dealings

Dealing Number	Description
12513242	MORTGAGE TO COMMONWEALTH BANK OF AUSTRALIA (ACN: 123 123 124)

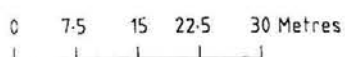
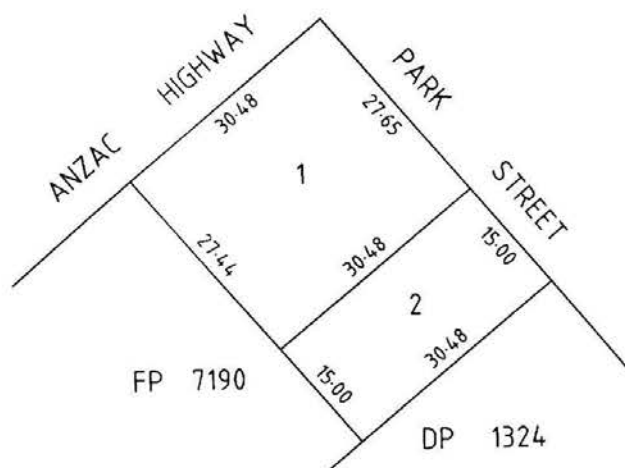
### Notations

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



**Product**  
**Date/Time**  
**Customer Reference**  
**Order ID**

Register Search (CT 5631/598)  
14/11/2019 10:26AM  
OTR Glandore  
20191114002775







4 December 2019

The Planning Team  
City of West Torrens

**BY EMAIL** – [development@wtcc.sa.gov.au](mailto:development@wtcc.sa.gov.au)

Dear Sir or Madam

**Development Approval 211/395/2018 – 130-132 and 134-136 Anzac Highway, Glandore  
5037**

**Application for variation**

I refer to development approval issued in respect of the above site on 3 October 2019.

Pursuant to section 39(6) of the *Development Act 1993*, application is hereby made to vary the development approval by:

1. Amending the Location of Proposed Development to include (in addition to the lots currently described) the land at 1A Park Street, Glandore (Allotment 2 on Deposited Plan 50453) being the land comprised in Certificate of Title volume 5631 Folio 598.
2. Changing the layout of the site by substituting for the plans and information referred to in Condition 2 the following updated plans and information accompanying this letter:
  - (a) Site Plan 14JN1220.2sk01 dated 2 December 2019 (including proposed boundary between Stage 1 and Stage 2)
  - (b) Elevation Plan 14JN1220.2sk02 dated 2 December 2019
  - (c) Elevation Plan 14JN1220.2sk03 dated 2 December 2019
  - (d) Elevation Plan 14JN1220.sk04 dated 2 December 2019 (including materials and finishes schedule)
3. Providing for staging of the proposed development (as amended) with Stage 1 being the work on the lots currently the subject of the Development Approval, and Stage 2 being the work on the land at 1A Park Street, Glandore.

The variation application comprises this letter and the following documents and supporting material which accompany it:

- Development Application Form
- Electricity Declaration Form.
- The updated Site Plan and Elevations referred to in Item 2, above.
- Copy Certificate of Title search for Certificates of Title Volume 6126 Folio 875, Volume 5094 Folio 121 and Volume 5631 Folio 598.

Updates to the Landscape Plan, the Traffic Management Plan, the Environmental Noise Assessment and the Stormwater Calculations and Plan referred to in Condition 2 of the current Development Approval are currently under preparation and will be provided in support of this application as soon as available.

Can you please provide us with a tax invoice in respect of this variation application and we will attend to prompt payment.

270 The Parade, Kensington Park, South Australia 5068 P.O. Box 322, Kensington Park, South Australia 5068  
Tel: 08 8333 9777 Fax: 08 8333 9788 E: [email@perecorp.com.au](mailto:email@perecorp.com.au)

**PRIVATE AND CONFIDENTIAL  
PEREGRINE CORPORATION**

2 of 5

4/12/2019

**SUMMARY OF SITE**

<b>Site Address</b>	<p>As proposed in this variation application, the site of the development will be 130-132 Anzac Highway, 134-136 Anzac Highway and 1A Park Street, Glandore 5037.</p> 
<b>Local Government</b>	City of West Torrens
<b>Development Plan</b>	West Torrens Council Development Plan (Consolidated 12 July 2018)
<b>Zoning</b>	 <p>The site is located within the Urban Corridor Zone and the Boulevard Policy Area 34 - Boulevard. To its south-east, the site is bounded by land in the Residential Zone and Policy Area 24 – Glandore Character.</p>



**PRIVATE AND CONFIDENTIAL**  
**PEREGRINE CORPORATION**

**3 of 5**

**4/12/2019**

<b>Subject land</b>	The subject land as proposed in this variation application will comprise the following sites:		
	<b>Address</b>	<b>Plan and Lot</b>	<b>CT Reference</b>
	130-132 Anzac Highway	Allotment 1 DP 50453	Volume 6126 Folio 875
	134-136 Anzac Highway	Allotment 22 FP 7190 Allotment 23 FP 7190	Volume 5094 Folio 121
	1A Park Street	Allotment 2 DP 50453	Volume 5631 Folio 598
<b>Existing Use</b>	The land at 1A Park Street is used as a dwelling pending settlement of its sale to a company associated with the applicant. Improvements previously located on the balance of the site have been demolished and the site is currently under development as an OTR integrated service station in accordance with DA 211/395/2018.		

**DESCRIPTION OF PROPOSED VARIATION**

The variation that is being sought comprises the following elements:

1. Change to description of location of development

Recent acquisition by the applicant of the land at 1A Park Street has provided the opportunity to consolidate that site with the other parts of the subject land and provide a larger, more regularly shaped site for the development of the approved OTR integrated service station.

2. Changes to site layout

As a result of the increase in the extent of the subject land, the existing dwelling located at 1A Park Street will be demolished and the following changes to site layout of the OTR integrated service station are proposed:

- A substantial increase in the number of car parking spaces (from 11 as currently approved to 21 under the proposed new site layout).
- Placement of the automatic car wash and associated plant, and the refuse enclosure, towards the rear (south-eastern) boundary of the site.
- The removal of built form and signage along the Park Street frontage of the site to create an open interface to the street.
- A substantial increase in the extent of landscaped space, including the provision of a continuous landscaped strip of approximately 2 metres wide and 30 metres long to the Park Street frontage of the site.

3. Staging of development

The approval of completion of the proposed development (as amended) in the following Stages:

- Stage 1 – those elements of the development on Allotment 1 DP 50453 and Allotments 22 and 23 on FP 7190 (at street addresses 130-132 and 134-136 Anzac Highway).
- Stage 2 – those elements of the development on Allotment 2 DP 50453 (at street address 1A Park Street).

Staging of the development in this manner will allow current works to continue within the boundary of defined Stage 1 while settlement of the sale of land, demolition and other preparatory work proceeds before the commencement of Stage 2.

**PRIVATE AND CONFIDENTIAL  
PEREGRINE CORPORATION****4 of 5****4/12/2019****ASSESSMENT AS VARIATION**

Under sub-section 39(6) of the *Development Act 1993*, a person may seek the variation of a development authorisation previously given under the Act. An application to which subsection (6) applies may only be made if the relevant authorisation is still operative, and to the extent of the proposed variation (and not so as to provide for consideration of other elements or aspects of the development or the authorisation) will be treated as a new application for development authorisation (sub-section 39(7)).

In *Holds & ors. v Port Adelaide Enfield & ors*, [2011] SASC 226, the Supreme Court considered that the first question to be addressed on an application to vary a development authorisation is “whether, as a matter of fact and degree, the development proposed by the application is a variation of the approved development or an application for approval of a different development”.

No change to the approved land use or the conditions applicable under the development plan consent is proposed as part of this variation application. The floor area of the control building (389m<sup>2</sup>) and the roof area of the fuel canopy remain unchanged. Changes to the arrangement of the on-site buildings and structures and other built form elements are a result of the re-arrangement of currently approved elements of the proposed development across the expanded site. There is no material variation in the nature or scale of the development that will be approved if the variation is approved, compared with the development as currently approved. In the circumstances, the proposed variation is properly submitted under sub-section 39(6) and assessed under sub-section 39(7).

**PLANNING ASSESSMENT**

This section assesses the proposed variation against relevant provisions of the West Torrens Council Development Plan (Consolidated 12 July 2018).

The subject land is within the Urban Corridor Zone. It is within the Boulevard Policy Area (Policy Area 34).

Relevant Development Plan provisions are:

**Urban Corridor Zone**

- A mix of land uses that enable people to work, shop and access a range of services close to home (Objective 3).
- Noise and air quality impacts mitigated through appropriate building design and orientation (Objective 7).
- A maximum building height of 3 storeys or 12.5 metres for allotments abutting the Residential Character Glandore Policy Area 24 (Principle of Development Control (PDC) 13).

**General Section (Interface between Land Uses)**

- Development should not detrimentally affect the amenity of the locality or cause unreasonable interference [including through] noise [and] traffic impacts (PDC 1).

The proposal to include the land at 1A Park Street in the site will result in that site being developed in accordance with relevant principles and objectives of the Urban Corridor Zone, to provide car wash services in a location which will be convenient and accessible to local residents.

The updated Environmental Noise Assessment and Traffic Compliance Statement which will be provided in support of this variation application will demonstrate that there will be no detrimental amenity impact on the locality or on any adjoining site from the inclusion of the land at 1A Park Street in the subject site.



**PRIVATE AND CONFIDENTIAL  
PEREGRINE CORPORATION****5 of 5****4/12/2019**

Changes to the layout of those parts of the site already forming part of the subject site do not represent any material change in the planning merits of the proposed development compared with what is approved under the current development approval.

**CONCLUSION**

The proposed variations to the existing approved development are not seriously at variance with the provisions of the West Torrens Council Development Plan. They will result in inclusion of the land at 1A Park Street as part of the OTR integrated service station complex which is already approved for the subject land under the current development approval.

Changes to the layout of the approved development, if the variation is approved, will not materially affect the planning merits of the approved development, but will result in an increased provision of car parking spaces, the removal of built form from the Park Street frontage of the site, and the provision of a continuous landscaped strip along that frontage, representing a substantial increase in the extent of landscaped space provided as part of the approved development.

We trust that the information provided in this letter will assist in assessment of the proposed variation. If you require any further information, please do not hesitate to contact me on (08) 8331 6856 or by email at [a.caspar@peregrine.com.au](mailto:a.caspar@peregrine.com.au).

Yours sincerely



**Andrew Caspar**  
Senior Town Planner  
Peregrine Corporation



17 January 2020

Mr. Phil Smith  
Senior Development Officer - Planning  
City of West Torrens

BY HAND DELIVERY

Copy by email – [psmith@wtcc.sa.gov.au](mailto:psmith@wtcc.sa.gov.au)

Dear Phil,

**Application for Development Plan Consent 211/395/2018/B – 130-132 & 134-136 Anzac Highway and 1A Park Street, Glandore SA 5037**

The following correspondence relates to the proposed change in land size and site layout, relocation of car wash and refuse area, demolition of existing dwelling, and staging of development for the integrated service station approved and currently under construction at the above site.

City of West Torrens correspondence dated 9 January 2020 requested further clarification of several issues following a review of application documents submitted by the applicant in support of the development.

A response to each issue is provided below.

Council's letter indicates that the proposal is unlikely to be supported. For reasons outlined in this letter, we strongly believe that the proposal will have no unacceptable impacts on any adjoining property or on the locality. We have sought the opportunity to meet with Council officers at the earliest opportunity and at that meeting will further elaborate on this response to assist Council in its further assessment of this application.

**Impact on adjacent property at 1 Park Street**

A Location Plan which depicts the position of the proposed car wash relative to the adjoining dwelling has been prepared by ADS Architects and accompanies this letter. The Location Plan demonstrates that the proposed car wash is sited well forward of the private open space of the adjoining dwelling at 1 Park Street.

The car wash aligns in part with the garage structure of 1 Park Street which is constructed abutting the common boundary, and in part with the driveway of 1 Park Street. Observed from the street, the boundary wall of the garage structure of 1 Park Street appears to be a solid brick wall to the whole length of the garage. The solid brick wall therefore extends along the common boundary as far as the rearward extent of the car wash building.



**PEREGRINE CORPORATION****2 of 4****17/01/2020**

1 Park Street has no north facing windows that are forward of the existing garage. The remainder of the common boundary that is occupied by the car wash corresponds to the extent of the existing garage. It follows that no north-facing windows of 1 Park Street align with the location of the proposed car wash.

Figures 1 & 2 below indicate that the garage of the dwelling at 1A Park Street (which is to be demolished to make way for the proposed car wash) has been constructed on the boundary with 1 Park Street. The existing garage is sited in approximately the same position as the proposed car wash. Furthermore, Figure 2 demonstrates that a portion of the dwelling to be demolished at 1A Park Street aligns with the rear yard of the dwelling at 1 Park Street. It is also clear that the eaves of the dwelling at 1A Park Street abut the common boundary.

Along the common boundary, the acoustic fence and car wash structure, at 3 metres in height, are no higher than the existing dwelling which currently abuts that boundary. While the car wash structure reaches a maximum height of 4.2 metres, it will at that point be sited approximately 2.5 metres off the boundary in a manner which complies with the interface height provisions as outlined in Urban Corridor Zone PDC 15.

The proposed lineal extent and height of structures along the common boundary correspond materially with the location and height of existing built form along that boundary. There will be no additional visual, overshadowing or amenity impact on the private open space or on the north-facing windows (if any) of 1 Park Street beyond those generated by the existing dwelling.



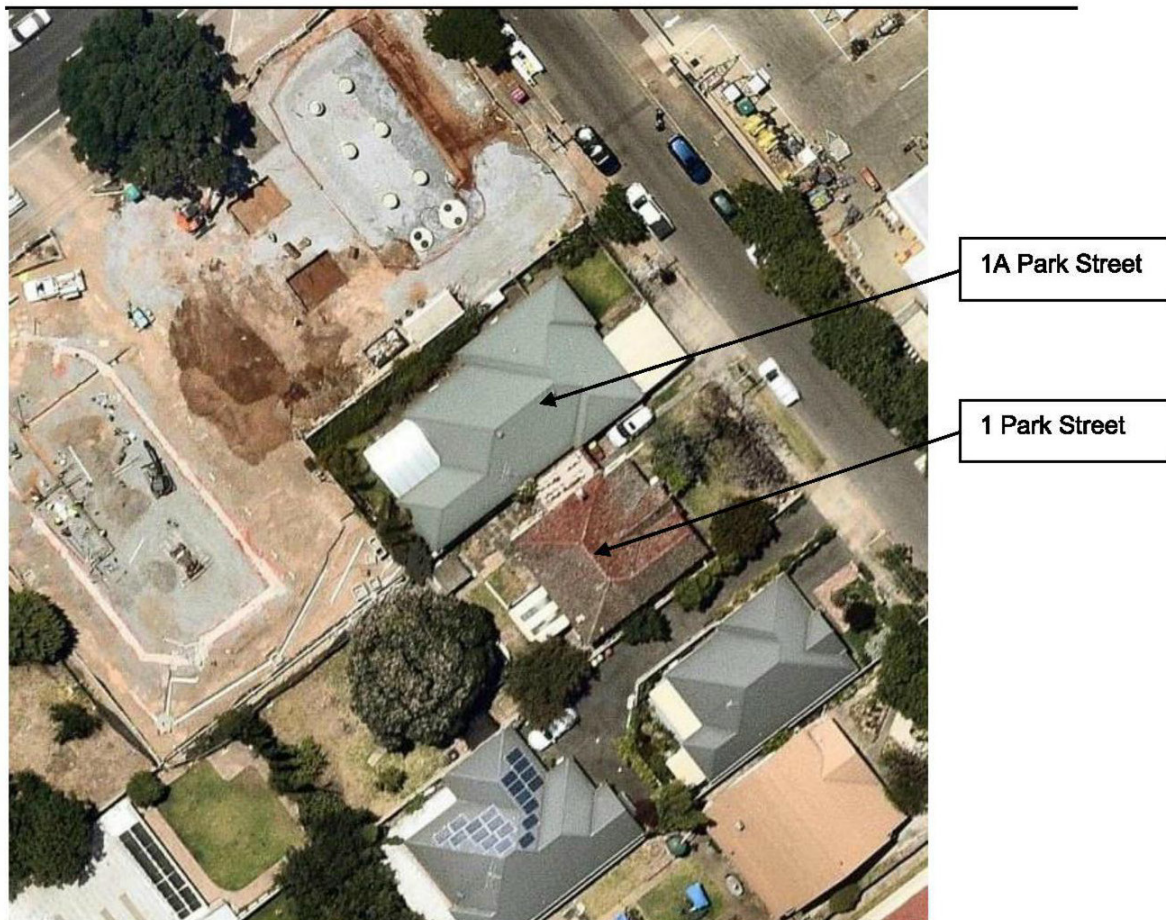
**Figure 1:** 1A Park Street (to be demolished) constructed on the common boundary



PEREGRINE CORPORATION

3 of 4

17/01/2020



**Figure 2:** 1A Park street constructed on the boundary abutting 1 Park Street

In regard to noise generated by the car wash, the Sonus report provided in support of the proposed development concluded the predicted noise levels will achieve the relevant requirements of the EPA Noise Policy (2007), subject to the adoption of specific site management and acoustic treatments.

Accordingly, the applicant maintains that the car wash, in the location proposed, will not have any unreasonable impact on the adjoining dwelling.

#### **Traffic impacts to Park Street**

GTA Consultants have been engaged to address concerns raised by Council's Traffic Engineer regarding the proposed vehicle exit point to Park Street from the main service station area. A copy of the response is attached with this correspondence. Council's concerns can be summarised as the following:

- *Potential traffic impacts to Park Street and the adjacent residential area to the south from existing traffic using the local streets; and*
- *Potential increase in traffic from the main service station area using Park Street to cross the 3 lanes of Anzac Highway to use the U-turn opening (required to be modified by DPTI).*

The GTA correspondence concludes the egress onto Park Street is not considered to have a detectable impact on road safety or efficient of the surround road network for the following reasons:

**PEREGRINE CORPORATION****4 of 4****17/01/2020**

- Less than 10% of the site traffic is expected to use the local road network;
- The western U-turn lane would present a more appealing option to motorists wishing to U-turn since the distance from the site would allow easier transition across Anzac Highway and therefore result in less delay; and
- The volume of traffic wishing to perform a U-turn will be very low in comparison to the volume of passing trade.

**Location of refuse area**

The location of the refuse area is controlled by vehicle circulation requirements, in particular those of the 10 metre refuse truck.

The removal of both the car wash and refuse area from their previously approved location has facilitated the opportunity for a meaningful landscaped strip along the entire length of the Park Street frontage of the site, which in the applicant's opinion will result in an important to the visual amenity of the locality.

The relocation of the refuse area to the south eastern boundary of the subject land will not have an unreasonable impact on the amenity of the adjoining dwelling through odour for the following reasons:

- Waste will be collected from the site on a daily basis by an accredited waste management contractor to minimise the chance of odour generation;
- The Waste Management Contractors are required to comply with collection schedules and are provided with a detailed site brief that details the approved collection times for each site;
- Stock is increasingly delivered to site from the OTR Distribution Centre on a single pick basis and delivered in reusable food grade containers, which will further minimise the amount of waste generated at a site level;
- OTR Convenience Supermarkets generate waste predominately taking the form of packaging and expired stock;
- General waste is generated in the form of consumer waste such as cups and packaging, coffee grounds; unsold prepared food items and other general waste; and
- The applicant has a Waste Management Plan (WMP) which address the management of waste generated during operation of an OTR site. The document is used as a basis for managing waste as well as mitigating and monitoring the environmental impacts associated with the operation OTR sites. This WMP will form the basis for waste management at OTR Glandore.

We trust that the information provided above will assist Council in completing its assessment of the proposed development. Please let me know if there is any further information we can provide.

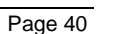
Should Council require any further details or clarification please contact the undersigned by phone on 0431 294 012.

Yours faithfully

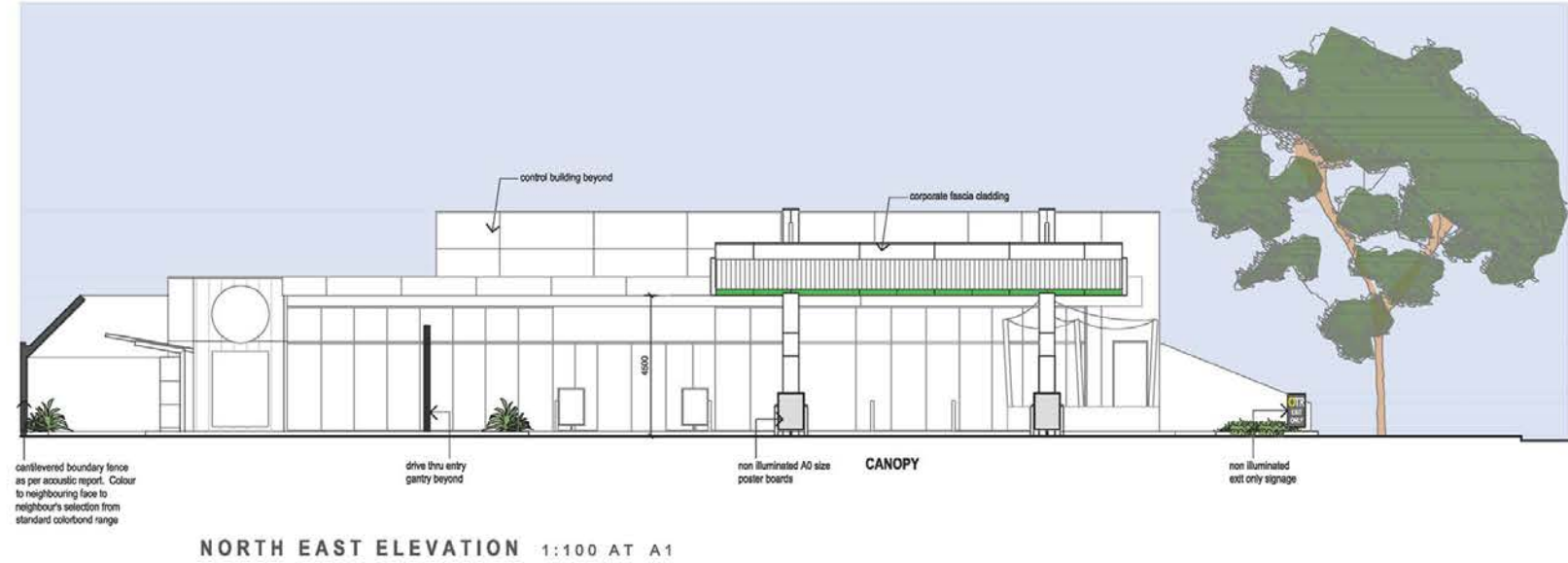


**Tim Beazley MPIA**  
Consultant Planner  
Peregrine Corporation









materials and finishes

- control building**
- walls precast and fibre cement sheet painted white (BP White), black and yellow (Dulux Sulphur) face brickwork, PGH Sandstocks 'Wiseman'
  - shopfront clear glass in black aluminium frame with feature black coloured fibre cement sheet infill over
  - fascias fibre cement sheet painted grey, lime and black
  - soffits fibre cement sheet painted white (BPWhite)
  - roof zinalume roof sheet
  - canopy**
  - columns white aluminium composite material (Alucobond White 16) with light grey caulking
  - fascias white aluminium composite material (Alucobond White 16) with light grey caulking. Applied BP Green corporate livery
  - soffit white colorbond sheeting (colorbond Surfmist)
  - automatic car wash**
  - walls precast panted white (BP White)
  - fascias fibre cement sheet painted yellow (Solver Lemon Chrome)
  - shopfront clear glass in natural anodised aluminum frame
  - soffit white colorbond sheeting (colorbond Surfmist)
  - roof zinalume roof sheet
  - plant room**
  - walls precast painted white
  - roof zinalume roof sheet
  - fence**
  - site face off white colorbond sheet (colorbond Surfmist). Neighbour face to owner's selection from standard colorbond range
  - pavements**
  - generally concrete - black control building perimeter - clay brick pavers (Littlehampton Mahogany)

OTR GLANDORE  
132-136 Anzac Highway Glandore

Date: 16/03/20  
14JN1220.2sk04b

PLANNING APPLICATION

0 1 2 5 10m  
Scale: 1:100 at A1  
figured dimensions are approximate

ADS Architects  
93 Gilles Street Adelaide 5000 T:82232244



**OTR GLANDORE**  
132-136 Anzac Highway Glandore

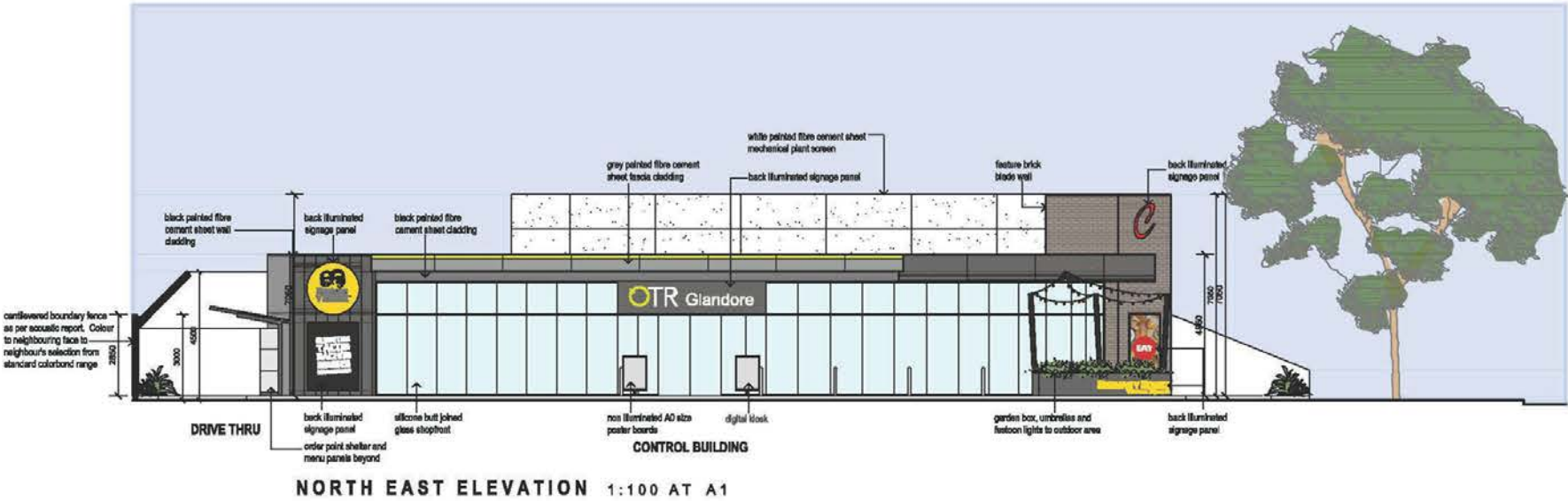
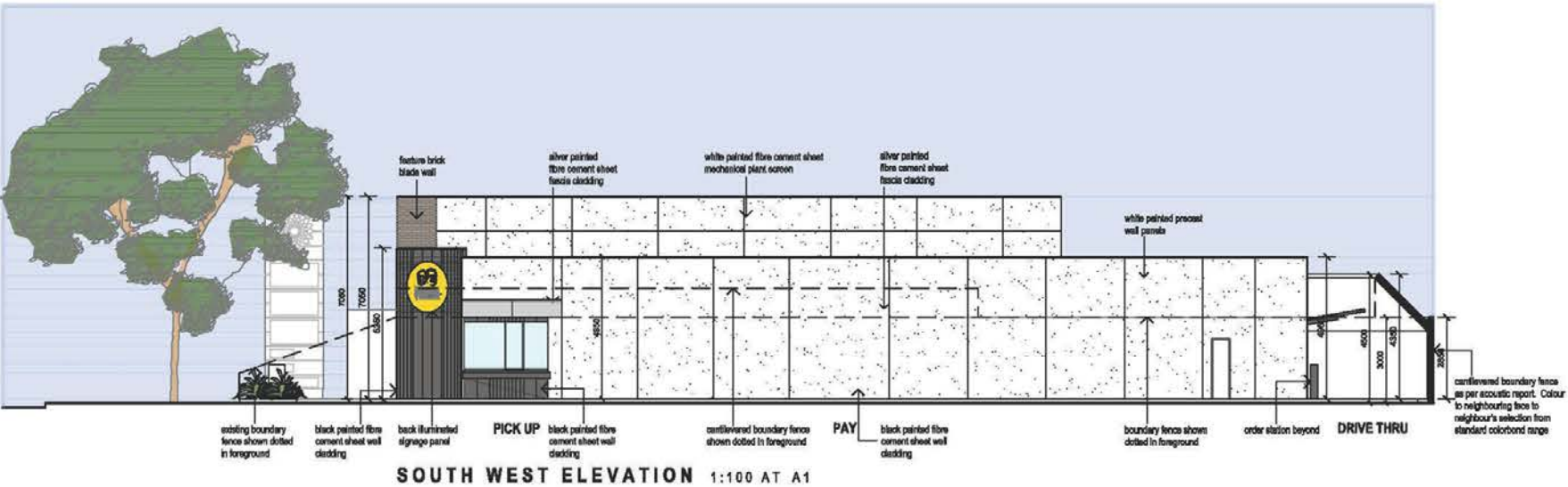
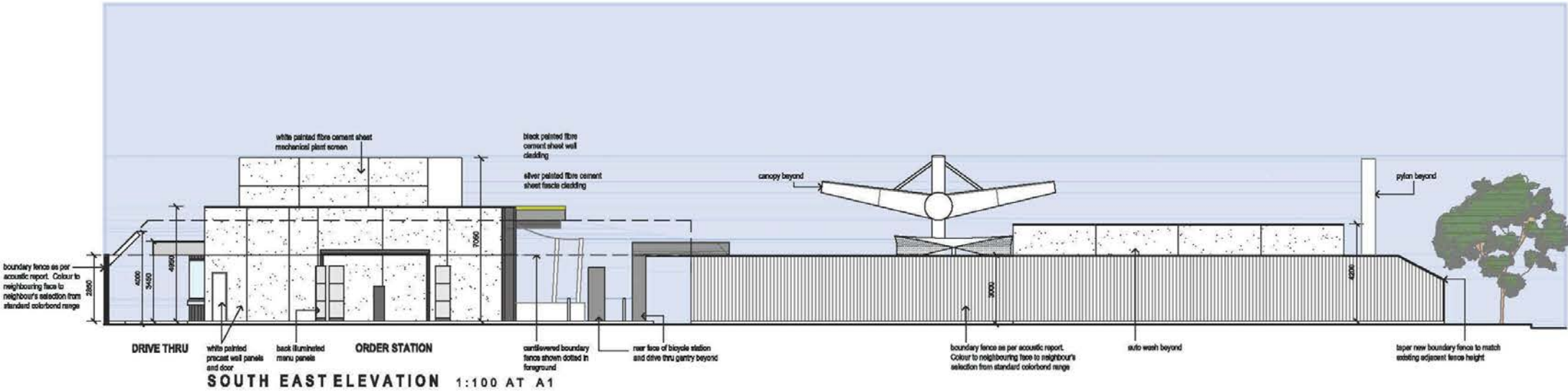
PLANNING APPLICATION

Date: 13/03/20  
14JN1220.2sk02b

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Scale 1:100 at A1  
figured dimensions are approximate

**ADS Architects**  
93 Gilles Street Adelaide 5000 T:82232244





**OTR GLANDORE**  
132-136 Anzac Highway Glandore

PLANNING APPLICATION

Date: 28/01/20  
14JN1220.2ak03a

0 1 2 5 10m  
Scale 1:100 at A1 figured dimensions are approximate

**ADS Architects**  
93 Gilles Street Adelaide 5000 T:82232244



## Proposed OTR Integrated Service Station Site Traffic Compliance Statement

<b>Site:</b> OTR Glandore	<b>GTA Reference:</b> S117779	<b>Date Issued:</b> 17 December 2019
---------------------------	-------------------------------	--------------------------------------

### Site Layout

<b>Location</b>	132-136 Anzac Highway, Glandore
<b>Description of Subject Site</b>	<ul style="list-style-type: none"> <li>2,458 sq.m Total Site Area</li> <li>389 sq.m Total Floor Area</li> <li>6 fuelling points in Domino layout</li> <li>Air and water facilities</li> <li>Quick Service Restaurant with drive thru facilities</li> <li>Automatic car wash</li> </ul>
<b>Relevant Documents (attached)</b>	<ul style="list-style-type: none"> <li>ADS Drawing 14JN1220.2sk01a, dated 18/12/19</li> <li>GTA Sketch S117779-AT22 to S1177790-AT27, dated 18/12/19</li> </ul>

### Technical Layout Review

This review should be read in conjunction with the GTA 'Generic Parking and Traffic Updated Traffic Management Report', Issue 3, dated 29/11/2017.

Parking Provision	Applicable Rates	Required Spaces	Provided Spaces	Complies
Proposed layout provides adequate parking in accordance with the 'Generic Parking and Traffic Updated Traffic Management Report', Issue 3, dated 29/11/2017?	2.5/100sq.m (with drive-thru facilities)	9	18	✓
	3.3/100sq.m (without drive-thru facilities)	N.A	N.A	N.A
<b>Additional Comments:</b>				

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Parking Layout		Parking Space	Typical Dimensions		Complies
Proposed car parking layout conforms with Australian Standard/New Zealand Standard for Off Street Car parking (AS/NZS2890.1:2004 and AS/NZS2890.6:2009)?		Parking	2.6m wide, 4.8m long (with 600mm overhang), set within a minimum 6.6m wide aisle.		✓
		Disability Parking and Shared Space	2.4m wide, 4.8m long (with 600mm overhang), set within a minimum 6.6m wide aisle.		✓
Additional Comments:					
Access Points		Comments			Complies
The proposed access arrangements comply with Figure 3.1 in AS/NZS2890.1:2004?		Anzac Highway ingress is located approximately 6.0m from tangent point at the intersection with Park Street.  The new exit crossovers on to Park Street from the forecourt and car wash are approximately 17.3m and 31.5m respectively from the tangent point at the intersection with Anzac Highway.			✓
Additional Comments:					
Queuing		Fuelling Layout	Required Queue Space	Provided Queue Space	Complies
Proposed fuelling layout provides sufficient queue spaces as per the 'Generic Parking and Traffic Updated Traffic Management Report', Issue 3, dated 29/11/2017?		Starter Gate	1	N.A	N.A
		Domino	2	2	✓
Additional Comments:		The fuel bowzers are positioned perpendicular to Anzac Highway, with a single bowser located closest to Anzac Highway and tandem bowzers adjacent the automatic wash. A minimum of 13.0 metres is available from single bowser to end of parking spaces and a minimum of 9.0 metres is available from the tandem bowzers, allowing additional space for vehicles to pass to queue behind other bowzers.			

Turn Paths	Vehicle	Design Vehicle	Complies
Design vehicles able to traverse through the proposed layout?  Swept paths of the heavy vehicles are enclosed at the end of the checklist	Fuel Delivery	10.2m Rigid Vehicle	N.A
		13.9m Semi-Trailer	✓
		26.0m B Double	N.A
	Waste Collection	10.0m Refuse Vehicle	✓
		8.8m MRV	N.A
	Deliveries	12.5m HRV	N.A
		8.8m MRV	✓
	Drive Thru	B99 Light Vehicle	✓
	Car Wash	B99 Light Vehicle	✓

**Additional Comments:** Deliveries are expected to be conducted by vehicles up to an 8.8m MRV, traversing the site in a similar manner to either the 10.2m Fuel Delivery or the refuse swept path.

Traffic Generation	Traffic Generator	Applicable Rate (per hr)	Traffic Generation (trips per hr)
What is the expected traffic generation of the proposed development?	Control Building/Bowsers	0.6 trips × Total Floor Area (sq.m)	233
	Drive-Thru	120 trips	120
	<b>Total PM Peak Period</b>		<b>353</b>

**Additional Comments:**

The subject site is positioned with no access to/from the north/eastbound carriageway on Anzac Highway. It is anticipated that due to the access arrangements, the site will achieve no more than 75% of the above traffic generation.

It is noted that if the proposed drive-thru is not a Hungry Jacks, the traffic generated by the drive-thru will be much lower than the rate specified above.

It is also noted that the existing use on part of the subject site is for an existing OTR drive-thru facility providing no fuelling facilities.

Based on traffic studies at other OTR sites, traffic entering Park Street is not expected to exceed 10% of the total trips for the site. Typically, the only traffic exiting the site via Park Street will be vehicles using the auto car wash and local residential traffic. Due to the nature of traffic being passing trade, most traffic will use the Anzac Highway access.

Traffic Impact	Traffic Impact
<p>What is the expected traffic impact that the traffic generated by the proposed development will have on the surrounding road network?</p>	<p>Petrol stations are typically located to capture passing trade based on a convenient location and access arrangement.</p> <p>Due to the location of the proposed development on the south/westbound carriageway of Anzac Highway, it is expected that a high proportion of the traffic generated by the subject site will be passing trade already present on Anzac Highway.</p> <p>As mentioned above, given the access arrangements of the subject site, it is expected that the traffic generation of the subject site is not to achieve more than 75% of the trips outlined above.</p> <p>It is anticipated that the car wash facilities will operate ancillary to the petrol station, and that the traffic utilising the wash will not have an adverse effect on Park Street.</p> <p>Traffic exiting the site onto Park Street from the forecourt is not expected to be more than 10% of the total site traffic and is likely to be far less. Traffic exiting onto Park Street will primarily be passing trade residential traffic from the local area.</p> <p>Given the expected high proportion of passing trade, the proposed development is not anticipated to have an adverse impact on the safety or operation of the adjacent road network and traffic volumes on the adjacent local road network are expected to remain within typical thresholds for a local residential street.</p>
Additional Comments:	

## DPTI Comments and Response

- The proposed south-western (exit) crossover will be opposite a median opening on Anzac Highway that facilitates U-turn movements. Would need to modify the U-turn layout to prevent right turn out movements.*

The revised layout outlines the required modifications to the existing u-turn facility to prevent vehicles from undertaking right turn movements when exiting the subject site.

- The proposed exit from the drive-through should be located further into the site and join with the proposed exit point for the service station so that drivers are exiting at an appropriate angle. This may require modification to the control building.*

The revised layout allows for a vehicle using the drive-thru to exit the site at a 70 degree angle, see GTA Sketch S117779-AT03.

- The carpark space in the north-eastern corner should be deleted as it will be very difficult to get into from Anzac Highway*

The revised layout has been modified to provide additional clearance for the parking space in question.

## TRAFFIC COMPLIANCE STATEMENT CERTIFICATION

It is hereby certified that the proposed development described in this document and shown on the attached drawings is in accordance with the "On the Run" Service Stations Generic Parking and Traffic – Updated Traffic Management Report (updated July 2017) with regards to the parking and traffic operation specified.

The proposed development has been designed with consideration of Austroads Guidelines and Australian Standards, and Traffic Code applicable to the design of traffic management and parking in South Australia.

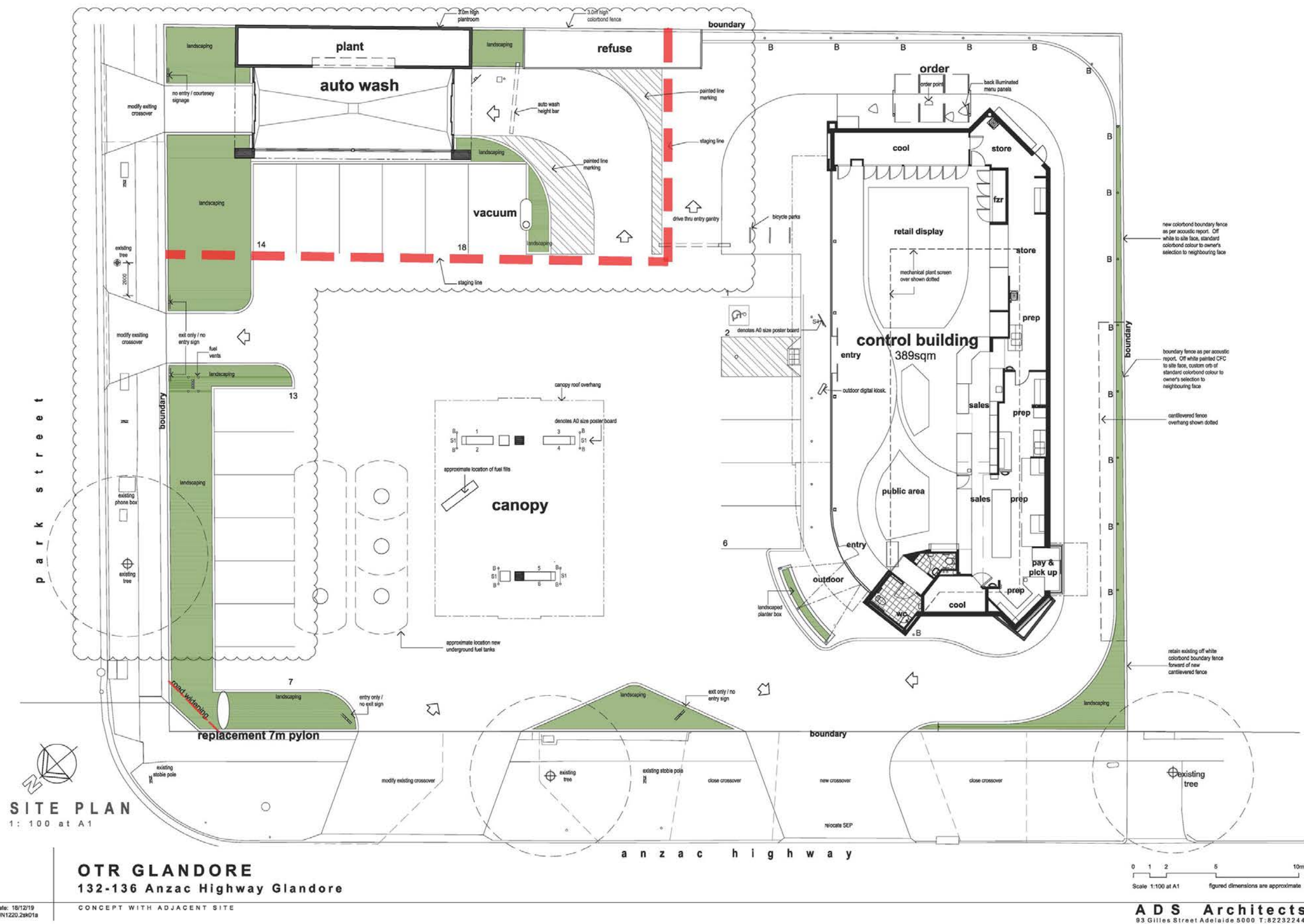
GTA verifies that the detailed design will be able to meet the requirements of the relevant guidelines, standards and code.

### GTA CONSULTANTS

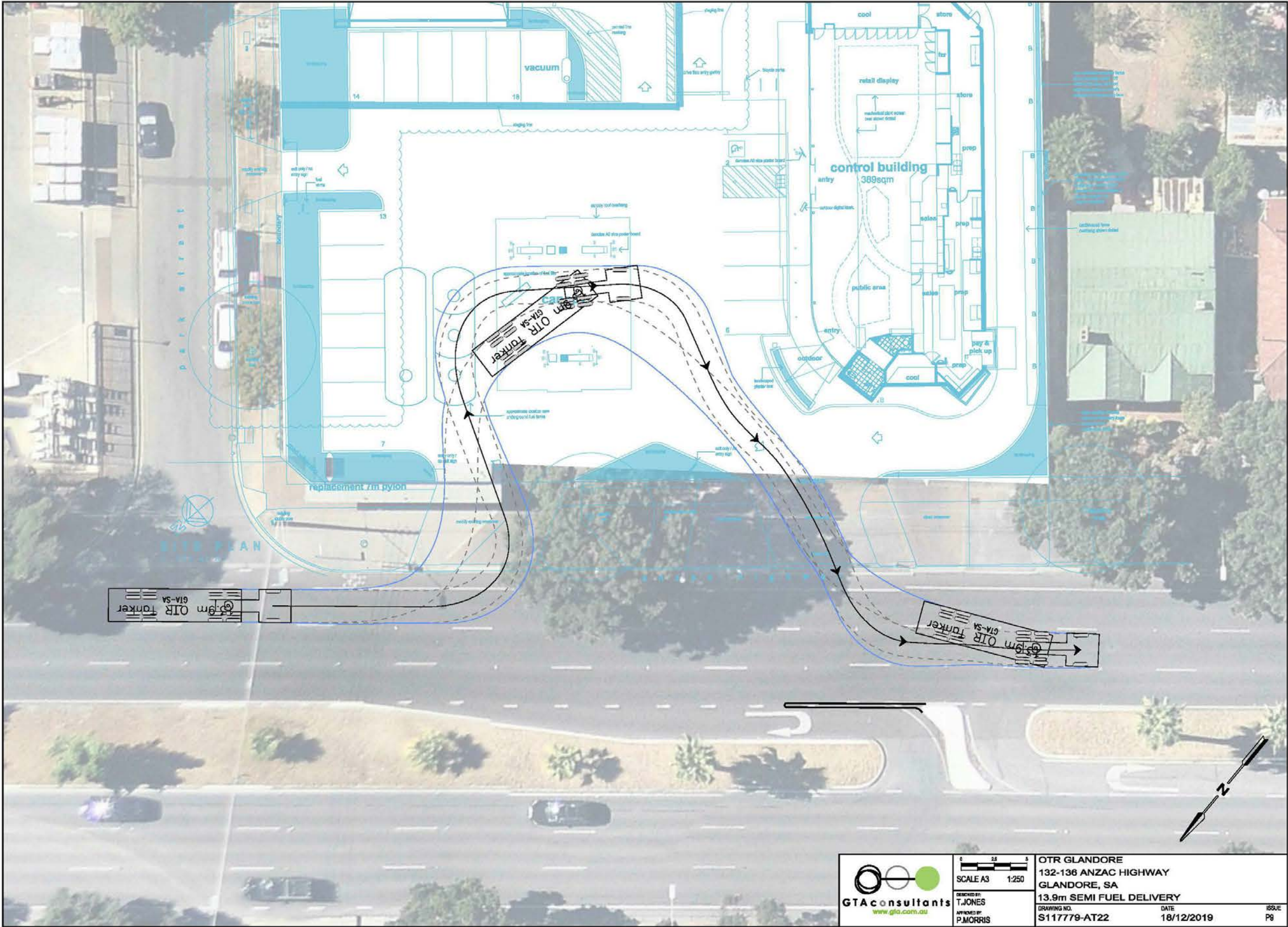


Ian Bishop  
Senior Transport Engineer  
MEng (Hons) MIEAust MAITPM

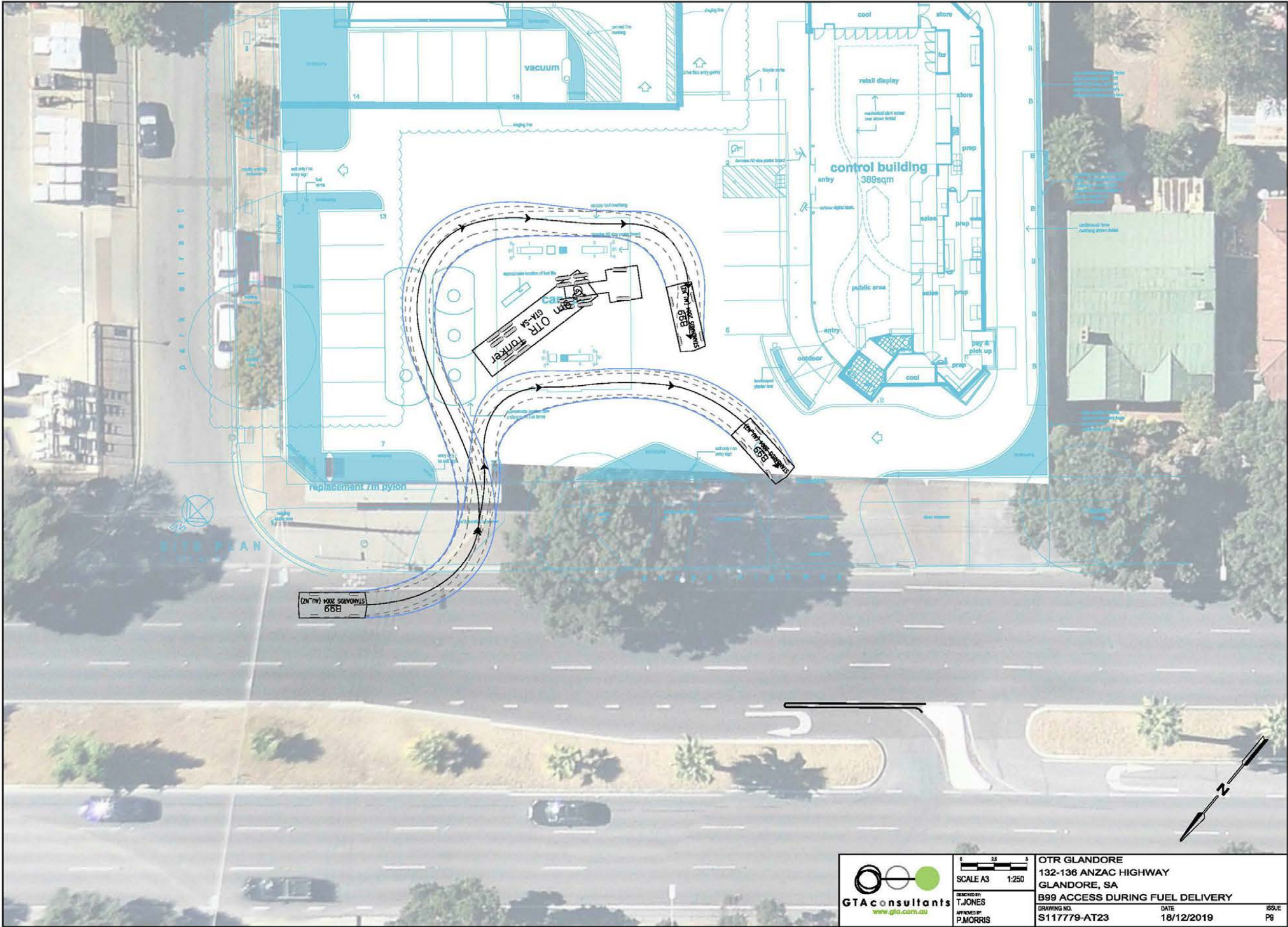




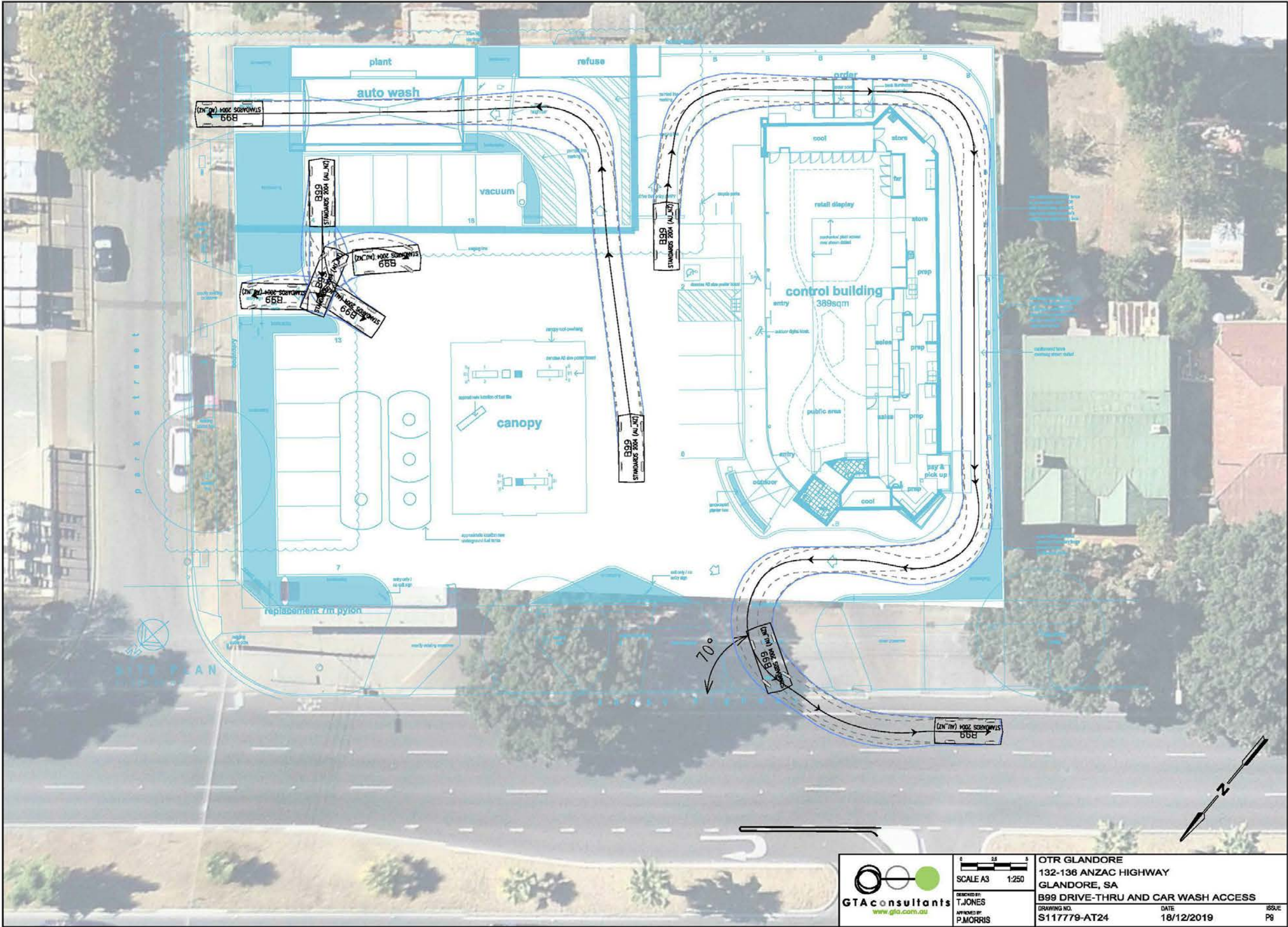




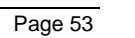




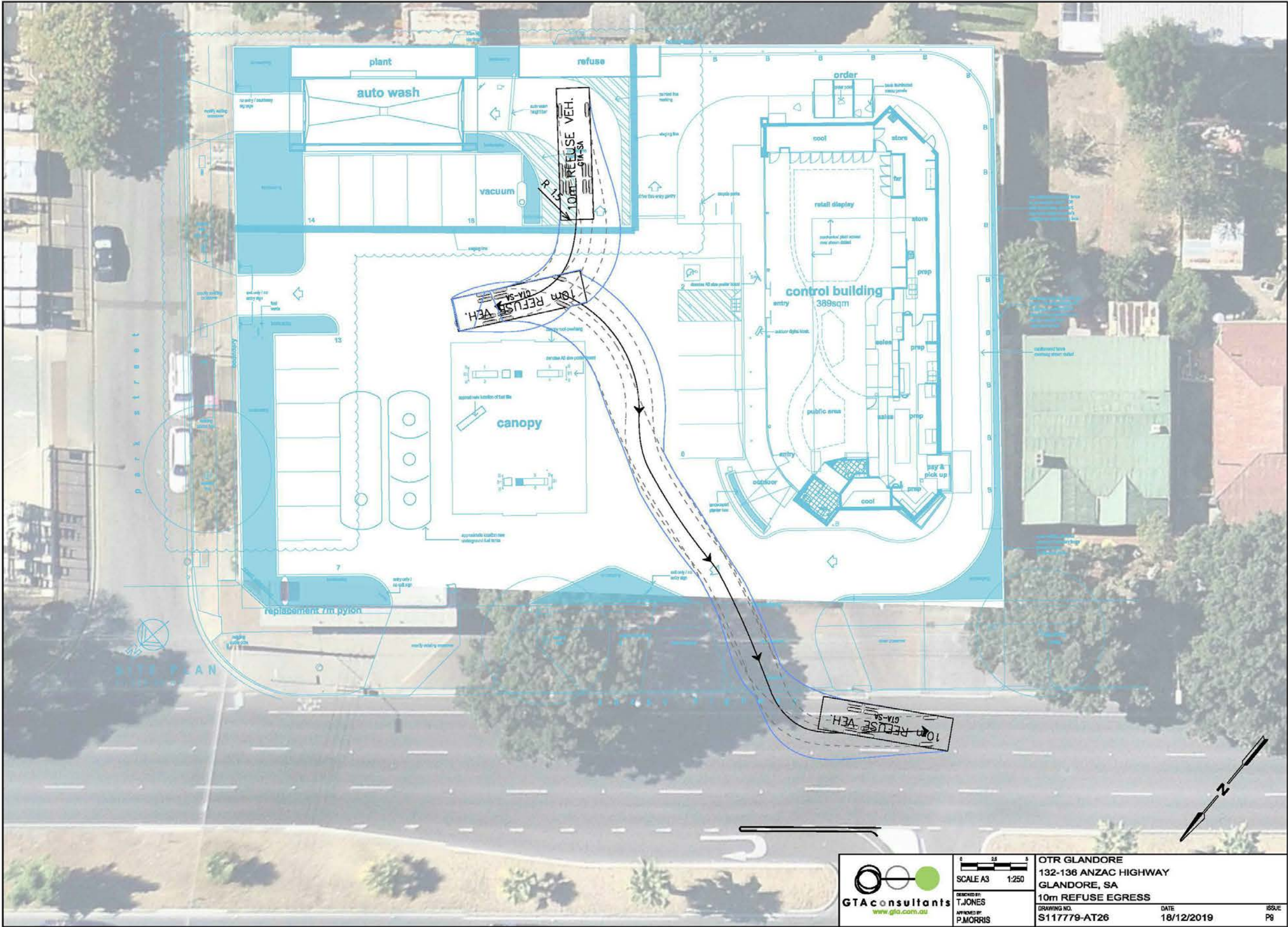




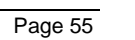
















REF: S117779

DATE: 16 January 2020

Peregrine Corporation

270 The Parade, Kensington Park

SA 5068

Attention: Mr. Andrew Caspar (Senior Town Planner)

Dear Andrew,

**RE: OTR GLANDORE – RESPONSE TO COUNCIL ASSESSMENT OF PROPOSED PARK ST  
EGRESS**

I refer to our recent correspondence and telephone phone conversation regarding the comments received from City of West Torrens regarding the proposed revision to the OTR Glandore development consent to provide an egress onto Park Street from the forecourt of the site and would respond as follows.

***City of West Torrens Comments***

*The current approval does not have a vehicular access to Park Street other than for the auto wash facility. The auto wash facility is a low trip generator. Due to DPTI requirements, the u-turn median opening opposite the Anzac Highway exit point of the development is to be modified to prevent exit vehicles from crossing over 3 lanes of traffic to perform a u-turn (considered to be an unsafe manoeuvre).*

*The revised proposal seeks an exit point to Park Street from the main service station area. There are 2 concerns arising from such a proposal:*

*Potential traffic impact to Park Street and the adjacent residential area to the south from exiting traffic using the local streets.*

*Potential increase in traffic from the main service station area using Park Street to cross the 3 lanes of Anzac Highway to use the u-turn opening (required to be modified by DPTI).*

*It noted that there is another u-turn median opening located less than 100m to the west of the subject site on Anzac Highway that is available, if users of the subject site wish to travel in the opposite direction on Anzac Highway after refuelling.*

*Given the above concerns, the proposed exit point to Park Street from the main service station area is not supported.*

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## GTA Response

As outlined in GTA's Traffic Compliance Statement dated 20 December 2019, service stations by nature of their function and location aim to target passing trade and in the case of OTR Glandore, most of the trips to and from the site will be in the form of passing trade that already exists on the network travelling on Anzac Highway.

Based on experience at other sites, GTA expects no more than 10% of the development traffic to use the local road network. Typically, the only traffic using the local streets originate from the surrounding residential areas. For instance, traffic surveys completed at OTR Thorngate on Main North Road and outlined in the 'Generic Parking and Traffic Updated Traffic Management Report' Issue 3 dated 29/11/2017 showed that none of the traffic recorded during the survey period utilised the surrounding local streets.

The assumption that no more than 10% of development traffic will use the surrounding local road network has been accepted by the Environment, Resources and Development (ERD) Court in consideration of other metro petrol station sites.

Based on a maximum assumption of 10% distribution of traffic using the local network, no more than 18 vehicles per hour would be expected to use the local network during the peak period. In reality the volume is likely to be far lower since the traffic using the local network originate from the surrounding area and already be present on the network. It should be noted that some traffic using the side street will be local traffic accessing the service station.

Since the nature of the site traffic is primarily in the form of passing trade, it is not envisaged that many vehicles will U-turn to head in the opposite direction. The only traffic likely to do this would originate from surrounding residential streets on the opposite side of Anzac Highway or from the northern side of South Road.

The concern regarding traffic turning from Park Street across three lanes of traffic on Anzac Highway to enter the U-turn lane pertains to an existing situation which is applicable local residential traffic. It is anticipated that the volume of residential traffic opting to use the U-turn facilities along this section of Anzac Highway would be higher than the volume of development traffic that would perform a U-turn after departing the site. Notwithstanding, during the PM peak, the traffic volume on Anzac Highway would likely deter development traffic from attempting to exit via Park Street and perform a U-turn, since the gaps in traffic on Anzac Highway would result in a lengthy delay turning out from Park Street.

As Council has identified, there is a U-turn lane approximately 100 metres west of the U-turn lane adjacent to the site. This would provide an easier manoeuvre for traffic exiting the site since the traffic can turn left onto the nearside lane on Anzac Highway and transition across the lanes in stages if required, to enter the U-turn lane.

Based on the above, the egress onto Park Street is not considered to have a detectable impact on road safety or efficiency of the surrounding road network for the following reasons:

- Less than 10% of the site traffic is expected to use the local road network.
- The western U-turn lane would present a more appealing option to motorists wishing to U-turn since the distance from the site would allow easier transition across Anzac Highway and therefore result in less delay.
- The volume of traffic wishing to perform a U-turn will be very low in comparison to the volume of passing trade.

I trust this clarifies the traffic concerns in relation to the Park Street egress, however, should you have any questions or require any further information, please do not hesitate to contact me on (08) 8334 3600.

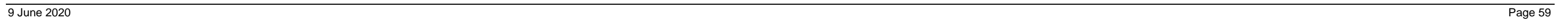
Yours sincerely



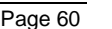
**Ian Bishop**

**Senior Transport Engineer**









# OTR Glandore

## Environmental Noise Assessment

S5594C5

December 2019

# sonus.

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**OTR Glandore  
Environmental Noise Assessment  
S5594C5  
December 2019**

**sonus.**

**Document Title** : OTR Glandore  
Environmental Noise Assessment

**Document Reference** : S5594C5

**Date** : December 2019

**Prepared By** : Jason Turner, MAAS

**Reviewed By** : Chris Turnbull, MAAS

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**OTR Glandore  
Environmental Noise Assessment  
S5594C5  
December 2019**

**sonus.**

## **INTRODUCTION**

An environmental noise assessment has been made of the proposed integrated service facility at 132-136 Anzac Highway, Glandore.

The proposed development consists of a petrol filling forecourt, a control building, an automatic car wash, vacuum bays and a drive through. The assessment considers noise levels at these noise sensitive locations from activity at the proposed facility, including;

- On-site vehicle movements;
- General car park activity;
- Drive through activity;
- Rubbish collection;
- Vacuum operation;
- Fuel deliveries;
- Mechanical plant servicing the facility; and,
- Automatic car wash activity.

The closest noise sensitive locations in relation to the proposed facility are shown in Appendix A and identified as residences "A" to "F".

It is proposed that the development be constructed in stages. The first stage will consist of the petrol, control building and drive through components, with the second stage consisting of the automatic car wash and vacuum bay. The assessment co-ordinates the acoustic treatment so that the amenity of the residences is not adversely affected during either the first stage or the completed development.

The assessment has been based on:

- ADS Architects drawing "14JN1220.2 SK01a", dated 18 December 2019 and "14JN1220.2 SK02", "14JN1220.2 SK03" and "14JN1220.2 SK04" dated 2 December 2019;
- Operating hours of the facility being 24 hours per day, 7 days per week; and,
- Previous noise measurements and manufacturer's data for plant and equipment at other similar sites, car parking activity, drive through activity, automatic car wash activity, vacuum operation and fuel delivery.

OTR Glandore  
Environmental Noise Assessment  
S5594C5  
December 2019

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## CRITERIA

### Development Plan

The proposed facility and residences A, B, E and F are within the Urban Corridor Zone of the West Torrens Council Development Plan<sup>1</sup>. The remaining residences are located within the Residential 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 prevent 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 or a Settlement 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.*

<sup>1</sup> Consolidated 12 July 2018

OTR Glandore  
Environmental Noise Assessment  
S5594C5  
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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 and specific provisions for other activity such as rubbish collection.

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

### Noise from Rubbish Collection

The Policy deals with rubbish collection by effectively limiting the hours to the least sensitive period of the day. Division 3 of the Policy requires rubbish collection to only occur between the hours of 9am and 7pm on Sundays or public holidays, and between 7am and 7pm on any other day, except where it can be shown that the maximum ( $L_{max}$ ) noise level from such activity is less than 60 dB(A).

### 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 development and the residences are located as follows:

- Residences A, B, E and F within the Urban Corridor Zone;
  - An average ( $L_{eq}$ ) noise level of 52 dB(A) during the daytime (7am to 10pm);
  - An average ( $L_{eq}$ ) noise level of 45 dB(A) at night (10pm to 7am); and,
- Residences C and D within the Residential Zone;
  - An average ( $L_{eq}$ ) noise level of 50 dB(A) during the daytime (7am to 10pm);
  - An average ( $L_{eq}$ ) noise level of 43 dB(A) at night (10pm to 7am); and,
  - A maximum ( $L_{max}$ ) noise level of 60 dB(A) at night (10pm to 7am).

When measuring or predicting noise levels for comparison with the Policy, adjustments are made to the average goal noise levels where the noise source exhibits a dominant characteristic of tone, impulse, low frequency or modulation. In order for a characteristic to be dominant, the influence of other activities in the environment must be considered along with the predicted noise levels. Residences A and B and the side of residence E are all directly exposed to traffic on Anzac Highway. The applicability of an adjustment to the criteria for the development is summarised in the Assessment section of this report with a comparison against the predicted noise levels.



**OTR Glandore  
Environmental Noise Assessment  
S5594C5  
December 2019**

**sonus.**

## **ASSESSMENT**

The noise levels at the nearby residences from the proposed OTR facility have been predicted based on a range of previous noise measurements which include:

- car park activity such as people talking as they vacate or approach their vehicles, the opening and closing of vehicle doors, vehicles starting, vehicles idling, and vehicles moving into and accelerating away from their park position;
- drive through activity such as people ordering at the speaker, queuing and idling while waiting for an order, collecting and paying for orders at the window, and vehicle movements through the drive through;
- movement of fuel delivery trucks;
- operation of vacuum cleaners under loaded and unloaded conditions;
- automatic car wash activity, including the associated plant room;
- general vehicle movements on site; and,
- mechanical plant serving the control building.

As is typical at the development application stage, the proposed cool room and air conditioning units have not yet been designed or selected. The assessment of the mechanical plant has therefore been based on previous noise measurements and manufacturer data for units used at similar facilities, as follows:

- 3 kitchen exhaust fans with attenuators
- 4 packaged air conditioning units
- 1 evaporative cooling unit
- 2 freezer condenser units
- 2 cool room condenser units
- 1 amenity exhaust fan

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

## **Rubbish Collection**

In order for rubbish collection to achieve goals of the *Environment Protection (Noise) Policy 2007*, the hours of collection should be restricted to that of Division 3 of the Policy. That is, only between the hours of 9am and 7pm on a Sunday or public holiday, and 7am and 7pm on any other day. It is noted that the refuse area is located adjacent a significant boundary fence (refer to the General Activity recommendations below).

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### General Activity

The predictions of noise from the facility, other than rubbish collection, have been based on the following operational assumptions for the level of activity in any 15-minute<sup>2</sup> period:

- Day Time (7am to 10pm)
  - Continuous operation of mechanical plant on the control building roof;
  - 20 vehicle movements through the site using the petrol filling stations and car parks;
  - A vehicle idling continuously at each of the refuelling isles (while waiting to use the filling station);
  - 10 vehicle movements through the drive through;
  - Continuous operation of the drive through ordering speaker and vehicles idling at the order area and collection window (3 continuously and 1 for half of the assessment period);
  - Continuous use of the automatic car wash;
  - Continuous use of a vacuum cleaner within the designated bay;
  - A vehicle idling continuously, waiting to enter the automatic car wash; and,
  - A single fuel truck movement through the site.
- Night Time (before 7am or after 10pm)
  - Continuous operation of mechanical plant on the control building roof;
  - 10 vehicle movements through the site using the petrol filling stations and car parks;
  - A vehicle idling continuously at each of the refuelling isles (while waiting to use the filling station);
  - 5 vehicle movements through the drive through;
  - Operation of the drive through ordering speaker for half of the assessment period; and,
  - one vehicle idling continuously and one for half of the assessment period (directly behind the front vehicle) at the order area and collection window.

Based on the above activity, the following acoustic treatments are recommended to achieve the goal noise levels of the Policy:

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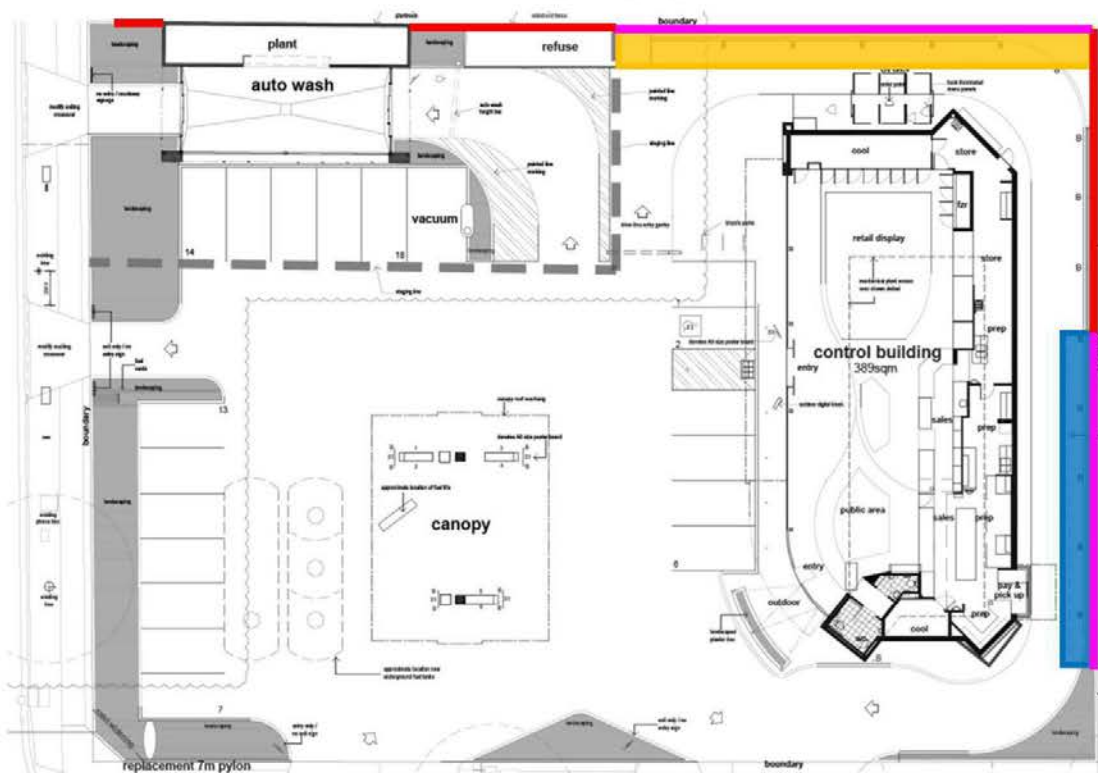
<sup>2</sup> Default assessment period of the Policy.

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### General

- Reduce noise from any alarms produced by site equipment, such as for compressed air and vacuum bays, as far as practical (inaudible at the site boundary);
- Ensure there are no irregularities on the site and all inspection points, grated trenches, etc. are correctly fixed to remove the potential for impact noise being generated when driven over;
- Construct the boundary fences to a minimum height of 3m for the extent shown as **RED** and **PINK** below<sup>3</sup>. The areas shown as **ORANGE** should be cantilevered into the site to a height of 4.5m and those shown as **BLUE** to a height of 4m. All fences shown in **RED** should be constructed from a material such as 0.42mm BMT "Colorbond" sheet steel (or a similar material with a minimum surface density of 5 kg/m<sup>2</sup>). Fence portions which are cantilevered into the site (shown as **PINK**) should be constructed from a material with a minimum surface density of 9kg/m<sup>2</sup>, such as 6mm thick fibre cement sheet.



<sup>3</sup> As documented, the fence extending to ANZAC Highway from the cantilevered portion may remain at its current height and arrangement.



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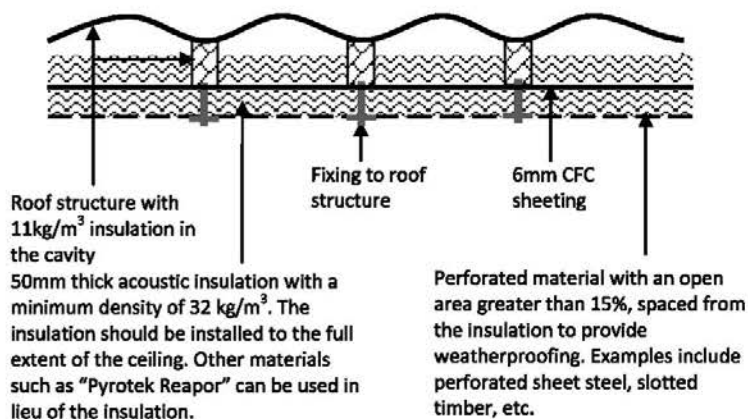
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#### Fuel Delivery

- Restrict the hours of fuel deliveries to be only during the day time hours of the Policy. That is only between 7am and 10pm.

#### Automatic Car Wash & Vacuum Bay

- Restrict use of the automatic car wash and vacuum bay to be only during the day time hours of the Policy. That is only between 7am and 10pm.
- Install glass doors to the entry and exit of the automatic car wash which automatically close during operation (i.e., close before the start of the wash cycle, and do not open until the wash cycle, including any drying, has ceased). The doors should be constructed from a minimum of 10.38mm thick laminated glass (or a material with a higher surface density in  $\text{kg/m}^2$ ) and be sealed as close to airtight as possible at all junctions when closed.
- Restrict the maximum opening height of the automatic car wash entry to 2.5m and exit 3m. The material used for the infill should have a surface density of at least  $8\text{kg/m}^2$  (such as 6mm thick compressed fibre cement sheet or 10.38mm thick laminated glass) and should be sealed airtight at all junctions.
- Construct the sides of the automatic carwash from precast concrete panels, which are a minimum of 100mm thick, or 10.38mm thick laminated glass for the portions documented as glass on the current drawings.
- Incorporate a layer of 6mm thick compressed fibre cement sheet (or equivalent material with surface density of at least  $8\text{kg/m}^2$ ) to the underside of the roof structure and include insulation in the ensuing cavity (with a density of at least  $11\text{ kg/m}^3$ ). Line the underside of the sheet with 50mm thick acoustic insulation (having minimum density of  $32\text{kg/m}^3$ ), in accordance with Detail 1.



**Detail 1: Underside of roof system (section view).**

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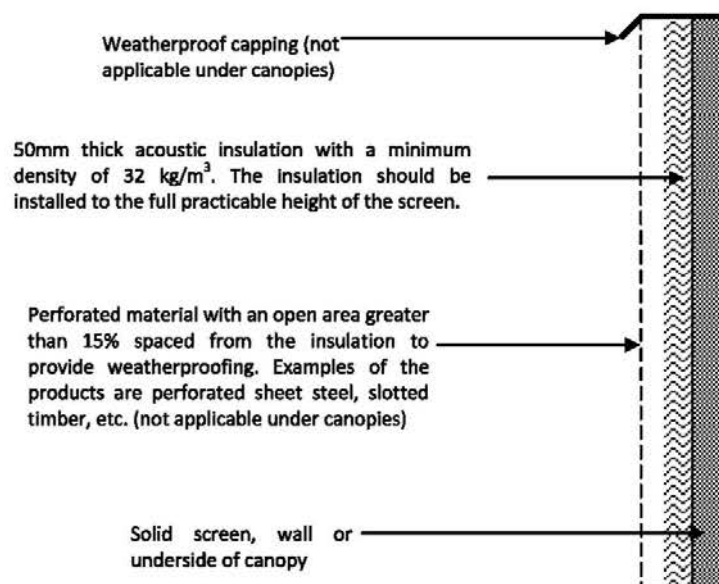
#### Car Wash Plant Room

- Ensure that access to the plant room is only via the documented roller door, opening into the automatic car wash.
- Ensure that any ventilation to the plant room is only on the site side and is acoustically treated by incorporating an acoustically lined duct or proprietary attenuator, which achieves the following minimum insertion loss:

Octave Band Centre Frequency (Hz)	125 Hz	250 Hz	500 Hz	1000 Hz	2000 Hz	4000 Hz
Minimum Insertion Loss (dB)	7	9	13	14	12	12

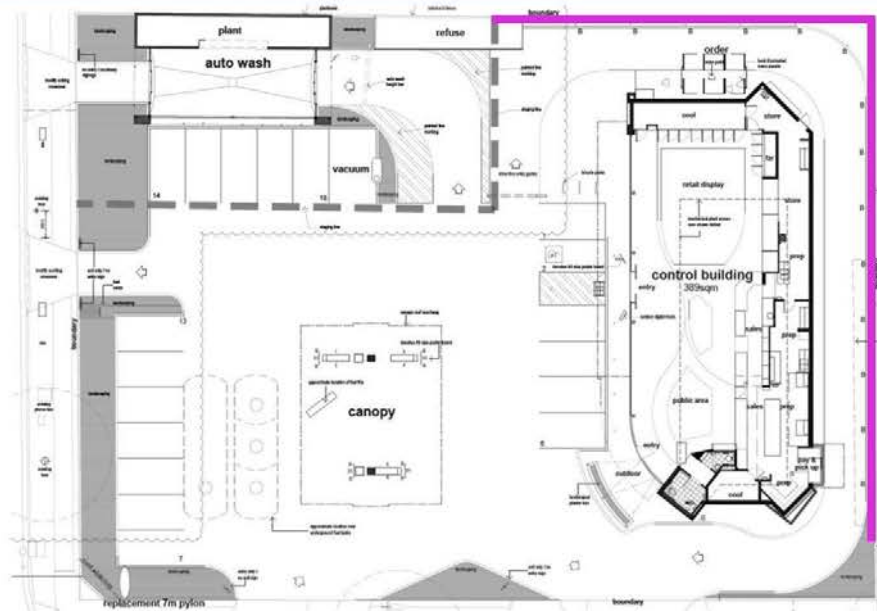
#### Drive Through

- Install acoustic absorption material, such as 50mm thick insulation with a minimum density of 32kg/m<sup>3</sup>, to the underside of the order and collection canopies and the full extent of the fences shown below as **PURPLE**. The absorption material may be installed in accordance with the following detail to provide weather proofing or an alternate product which is weather proof may be direct fixed to the wall and fence;



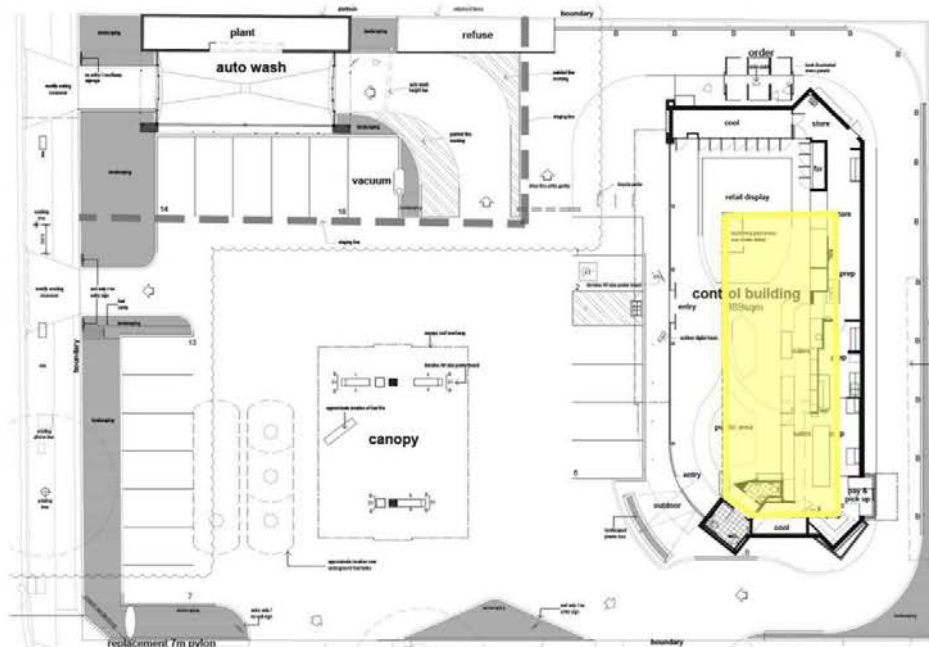
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### Mechanical Plant

- Locate the plant in the designated area highlighted below;



- Incorporate an in-line attenuator to the discharge side of any significant exhaust fan if installed;



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- Construct a mechanical plant barrier to a minimum height of 1m higher than the equipment it shields on all sides. The screen should be constructed from a minimum of 0.42 BMT sheet steel ("Colorbond" or similar) or a material with the same or greater surface density ( $\text{kg/m}^2$ ). The barrier should be sealed air tight at all junctions, noting that a small gap may be required at the roof join for drainage.
- Install acoustic absorption, such as 50mm thick insulation with a minimum density of  $32\text{kg/m}^3$ , to the full extent of the mechanical plant side of the barriers. The absorption material may be installed in accordance with the previous detail to provide weather proofing or an alternate product which is weather proof attached directly to the barrier.

The noise level and any acoustic treatment associated with mechanical plant should be reviewed during the detailed design phase, should the final equipment selections have different sound power levels or should a different number of units be proposed to those specified within this report. The review should account for the combined noise level of other activity at the site and ensure the goal noise levels of the Policy are achieved.

#### Predicted Noise Level

With the recommended acoustic treatments incorporated, the predicted noise levels at residences in the vicinity of the subject site are as provided in the table below. For comparison the noise criteria at each noise sensitive location is also provided.

Receiver	Predicted Noise Level (dB(A))			
	Day Time (7am to 10pm)		Night Time (10pm to 7am)	
	Criteria (dB(A))	Predicted Noise Level (dB(A))	Criteria (dB(A))	Predicted Noise Level (dB(A))
A	52	43	45	40
B	52	45	45	42
C	45 <sup>1</sup>	43	38 <sup>1</sup>	38
D	45 <sup>1</sup>	40	38 <sup>1</sup>	38
E	52	43	45	43
E*	47 <sup>1</sup>	46	40 <sup>1</sup>	40
F	52 <sup>2</sup>	39	45 <sup>2</sup>	39

<sup>1</sup> These locations are shielded from traffic on Anzac Highway, and therefore a 5 dB(A) adjustment under the Policy is applied to the effective average noise level criteria.

<sup>2</sup> Whilst the rear of residence F is shielded from traffic on Anzac Highway, the noise level at the rear of residence F is dominated by roof mounted plant, and in such a circumstance, an adjustment to the effective average noise level criteria is not applicable.

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Based on the above, the site activity is predicted to achieve the average ( $L_{Aeq}$ ) goal noise levels of the Policy at all residences.

**Maximum Noise Level**

The instantaneous maximum ( $L_{Amax}$ ) noise level at residences within the Residential Zone has also been predicted, based on measurements of vehicles at a number of other similar sites, including;

- KFC Commercial Road Seaford;
- McDonalds Trinity Gardens;
- Hungry Jacks Mt Gambier;
- Coromandel Baptist Church;
- McDonalds Kings Park;
- Sturt Living Stage 1;
- Yum Sing Express;
- Mary Street Unley; and,
- Q Convenience South Plympton.

The maximum noise levels considered include the noise from the closing of car doors and noise from vehicles accelerating within a crossover. The maximum noise level from vehicles on the site is predicted to be less than 55 dB(A) at all residences in the vicinity.

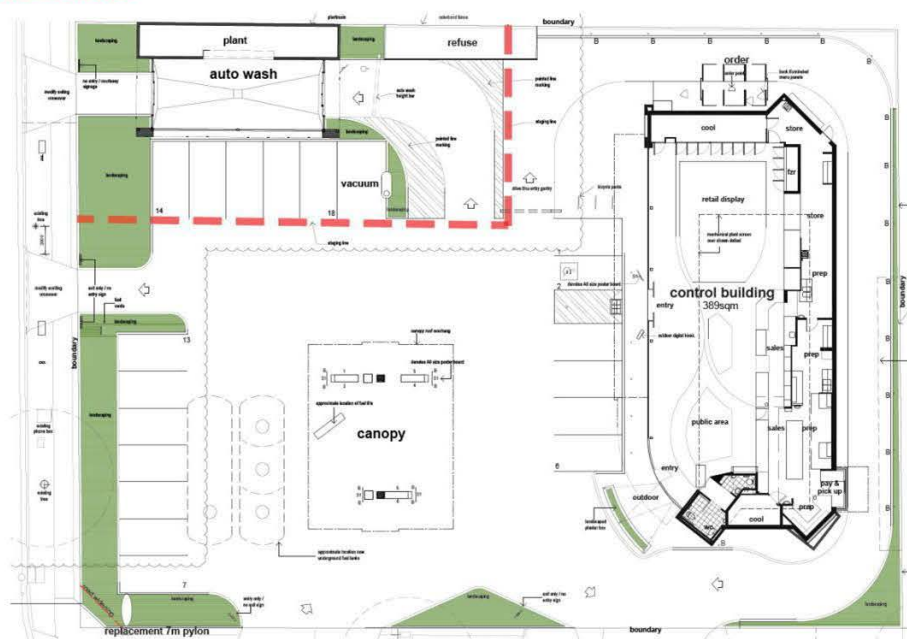
The site is therefore predicted to achieve the requirements of the Policy related to typical short term noise events at all noise sensitive receivers in the vicinity.

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### CAR WASH DEVELOPMENT STAGING

It is understood that the proposed development will be constructed in stages. The first stage of development will consist of the petrol forecourt, control building and drive through. Stage 2 comprises the carwash and vacuum bays, and will be constructed once Stage 1 is operational. The second stage of development is shown within the **RED DASHED** line below;



As demonstrated in the Assessment above, the noise from the site as a whole (the combined operation of Stage 1 and Stage 2) will achieve the goal noise levels of the Policy once fully constructed subject to the implementation of the acoustic treatments including boundary fence constructions. Consideration has also been given to the Stage 1 operations, prior to Stage 2 (being the carwash and vacuum bay) being constructed and operated.

The noise from operation of the stage 1 development (control building, petrol and drive through components) has been predicted based on the sound power levels and operating assumptions in the previous section. The noise level has been predicted only for the residences identified in Appendix A.

The following table provides predicted noise levels for the operation of Stage 1 only with the existing boundary fences at the **RED DASHED** line retained<sup>4</sup>.

<sup>4</sup> "Colourbond" fences to a height of 2.7m parallel to the drive through (running North South) and 2.1m to the petrol forecourt (running East West).



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Receiver	Predicted Noise Level (dB(A))			
	Day Time (7am to 10pm)		Night Time (10pm to 7am)	
	Criteria (dB(A))	Predicted Noise Level (dB(A))	Criteria (dB(A))	Predicted Noise Level (dB(A))
A	52	42	45	40
B	52	44	45	42
C	45	40	38	38
D	45	43	38	38
E	52	43	45	43
E*	47	46	40	40
F	52	39	45	39

Based on the above, Stage 1 of the development can operate without modification to the existing fences at the **RED DASHED** line and still achieve the goal noise levels of the Policy (and therefore the environmental noise related provisions of the Development Plan). All other acoustic treatments in the Assessment section of this report (other than those related to the Stage 2 area of the site) are to be constructed during Stage 1.

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## CONCLUSION

An environmental noise assessment has been made of the proposed OTR facility to be located at 132-136 Anzac Highway, Glandore.

The assessment considers noise at the surrounding residences from operation of mechanical plant serving the control building, vehicle movements, car park and drive through activity, vacuum operation, fuel deliveries, car wash activity and rubbish collection.

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

- specific fence, cantilevered and canopy constructions;
- installing acoustic absorption material in the car wash, drive through and mechanical plant areas;
- installing doors to the automatic car wash entry and exit;
- reducing the noise from any alarms as far as practical;
- ensuring all inspection points, grated trenches, etc. are correctly fixed;
- restricting the times for rubbish collection, deliveries, vacuum, and automatic car wash use; and,
- mechanical plant location and screening.

The assessment has also considered the potential impacts of constructing the development in two stages. The existing fences around Stage 2 of the development (car wash and vacuum bay) can be retained and Stage 1 can still achieve the requirements of the *Environment Protection (Noise) Policy 2007* subject to implementation of the applicable treatments in this report other than those associated with the Stage 2 site.

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

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**APPENDIX A: Site locality and surrounding residences**



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**APPENDIX B: Sound power level data.**

	Equipment/Activity	Sound Power Level
<b>Car Park Activity</b>	General activity	83 dB(A)
	Idling car	75 dB(A)
	Moving car	82 dB(A)
	Car door slamming (maximum)	95 dB(A)
<b>Mechanical Plant</b>	AP0562GP3/13 exhaust fan with attenuator	71 dB(A)
	AP0402AP10/24 exhaust fan with attenuator	71 dB(A)
	AP0402AP10/11 exhaust fan with attenuator	72 dB(A)
	2x OPA201RKTYH air conditioning units	76 dB(A)
	OPA186RKTYH air conditioning unit	76 dB(A)
	OPA370RKTBH air conditioning unit	81 dB(A)
	RPA500D evaporative cooling unit	80 dB(A)
	Large freezer condenser unit	85 dB(A)
	Freezer condenser unit	75 dB(A)
	Cool room condenser units	76 dB(A)
<b>Drive Through Activity</b>	Amenity exhaust fan	67 dB(A)
	Ordering speaker	78 dB(A)
	Payment window	74 dB(A)
	Collection window	74 dB(A)
<b>Fuel Deliveries</b>	Moving fuel truck	96 dB(A)
<b>Car Wash Activity</b>	Automatic car wash	96 dB(A)
		Noise level within car wash
<b>Vacuum</b>	Loaded operation	82 dB(A)
	Unloaded operation	76 dB(A)

Civic Centre  
165 Sir Donald Bradman Drive  
Hilton, SA 5033  
Tel: 08 8416 6333  
Email: [development@wtcc.sa.gov.au](mailto:development@wtcc.sa.gov.au)  
Web: [westtorrens.sa.gov.au](http://westtorrens.sa.gov.au)



R Bruce and A W Bruce  
1 Park St  
GLANDORE SA 5037

**NOTICE OF APPLICATION FOR CATEGORY 2 DEVELOPMENT  
PURSUANT TO SECTION 38 (4) OF THE DEVELOPMENT ACT 1993**

Notice is hereby given that an application comprising a CATEGORY 2 DEVELOPMENT has been lodged with the Council for assessment.

Details of the application are as follows :

DEVELOPMENT NO.:	211/395/2018/B
APPLICANT:	PC INFRASTRUCTURE PTY LTD
APPLICANT ADDRESS:	PO BOX 322, KENSINGTON PARK SA 5068
NATURE OF DEVELOPMENT:	Construction of an integrated service station with associated acoustic fencing, signage, car wash facility and landscaping - variation to existing authorisation - change to land size and site layout, relocation of plant equipment and refuse area, demolition of existing dwelling, and staging of development
SUBJECT LAND:	130-132 Anzac Highway, GLANDORE SA 5037, 134-136 Anzac Highway, GLANDORE SA 5037, 1A Park Street, GLANDORE SA 5037
CERT. TITLE:	CT-6126/875, CT-5094/121, CT-5631/598

The application may be examined at the Office of the Council located at 165 Sir Donald Bradman Drive, HILTON, between the hours of 8:30am to 5:00pm Monday to Friday. Only persons or bodies receiving this letter may make relevant representations in writing concerning this application to reach the Chief Executive Officer at 165 Sir Donald Bradman Drive, HILTON, 5033, not later than **5:00pm on Friday 28 February 2020**.

Please note that, pursuant to Section 38(8) of the Development Act, a copy of each representation received will be forwarded to the applicant for a written response, your contact details cannot be withheld. Your representation will be a public document and should this development application be presented to the Council Assessment Panel for a decision, your name, address and address of the affected property (if different) will be published (includes internet) in the meeting agenda and may be published in the meeting minutes.

Your attention is drawn to Section 38 of the Development Act 1993 which explains the representation rights afforded to Category 2 representors and Section 86 of that Act which provides for limited rights of legal challenge. Council has determined as a matter of policy that representors making written submissions, or parties on their behalf, on CATEGORY 2 DEVELOPMENT applications, be given the opportunity to address Council in relation to their representation.

Should you require further information regarding this process, information is available at:  
<http://www.westtorrens.sa.gov.au/publicnotification> or telephone Council on 8416 6333.

Please indicate on the attached "Statement of Representation" if you wish to be heard by Council.

for Phil Smith  
Senior Development Officer - Planning  
City Development

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

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

DEVELOPMENT No. 211/395/2018/B  
 PROPERTY ADDRESS: 130-132 Anzac Highway, GLANDORE SA 5037, 134-136 Anzac Highway,  
 GLANDORE SA 5037, 1A Park Street, GLANDORE SA 5037

YOUR FULL NAME	Rebecca Bruce
YOUR ADDRESS	1 Park St Glandore 5037
YOUR PHONE No	
YOUR EMAIL	
NATURE OF INTEREST	Adjoining resident <small>(eg. Adjoining resident, owner of land in the vicinity etc.)</small>
REASON/S FOR REPRESENTATION Please see attachment.	
MY REPRESENTATIONS WOULD BE OVERCOME BY (state action sought) Please see attachment	

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

28/2/20

Responsible Officer: Phil Smith  
 Ends: Friday 28 February 2020

If space insufficient, please attach sheets



**Signage on or near Park St - being a narrow predominate residential Street**

- Please refer to Diagram North East Elevation (ADS Architects) frontage on Park St "artwork".
- Does this align with character policy area 24 be constructed of materials that complement and reinforce the character zone.
- Policy 34 states the development should be consistent with the desired character for the zone and policy.
- Corner of Park and Anzac Highway 7metre "replacement" Pylon.
  - Why so high? Is this equal to height of Kennards Pylon?
  - Will it be illuminated? If so from what time? Can they reduce the illumination from a certain time. 11pm to 7am
  - Can the OTR Pylon be situated in the middle of both the off and on exits on Anzac Highway?
  - If kept on corner will it not encourage people turn into Park St?
  - Does it align with Policy Area 34. Development should be consistent with the desired character for the zone and policy.
- Please note: Kennards does not have any signage on Park St. except for "Entry only" signs x 2

**Fence on Northern Boundary of 1 Park St.**

- To provide consistency of visual ambience and noise reduction the height of fence should be the same 4.5 or minimum of 3.5 metres.
- To avoid viewing the top of the car wash.
- Vastly different looking at residence house compared to a carwash.
- This also allows the alignment between the 2 policies 24 & 34.

**Exits onto Park St (narrow street) plus there is a large pot hole at the northern end.**

- Why is an exit required to Park St at all?
- With extra space available on OTR property should this allow them to have further enhancements to the directional vehicle space. With all traffic departing onto Anzac Highway.
- If the car wash cannot be re-configured, distance from 1 Park St driveway recommendation that it be further than 2.5 metres as proposed by Peregrine.
  - At minimum of 4 metres is our recommendation with green area in between fence and carwash
  - Due to our currently comprised entry and exit, our driveway has a stobie pole directly to the right. Please see Figure1 on Peregrine letter dated 17<sup>th</sup> Jan 20, clearly shows how close the stobie is.
  - When reversing it's a difficult turning circle when vehicles are parked directly adjacent on Park St and in front of 1 Park St.
  - We have very little room to go either left or right on all days. Turning Left (south) almost impossible. navigating a 4 to 5 point turn. Turning Right is slightly easier
  - There are always Kennards staff cars parked along Park St plus being a 7 days a week business we do not see an empty street until after 6pm
  - With vehicles departing more frequently from the carwash than a residential driveway this must be highlighted as a hazard to us and delay us to getting to work or taking children to school.
  - Further recommendation the exit should be on a left angle to direct vehicles towards Anzac Highway.
- Second Exit: - will be directly opposites Kennards
  - Will the 3 stobie poles that are situated on Park St in front of OTR, will these be required to be moved or have they planned the exits and signage around them? I had difficulty finding this anywhere in the documentation provided.
  - If they are moved will this mean further enlargement to the stobie pole in front of 1 Park St. Have attached photos.
  - Even though it states as exit only, people will use this as an entry if they mistakenly turn down Park St or don't have common sense to follow direction of signage.
  - This exit is directly opposites Kennards entry (have arrows stating exit and entry – see photo), concern with the extra exit traffic from the OTR this will create interruptions to the residents of Park St. Most traffic to and from Kennards is tradie vans and tradies with trailers (large vehicles). They exit out of the entry – due to arrows stating on property you can. See photo
  - Recommendation, NO second exit is required on Park St. If still allowing 1 exit, re-configure the exit of the Car wash to on-site and have those vehicles and vehicles that have used pumps etc to depart from 1 exit only.
  - If Council should approve 2<sup>nd</sup> exit, recommendation the exit should be on a left angle to direct vehicles towards Anzac highway. Plus having signs advising left turn only.

**Car Wash & Northern Boundary**

1 Park St does have North Facing Windows behind our carport. The car wash will be directly viewed from our lounge room and also from our back yard. Please see photos

- From the front window of 1 Park St we would also see the car wash. This does not align to policy 24.

- Recommendation they build the fence to be equal or above the height of the car wash and move the car wash at minimum of 4 metres with green area in between the boundary fence.
- Doors opening and closing – what is the noise level of the sliding (concertina) doors?
  - Sonar report states they are glass doors, can we have confirmation they cannot be broken or smashed?
  - What is the level of force for this to happen?
  - For example if a brick was thrown at them or a car hit them would the glass shatter or crack? Could this be deemed as a hazard?
- Can we feel vibrations from the carwash? Currently we feel vibrations from heavy vehicles.
- Is there any water that will spill to the street? Concern is stale water pooling and attracting bugs etc
- Will there be Signage/lights on the carwash facing the northern side of 1 Park St? We do not want to view these – to be in align with policy 24
- Clarity is required of Southern boundary, one Site Plan (ADS Architects) dated 28/1/20 has landscaping, the other dated 18/12/19 has plant and refuse. Which one is it?

#### **Refuse area & Rubbish Collection**

- Can it be situated in a different location on the property? To assist with reducing noise levels close to 1 Park St
- What do they need a bigger truck? If they do require, doesn't it make sense to move refuse area towards the front of the property, behind the fenced signage north-east corner of Anzac and Park St, reducing the proposed 6 car allocated parks to 4.
- Recommendation if staying in that position that its 9am to 5pm rubbish collection on all days.
- On site will they be providing extra bins to avoid litter and wastage coming onto Park St?
- We have complained in the past about vermin coming from OTR refuse. Received no guidance or assistance from OTR at the time.

#### **Parking – see photos**

- Will OTR employees be advised to Park onsite?
- Employees from both OTR and Kennards parking on Northern end of Park St it will be further congested and will make it difficult to navigate for the residence of Park St.
- Do you envisage cars can still be parked on the Northern end of Park St if you allow the 2<sup>nd</sup> exit?
- Currently there is 30-minute provision for 1 vehicle in front of 1a, will this be removed? How often is this monitored by WTCC? See photo
- Recommendation for 1 and 2 Park St is provision parking to be provided to allow for visitors and trade services for property maintenance and medical requirements for home care services

#### **Sonus Report clarification:**

- Page 18 – all Sound Power Levels are well above the average and maximum noise levels stated on page 15
- Can you advise how they have “predicted” this noise level for receiver C.
- Can council confirm why residents 3A & 3B & 2 of Park St are not included in this report?
- The Sonus report does not mention human interaction noise levels. Should this not be included with an increase of vehicles coming on sight you would expect this to increase.
- Can we please confirm outdoor ambient music will not be played onsite? As previously agreed.

#### **Amenity Loss – back & front yard**

- Yes as previously stated we have a North facing windows and don't want to be viewing a carwash roof or any signage or lighting. Or hearing cars constantly coming and going. Please see photos
- With more vehicles to be expected to be driving down Park St have OTR & WTCC taken into consideration night time with vehicle lights coming into residence windows. If OTR customers decides to do a U turn whose driveways are they going to turn into? 1 and 3a Park st. Light directly comes into our home.
- From our back yard we are losing the quiet ambience of a resident home and being replaced not only a new but significantly larger OTR that has pumps, will be 24/7 has an eatery and a car wash.
- From our front yard as stated in the traffic report we are expecting an increase of traffic maximum of 10%. Being 18 vehicles per hour. Equates approx. to 144 over peak hours. Which is approx. 1008 vehicles per week. Clearly a significant impact to us and our neighbours. Hence no exit is required to Park St.
- We have been advised by our local realtor our Property has the potential to be devalued and could be less favourable to sell because of this OTR development.
- Being in Policy Zone 24 and abutting zone 34 I do put to WTCC on how you will manage the overlay of the two. They are vastly different from each other and this has been a difficult process to navigate on how one affects the other and impacts us, as a resident of Glandore. We are Approaching 20 years in Jan 2021.
- Policy 24 has very clear guidelines on what can be built but there is no guidance on when the 2 policies intertwine or can compliment each other. It seems in most cases policy 34 to 37 trumps Character Policy 24 and very little is taken consideration.

**Current building issues – what will they do differently?**

- October 2019 we were advised by the site manager the fence will be coming down and the new one will be replaced in approx 3 weeks. Currently as of the 28<sup>th</sup> of Feb we do not have a fence.
- We only had verbal notice and nothing in writing. We requested this in writing
- The temporary fence has left all of our backyard exposed to Anzac highway vehicle and foot traffic and site workers for this duration.
- We had to request for plastic sheeting to limit the exposure, but they only covered half. Please see photos.
- We have requested on several occasions on when this will be finalised. Each time we had to ask they did not inform us.
- Not only were we exposed visually but the amount of dust and dirt they came into our house has doubled. It has covered our cars and decking. OTR advised if we ever needed anything just ask. So we asked for a free car wash, we have not received any adequate compensation during this process.
- Between the temporary fence and the boundary's, they have placed on our property chemicals and piping without permission. See photos. We called the site manager it was removed the next day but a few days later other building debris was back. – see photos
- In Dec 2019, we had no notification from the site manager or SA Water that water was turned off plus they parked in front of our driveway and I could not leave the premise.
- Site manager and Fence Contractor on most occasion knocked on our door with the assumption they could have a conversation about requirements without due notice or asking for a convenient time.
- On most during the construction music has been begun prior to 7am.
- We have a lost a summer in our backyard and have not felt comfortable hanging out washing or allowing our children to play



Driveway of 1 Park St. Please note where cars are parked



In front of 1 and 1a park St.



South View of Park St -note the narrowness and congestion





North View of Park St



Kennards Exit &amp; Entry on Park St



Stobie Poles x 3 , one with large current box in front of OTR and 1a Park St. 3<sup>rd</sup> Stobie you can see at very end of footpath

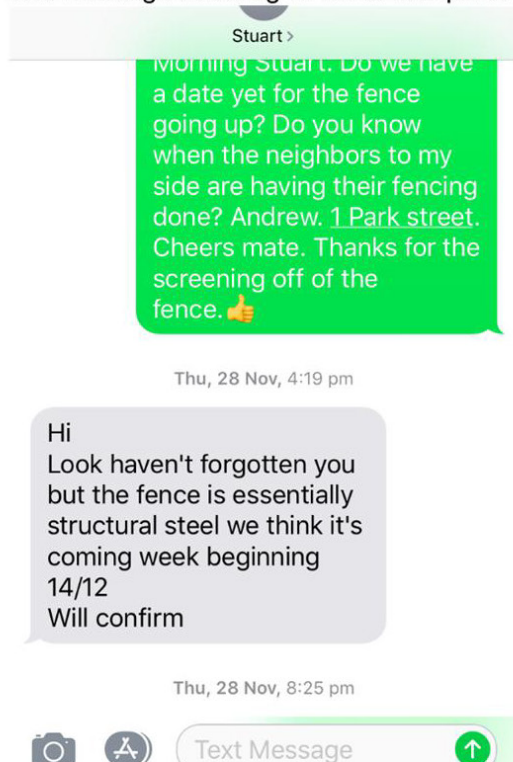




## Current Provision Parking 1a Park St



## Text Message advising of fence completion in Nov 2019



North Facing Views from lounge room, deck and front yard





1 Park St -View of Back Yard 27/2/2020

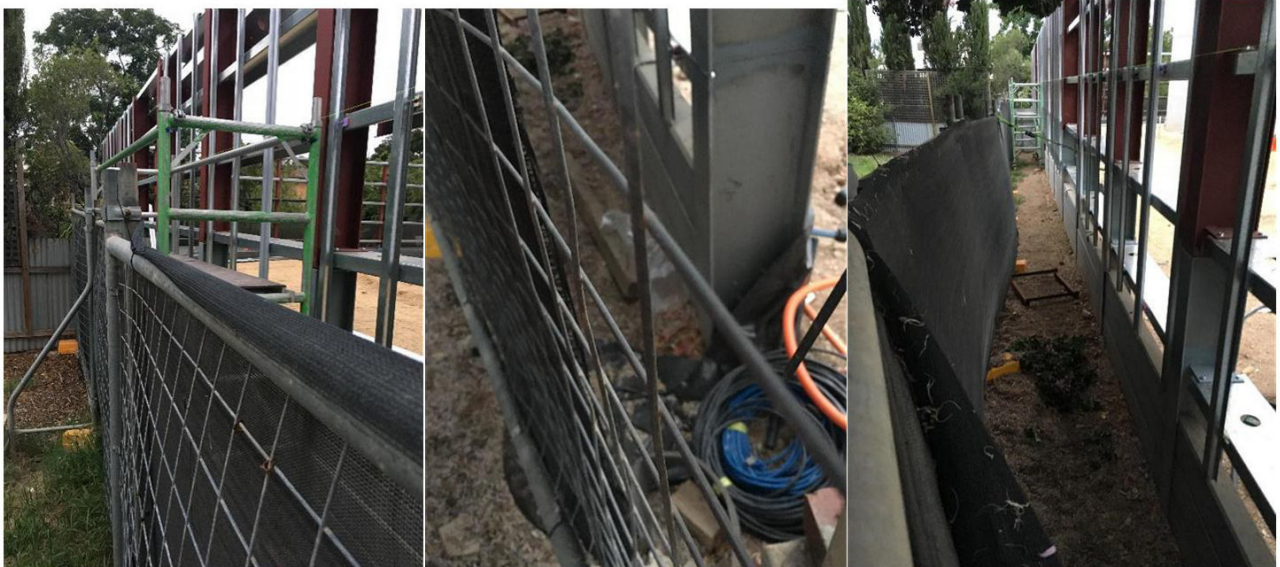




Rubbish – Back yard of Park St



Scaffold on Property of 1 Park St- was not advised





6 March 2020

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

**By email**

Dear Phil,

**Response to Representations (DA 211/395/2018/B) 130-132 ANZAC Highway, Glandore**

On behalf of the applicant Peregrine Corporation we write to respond to the letter of representation received in relation to the proposed variation to the existing authorisation including change to land size and site layout, demolition of existing dwelling, and staging of development.

During the notification of the application, one (1) letter of representation was submitted to Council. The author of the representation is either the owner or occupier of land adjoining the proposed site at 1 Park Street, Glandore.

The concerns of the representor can be summarised as follows:

- Signage on or near Park Street is inconstant with the desired character of the Zone and Policy Area;
- Proposed fence on northern boundary of 1 Park Street should be increased to a minimum of 3.5 metres to provide constancy of visual ambience and noise reduction;
- Issues associated with two vehicle exits onto Park Street;
- Proximity of carwash to the northern boundary of 1 Park Street leading to issues associated with visual appearance, noise and vibration, grey water runoff and light spill;
- Confirmation of location of refuse area and concerns regarding noise, collection times and avoidance of litter and waste coming onto Park Street;
- Lack of on-site car parking leading to customers and staff parking within Park Street;
- Clarification of a number of points identified in the Environmental Noise Report prepared by Sonus dated December 2019;



**PEREGRINE CORPORATION**

- Amenity loss to back and front yard of 1 Park Street including; view from north facing windows, noise and lighting from increase in vehicle traffic; and management of the Zone interface; and
- Current issues with the construction of the previously approved development including; replacement fencing, dust, noise and building materials on representor's property.

The concerns of the representor are noted and will be addressed in detail under heading below.

The issues summarised above commonly arise during the planning assessment phase relating to integrated service station complexes which either sit within or at an interface with residential properties.

In the applicant's experience it is possible to successfully develop and operate OTR facilities in a harmonious manner without causing adverse or detrimental impacts to the amenity of surrounding neighbours. Whilst there is often community concern to OTR proposals at the development stage, once the development is constructed and operational, these concerns do not materialise.

To put the applicant's experience in this regard into context, the applicant operates over 130 OTR complexes in South Australia.

**Signage on or near Park Street**

It is noted that that no further signage is envisaged on or near Park Street as part of the proposed variation application except for a small non-illuminated exit only sign adjacent the proposed vehicle exit point onto Park Street. On this basis the applicant submits there will be no additional visual impact on the amenity of Park Street through the placement of signage.

**Fencing on northern boundary of 1 park Street**

The Environmental Noise Report prepared by Sonus confirms the proposed 3-metre-high acoustic fence to be constructed on the site boundary adjacent the Auto carwash is sufficient to meet the requirements of the EPA (Noise) Policy 2007. Furthermore, Sonus confirm that a 3.5 metre or a 4.5 metre fence would offer no additional acoustic protection due to the proximity of the fence to the noise source (auto carwash). A 3.5 metre or 4.5 metre fence would lead to increased overshadowing of the adjoining dwelling at 1 Park Street. The auto carwash whilst visible from the adjoining property at 1 Park Street is no more prominent than the existing dwelling on the subject land which is to be demolished.

**Vehicle exits onto Park Street**

It is noted that the vehicle access arrangements have been designed following extensive consultation with DPTI Traffic Engineers and GTA Consultants. The impacts of the additional vehicle egress point onto Park Street were considered by GTA Consultants in an updated Traffic Compliance Statement (TCS) dated 20 December 2019 and in further correspondence 16 January 2020. The additional egress point onto Park Street is supported by GTA for the following reasons:

- Less than 10% of the site traffic is expected to use the local road network;
- The western U-turn lane would present a more appealing option to motorists wishing to U-turn since the distance from the site would allow easier transition across Anzac Highway and therefore result in less delay; and



**PEREGRINE CORPORATION**

- The volume of traffic wishing to perform a U-turn will be very low in comparison to the volume of passing trade.

GTA correspondence supporting the additional egress point has been included with this correspondence. In addition, the application confirms that the 3 existing stobies poles are not impacted by the additional egress point and will remain in their current locations.

As such the applicant submits the representor's concerns regarding the additional egress point onto Park Street have been satisfactorily addressed.

**Proximity of car wash to northern boundary of 1 Park Street**

The representor is seeking a minimum landscaped setback of 4 metres between the auto car wash and the site boundary. The applicant submits that such a setback is not possible as the siting of the auto car wash and indeed the site layout generally is controlled by vehicle circulation requirements, in particular those of the 10 metre refuse truck and 13.9 metre full delivery tanker.

It is however noted that an approximately 2.5-metre-wide landscaped buffer is proposed between the auto carwash and the site boundary. At a height of 4.2 metres the proposed auto carwash will be sited to comply with the interface height provisions as outlined in Urban Corridor Zone PDC 15. The visual prominence of the proposed autowash will be no more pronounced than the existing dwelling to be demolished.

The proposed automatic doors fitted to the auto carwash will comply with the EPA (Noise) Policy 2007 and will be constructed from shatter proof glass.

Civil and stormwater drawings prepared by Sagero indicate that all grey water from the auto car wash will be captured and stored on-site. There will be no grey water run-off from the auto carwash to Park Street.

There is no signage illuminated or otherwise proposed to be located on the southern elevation of the auto carwash.

The site plan prepared by ADS Architects dated 28 January 2020 which details a 2.5 metre landscaped buffer between the auto car wash and the site boundary is the correct plan for the purposes of this variation application.

**Location of refuse area and issue with noise, collection times and avoidance of litter and waste coming onto Park Street**

The refuse area will be sited on the Park Street frontage of the subject land. Its location remains unchanged from the existing approved position. The refuse area will be screened from view by horizontal timber slatted fencing. The refuse collection times are outlined in the Sonus Environmental Noise Report and will comply with the EPA (Noise) Policy (2007). The collection times remain unchanged from the previously approved development. Refuse will be managed in accordance with the site specific OTR Waste Management Plan, insuring no waste or litter will be dropped or blown onto Park Street.

**Lack of on-site car parking**

A Traffic Compliance Statement (TCS) was prepared by GTA Consultants and submitted to Council as part of the application. The TCS concluded the proposed development has been designed with consideration of Austroads Guidelines and Australian Standards, and Traffic Code applicable to the design of traffic management

**PEREGRINE CORPORATION**

and parking in South Australia. The detailed design will meet the requirements of the relevant guidelines, standards and code.

The proposed on-site car park design functionality and capacity of seventeen (17) car parking spaces is considered appropriate given the requirements of the Council Development Plan and the empirical data previously obtained by GTA consultants from parking surveys at other OTR sites.

It is noted that the variation application envisages an increase of 6 spaces above the previously approved development without introducing any new land use elements.

The photos of Park Street included by the representor were taken during the construction of the previously approved development. Congestion from vehicles parked in the side street will be alleviated once the site is operational.

**Clarification of Sonus Environmental Noise Report****Question**

*"Page 18 – all Sound Power Levels are well above the average and maximum noise levels stated on page 15".*

**Response**

Sound Power levels on page 18 represent the energy generated by the source. Average and maximum noise levels stated on page 15 are modelled / predicted at the various dwellings and take into account the suite of acoustic treatments outlined within the report.

**Question**

*"Can you advise how they have "predicted" this noise level for receiver C?"*

**Response**

The predicted noise levels at all dwellings is based on an understanding of the sound power levels of each source (through site measurements) and a 3 dimensional modelling process which accurately predicts the influence of the acoustic treatments (such as the noise reduction afforded by fences, acoustic insulation, screening and the like).

**Question**

*"Can Council confirm why residents 3A & 3B & 2 of Park St are not included in this report?"*

**Response**

1 Park Street (Receiver C) is the nearest receiver to the south within the Residential Zone. The Sonus report confirms noise levels comply with the Environment Protection (Noise) Policy (2007) at Receiver C. Noise levels are further reduced at 3A, 3B and 2 Park street and as such these locations were not included in the noise assessment.

**Question**

*"The Sonus report does not mention human interaction noise levels. Should this not be included with an increase of vehicles coming on sight you would expect this to increase?"*

**Response**



5 of 5

6/03/2020

**PEREGRINE CORPORATION**

---

Human interaction such as people talking when leaving their vehicles is included in the Sonus acoustic modelling.

**Question**

*"Can we please confirm outdoor ambient music will not be played onsite? As previously agreed".*

**Response**

Condition 16 of the existing Development Approval states; "No music, advertisements or other amplified sound shall be emitted by the operators of the site outside of the control building (with the exception of addressing emergency matters)". The applicant is happy to accept this condition in the event Development Plan Consent is granted for the proposed variation.

**Loss of amenity to front and rear yard of 1 Park Street**

The proposed auto car wash will be setback from the common boundary with 1 Park Street at 2.5 metres. It is noted that the dwelling currently located on the subject land to be demolished is sited on the common boundary. The proposed car wash is no more pronounced than the existing dwelling. The applicant submits that there will be no additional loss of amenity enjoyed by the owners at 1 Park Street as a result of the construction of the auto car wash. It is also noted that the proposed development complies with the interface height provisions as outlined in Urban Corridor Zone PDC 15.

**Issues with current construction of previously approved development**

The applicant concedes that some disruption to the adjoining landowners are unavoidable during the construction of the previously approved development. However these disruptions should be minimised as much as possible through proper management of construction works. Any fencing removed to facilitate construction should be reinstated as soon as possible, all building materials and waste should be contained within the subject land until removed and construction vehicles should avoid parking in Park Street in front of other properties. The representor is encouraged to notify the site manager of any ongoing issues so that they can be addressed quickly as possible.

We trust that the information provided above will assist Council in completing its assessment of the proposed development. Please let me know if there is any further information we can provide.

Should Council require any further details or clarification please contact the undersigned by phone on 0431 294 012.

Yours sincerely



**Tim Beazley MPIA**  
Consultant Planner  
Peregrine Corporation





REF: S117779

DATE: 16 January 2020

Peregrine Corporation

270 The Parade, Kensington Park

SA 5068

Attention: Mr. Andrew Caspar (Senior Town Planner)

Dear Andrew,

**RE: OTR GLANDORE – RESPONSE TO COUNCIL ASSESSMENT OF PROPOSED PARK STREET EGRESS**

I refer to our recent correspondence and telephone conversation regarding the comments received from City of West Torrens regarding the proposed revision to the OTR Glandore development consent to provide an egress onto Park Street from the forecourt of the site and would respond as follows.

***City of West Torrens Comments***

*The current approval does not have a vehicular access to Park Street other than for the auto wash facility. The auto wash facility is a low trip generator. Due to DPTI requirements, the u-turn median opening opposite the Anzac Highway exit point of the development is to be modified to prevent exit vehicles from crossing over 3 lanes of traffic to perform a u-turn (considered to be an unsafe manoeuvre).*

*The revised proposal seeks an exit point to Park Street from the main service station area. There are 2 concerns arising from such a proposal:*

*Potential traffic impact to Park Street and the adjacent residential area to the south from exiting traffic using the local streets.*

*Potential increase in traffic from the main service station area using Park Street to cross the 3 lanes of Anzac Highway to use the u-turn opening (required to be modified by DPTI).*

*It noted that there is another u-turn median opening located less than 100m to the west of the subject site on Anzac Highway that is available, if users of the subject site wish to travel in the opposite direction on Anzac Highway after refuelling.*

*Given the above concerns, the proposed exit point to Park Street from the main service station area is not supported.*

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## GTA Response

As outlined in GTA's Traffic Compliance Statement dated 20 December 2019, service stations by nature of their function and location aim to target passing trade and in the case of OTR Glandore, most of the trips to and from the site will be in the form of passing trade that already exists on the network travelling on Anzac Highway.

Based on experience at other sites, GTA expects no more than 10% of the development traffic to use the local road network. Typically, the only traffic using the local streets originate from the surrounding residential areas. For instance, traffic surveys completed at OTR Thorngate on Main North Road and outlined in the 'Generic Parking and Traffic Updated Traffic Management Report' Issue 3 dated 29/11/2017 showed that none of the traffic recorded during the survey period utilised the surrounding local streets.

The assumption that no more than 10% of development traffic will use the surrounding local road network has been accepted by the Environment, Resources and Development (ERD) Court in consideration of other metro petrol station sites.

Based on a maximum assumption of 10% distribution of traffic using the local network, no more than 18 vehicles per hour would be expected to use the local network during the peak period. In reality the volume is likely to be far lower since the traffic using the local network originate from the surrounding area and already be present on the network. It should be noted that some traffic using the side street will be local traffic accessing the service station.

Since the nature of the site traffic is primarily in the form of passing trade, it is not envisaged that many vehicles will U-turn to head in the opposite direction. The only traffic likely to do this would originate from surrounding residential streets on the opposite side of Anzac Highway or from the northern side of South Road.

The concern regarding traffic turning from Park Street across three lanes of traffic on Anzac Highway to enter the U-turn lane pertains to an existing situation which is applicable local residential traffic. It is anticipated that the volume of residential traffic opting to use the U-turn facilities along this section of Anzac Highway would be higher than the volume of development traffic that would perform a U-turn after departing the site. Notwithstanding, during the PM peak, the traffic volume on Anzac Highway would likely deter development traffic from attempting to exit via Park Street and perform a U-turn, since the gaps in traffic on Anzac Highway would result in a lengthy delay turning out from Park Street.

As Council has identified, there is a U-turn lane approximately 100 metres west of the U-turn lane adjacent to the site. This would provide an easier manoeuvre for traffic exiting the site since the traffic can turn left onto the nearside lane on Anzac Highway and transition across the lanes in stages if required, to enter the U-turn lane.

Based on the above, the egress onto Park Street is not considered to have a detectable impact on road safety or efficiency of the surrounding road network for the following reasons:

- Less than 10% of the site traffic is expected to use the local road network.
- The western U-turn lane would present a more appealing option to motorists wishing to U-turn since the distance from the site would allow easier transition across Anzac Highway and therefore result in less delay.
- The volume of traffic wishing to perform a U-turn will be very low in comparison to the volume of passing trade.

I trust this clarifies the traffic concerns in relation to the Park Street egress, however, should you have any questions or require any further information, please do not hesitate to contact me on (08) 8334 3600.

Yours sincerely



Ian Bishop

Senior Transport Engineer



## Preliminary Traffic, Flooding & Stormwater Assessment

**Development Application No: 211/395/2018/B**

**Assessing Officer:** Phil Smith  
**Site Address:** 130-132 Anzac Highway, GLANDORE SA 5037, 134-136 Anzac Highway, GLANDORE SA 5037, 1A Park Street, GLANDORE SA 5037  
**Certificate of Title:** CT-6126/875, CT-5094/121, CT-5631/598  
**Description of Development** Construction of an integrated service station with associated acoustic fencing, signage, car wash facility and landscaping - variation to existing authorisation - change to land size and site layout, relocation of plant equipment and refuse area, demolition of existing dwelling, and staging of development

### 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 - Phil Smith**

**DATE 19 February, 2020**



## Memo

To Phil Smith  
From Richard Tan  
Date 19-Feb-2020  
Subject 211/395/2018/B, 130-132 Anzac Highway, GLANDORE SA 5037, 134-136 Anzac Highway, GLANDORE SA 5037, 1A Park Street, GLANDORE SA 5037

Phil Smith,

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

### 1.0 Traffic Requirements

The following comments dot point 1.3 has been provided by Council's Traffic Consultant, Mr Frank Siow for re-referral feedback: Note that dot point 1.1 and 1.2 has been summarized from previous comments provided by Mr Frank Siow

#### 1.1 Inclusion of 1A Park Street to the development site (denoted as a Stage 2 development)

From a traffic perspective, I do not foresee traffic issues arising from the inclusion of 1A Park Street to the overall development site or relocation of the refuse area.

#### 1.2 Approval to use a larger 13.9m articulated vehicle for fuel deliveries

Condition 5 should therefore be amended as follows (or words to this effect):

The maximum size of service vehicles accessing the site shall be limited to 13.9m articulated vehicles for fuel deliveries and 10.2m long rigid vehicles for all other vehicles.

Reason: To ensure the ongoing use and safety of vehicle parking and manoeuvring areas.

#### 1.3 New crossover (exit only) to Park Street

I have read the additional information provided in the GTA report dated 16 January 2020. I note the GTA comment that the percentage of OTR



traffic to and from the local street and local area is expected to be low. The proposed access is to be EXIT ONLY to Park Street.

I have further reviewed the local road layout in the adjacent area and note that the tramline forms a barrier to through traffic movement in the north-south direction. On balance, I am of the opinion that the proposed access to Park Street would not likely cause through traffic issues from the OTR exiting traffic.

I note the GTA information regarding the likely low numbers of OTR traffic that would: (1) exit to Park Street and (2) wish to use the U-turn facility. There is another U-turn available in Anzac Highway approximately 100m from Park Street, which provides a greater merging distance that the Park Street exiting traffic could also use.

Having regard to the above additional information, on balance, I am now reasonably satisfied that the proposed EXIT ONLY access to Park Street would be acceptable.

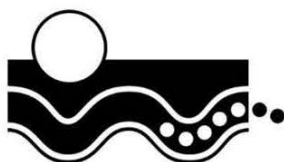
## 2.0 Verge Interaction

- 2.1 As the new access to Park Street is not supportable, hence no further assessment to the verge interaction along Park Street is provided. In the unlikely event that this access is approved, then it should be noted that the verge interaction along Park Street should comply with the following requirements:

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

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





City of West Torrens

Between the City and the Sea

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

**2.1.1** Provided civil plan has not included the existing verge features particularly those along Park Street.

**It is recommended that civil plan should be updated to reflect the above.**

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

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

### **3.0 Stormwater**

**3.1** Stormwater management plan has been amended to capture the additional area of the site. However, I noted the detention capacity of the tank remains the same although the site area has increased. Supporting calculation should be provided to demonstrate that the proposed detention capacity is sufficient to manage the additional site area.

**It is recommended that further information regarding stormwater management plan should be provided.**

Regards  
Richard Tan  
Civil Engineer

**From:** [Psyridis, Jim \(DPTI\)](#)  
**To:** [Phil Smith](#)  
**Cc:** [Hryciuk, Marc \(DPTI\)](#); [Loughron, Reece \(DPTI\)](#); [Annandale-James, Helen \(DPTI\)](#)  
**Subject:** Addition to DA 211/395/18 referral response - update re: amendment - No change to DPTI comments  
**Date:** Monday, 11 May 2020 2:35:40 PM

Hello Phil

Please find our additional bullet point response to referral response arising from your email of 21/4/20

Take this email as formal response correspondence

*Regarding COH comments to the same site, under the same number (211/395/2018B) to add an additional crossover to Park Street and shift the car wash*

- *The additional driveway and alterations to car wash were considered in our DPTI assessment and we have no comment to make on those matters*

I apologise for the late response - Matt Henderson had dealt with this on time, and I had missed this.

Jim Psyridis  
A/Manager, Transport Assessment  
For Commissioner of Highways

**From:** Phil Smith  
**Sent:** Tuesday, 21 April 2020 11:22 AM  
**To:** Henderson, Matthew (DPTI)  
**Subject:** RE: DA 211/395/18 - referral response

Hi Matthew,

Thank you for your response. Are you providing the second response for the same site, under the same number (211/395/2018B) to add an additional crossover to Park Street and shift the car wash as well?

Thanks and kind regards,

**Phil Smith**  
**Senior Development Officer - Planning**  
City of West Torrens  
165 Sir Donald Bradman Drive  
Hilton SA 5033

**From:** Henderson, Matthew (DPTI)  
**Sent:** Wednesday, 8 April 2020 11:51 AM  
**To:** Phil Smith  
**Subject:** DA 211/395/18 - referral response  
**Importance:** High

Hello Phil

Please see attached the Commissioner of Highways' referral response in this matter

Please don't hesitate to contact me via return email should you have any queries

Kind regards

**Matthew Henderson**

Transport Assessment Officer

Transport Network Strategy

Department of Planning, Transport and Infrastructure

E [matthew.henderson2@sa.gov.au](mailto:matthew.henderson2@sa.gov.au)

GPO Box 1533 Adelaide SA 5001 • DX 171 • [www.dpti.sa.gov.au](http://www.dpti.sa.gov.au)



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*We acknowledge and respect Aboriginal peoples as South Australia's first peoples and nations, we recognise Aboriginal peoples as traditional owners and occupants of land and waters in South Australia and that their spiritual, social, cultural and economic practices come from their traditional lands and waters; and they maintain their cultural and heritage beliefs, languages and laws which are of ongoing importance; We pay our respects to their ancestors and to their Elders.*

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In reply please quote: 2020/00291, Process ID: 616864  
 Enquiries to: Matthew Henderson  
 E-mail: dpti.luc@sa.gov.au



Government of South Australia

Department of Planning,  
Transport and Infrastructure

**TRANSPORT PLANNING AND  
PROGRAM DEVELOPMENT**

**Transport Assessment**

GPO Box 1533  
ADELAIDE SA 5001

ABN 92 366 288 135

3 April 2020

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

Dear Mr Smith

### **SCHEDULE 8 - REFERRAL RESPONSE**

<b>Development No.</b>	211/395/18
<b>Applicant</b>	Peregrine Corporation / Andrew Caspar
<b>Location</b>	132-136 Anzac Highway, Glandore
<b>Proposal</b>	Variation to Condition 5 and amendment to access

I refer to the above development application forwarded to the Commissioner of Highways (CoH) in accordance with Section 37 of the *Development Act 1993*. The proposed development involves development adjacent a main road as described above. The following response is provided in accordance with Section 37(4)(b) of the *Development Act 1993* and Schedule 8 of the *Development Regulations 2008*.

### **CONSIDERATION**

The applicant proposes to vary an approved development to accommodate larger fuel delivery vehicles and undertake amendments to the proposed access arrangements. An amended plan by ADS Architects numbered 14JN1220.2sk01j and dated 3 April 2020 was provided separately to DPTI showing an access detail dimension at Park Street corner. The Department of Planning, Transport and Infrastructure (DPTI) is supportive of the proposed amendments consistent with this plan.

### **ADVICE**

The Department of Planning, Transport and Infrastructure advises the planning authority that a variation to Condition 5 to accommodate access by 13.9 metres semi-trailers for fuel delivery purposes is acceptable to DPTI based on the aforementioned plan. The varied condition could read:

1. The maximum size of service vehicles accessing the site shall be a 13.9 metre semi-trailer vehicle for the purpose of fuel deliveries. , and in all other cases, including the refuse collection vehicle, shall be limited to a 10.2 metre rigid vehicle

All other conditions should remain unaltered with the exception of those required to accommodate new plan references.

Yours sincerely

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

#15313941

## Arboricultural Assessment of Street Trees

Development Application No: 211/395/2018/A

**REFERRAL DUE DATE: 17 March 2020**

Assessing Officer: **Phil Smith**

Site Address: **130-132 Anzac Highway, GLANDORE SA 5037,  
134-136 Anzac Highway, GLANDORE SA 5037**

Certificate of Title: **CT-6126/875, CT-5094/121**

Description of Development **Construction of an integrated service station with associated acoustic fencing, signage, car wash facility and landscaping - variation to existing approval - amendment to condition 5 to allow fuel tankers of up to 13.9m in length on site**

### TO THE TECHNICAL OFFICER – CITY ASSETS

**Please provide your comments in relation to:**

- ☐ **The removal of or impact upon the Street Tree**
- ☐ **Species of Tree:**
- ☐ **Your advice is also sought on other aspects of the proposal as follows:**

PLANNING OFFICER - Phil Smith

DATE 3 March 2020

### FROM THE TECHNICAL OFFICER

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

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

Verge interaction must consider all services that cross council land including stormwater outlets (and other) which will need to be maintained a minimum of 2.0m from any existing street tree (unless existing or otherwise negotiated).

**As stated in previous correspondence dated 28/05/2018, City Operations will require the a 2.0m offset from the eastern edge of the basal flare of the *Fraxinus angustifolia* 'Raywood' street tree to the western side of the proposed crossover, to maintain the stability, long term health and viability of this street tree.**

**City Operations is unable to support a reduction to this offset.**

**The *Fraxinus angustifolia* 'Raywood' (Claret Ash) that line Anzac Hwy are a tree of 'honour' planted as a result of fallen soldiers for their sacrifices during WWI and WW II. Council view this avenue of trees as extremely important in the preservation of the memory of the fallen heroes.**

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

Final crossover locations will be confirmed once appropriate consultation has been received from the applicant in the form of "an application to construct a vehicle crossing place(s) across council land".

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

**Telephone: 8416 6333**  
**Fax: 8443 5709**

**DATE: 16/03/2020**







## 6 REPORTS OF THE ASSESSMENT MANAGER

### 6.1 130-132 & 134-136 Anzac Highway, GLANDORE

Application No 211/395/2018

Appearing before the Panel will be:

Representors: **Syd McDonald** on behalf of Juzie and Sturt Whittaker of 1a Park Street, Glandore wishes to appear in support of the representation.

**Andrew and Rebecca Bruce** of 1 Park Street, Glandore wishes to appear in support of the representation.

**Peter Eiten** of 1/137 Anzac Highway, Glandore wishes to appear in support of the representation.

Applicant: **Andrew Caspar** from Peregrine Corporation wishes to appear to respond to the representations.

#### DEVELOPMENT APPLICATION DETAILS

DESCRIPTION OF DEVELOPMENT	Construction of an integrated service station with associated acoustic fencing, signage, car wash facility and landscaping
APPLICANT	Peregrine Corporation
LODGEMENT DATE	23 April 2018
ZONE	Urban Corridor Zone
POLICY AREA	Boulevard Policy Area 34
APPLICATION TYPE	Merit
PUBLIC NOTIFICATION	Category 2
REFERRALS	Internal <ul style="list-style-type: none"> <li>• City Assets</li> <li>• Amenity officer</li> </ul> External <ul style="list-style-type: none"> <li>• DPTI</li> <li>• EPA</li> </ul>
DEVELOPMENT PLAN VERSION	6 February 2018
DELEGATION	<ul style="list-style-type: none"> <li>• The relevant application is for a merit, Category 2 or Category 3 form of development, representations have been received and one or more representors wish to be heard on their representation.</li> </ul>
RECOMMENDATION	Support with conditions
AUTHOR	Jordan Leverington

## SUBJECT LAND AND LOCALITY

The subject land is formally described as Allotments 22 and 23 in Filed Plan 7190 and Allotment 1 in Deposited Plan 50453 in the area named Glandore, Hundred of Adelaide, Volume 6126 Folio 875 and Volume 5094 Folio 121, more commonly known as 130-132 and 134-136 Anzac Highway, Glandore. The subject site is irregular in shape with a 58 metre (m) wide frontage to Anzac Highway, a secondary frontage to Park Street of 28m and a site area of 1984 square metres (m<sup>2</sup>).

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

The site currently contains two commercial buildings and associated car parks. The buildings are used for retail sales and bulky good sales. The site is relatively flat and has minimal vegetation located at the peripheries of the car park on 130-132 Anzac Highway.

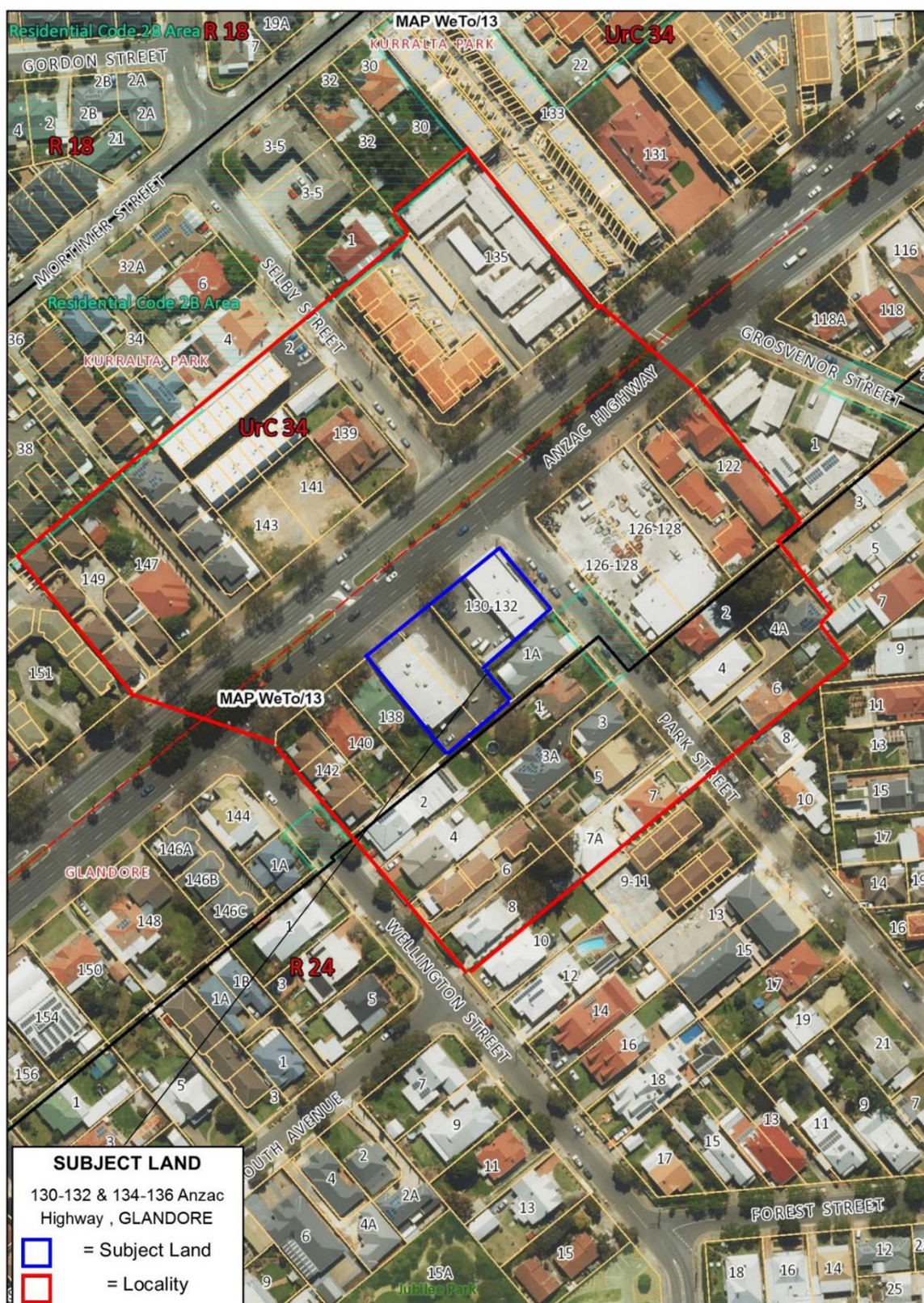
The locality consists of a variety of land uses including residential, commercial and service trade premises. The site is on the southern side of Anzac Highway which is a primary arterial road and carries approximately 41,100 vehicles per day. Residential land uses are located adjacent the subject site to the south and west and on the northern side of Anzac Highway. Dwellings to the south and west are single storey detached dwellings, whereas on the northern side of Anzac Highway they are in the form of two and three storey residential flat buildings. The subject site is in the Urban Corridor Zone, but on the boundary of the Residential Zone Glandore Character Policy Area which is located to the south.

The amenity of the locality varies depending on the location. Immediately adjacent Anzac Highway, amenity is medium to low due to the function of the primary arterial road and non-residential land uses, whereas further south the amenity is medium to high as the impacts from traffic and the non-residential land uses is lessened by distance and orientation of the non-residential land uses.

Due to the prevalence of residential land uses, signage and advertising is minimal within the locality. Signage at each of the existing non-residential land uses is modest and not readily visible unless in close proximity to these sites. This is aided by the existence of mature street trees that line Anzac Highway and its median.

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









**RELEVANT APPLICATIONS**

DA Number	Description of Development	Decision	Decision Date
211/136/2015	Schedule 10 - DAC No: 211/E003/15 Demolition of existing site and construction of new 'On the Run' integrated service station complex including associated car parking & signage	Withdrawn	4/05/2016
211/1020/2001	Drive through convenience store (shop)	Approved	12/02/2002

**PROPOSAL**

The proposal seeks to construct an integrated petrol filling station with the following attributes:

- Three petrol bowsers beneath a 7.1m high canopy;
- A 389m<sup>2</sup> control building harbouring the following:
  - 24 hour drive through;
  - Guzman y Gomez fast food outlet (liquor licensed);
  - Bakery;
  - Groceries;
  - Coffee;
  - Tobacco sales;
- An automatic car wash and car vacuum point;
- Outdoor seating area;
- Two car parks with a total of 12 spaces;
- Acoustic fencing to maximum height of 4.5m;
- Numerous advertisements including a 7m high pylon sign;
- Plant equipment shelter with mural; and
- Associated landscaping.

The control building is single storey but has a total height of 7.1m. Plant equipment is located on the roof and screened by a 2m fibre cement screen which has been integrated into the overall design to appear as part of the main structure. The eastern façade of the control building, facing the car park and bowsers, will be predominantly glass. The northern façade, facing Anzac Highway, will be a solid wall used predominantly for advertising purposes.

The car wash is to be located on the southern boundary immediately adjacent a dwelling at 1a Park Street. The car wash will have automatic doors which will close once a car has entered to minimise noise transmission. The northern façade of the car wash will be predominately glass.

A 7m high pylon sign will display petrol prices and advertise the other activities/goods provided on the site. This sign will replace the existing 6m pylon sign currently located in front of 134-136 Anzac Highway.

Three crossovers are proposed. Two of these crossovers are on Anzac Highway; the eastern will be entry only and the western will be egress only. The third crossover on Park Street will allow people to leave the site directly from the car wash.

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



## PUBLIC NOTIFICATION

The application is a Category 2 form of development pursuant to the Procedural matters section of the Urban Corridor Zone.

<b>Properties notified</b>	21 properties were notified during the public notification process.
<b>Representations</b>	Seven representations were received.
<b>Persons wishing to be heard</b>	Three representors identified that they wish to address the Panel: <ul style="list-style-type: none"> <li>• Juzie and Stuart Whittaker;</li> <li>• Andrew and Rebecca Bruce; and</li> <li>• Peter Eiten.</li> </ul>
<b>Summary of representations</b>	Concerns were raised regarding the following matters: <ul style="list-style-type: none"> <li>• Proposed land use is at odds with the Objectives and Principles of the Development Plan;</li> <li>• Detrimental impact on the amenity of the locality through noise, light and pollution impacts;</li> <li>• Increase in traffic generation;</li> <li>• Impact from 24 hour operation;</li> <li>• Insufficient on street parking available;</li> <li>• Anti-social behaviour;</li> <li>• There are already enough petrol stations within the local area;</li> <li>• Proposed use incompatible with adjoining residential land uses;</li> <li>• Odour emitted from fuel filling and fast food restaurant;</li> <li>• Significant increase of noise from vehicles, food ordering, carwash and plant equipment; and</li> <li>• Reduction in the quality of living for local residents.</li> </ul>
<b>Applicant's response to representations</b>	Summary of applicant's response: <ul style="list-style-type: none"> <li>• The proposal has been designed in accordance with the relevant Australian Standards, Ausroads guidelines and Traffic code and therefore satisfactorily addresses the concerns raised;</li> <li>• The proposal will be undertaken in accordance with the recommendations provided in the acoustic report provided by Sonus;</li> <li>• Light spill has been considered by TMK lighting engineers and will not exceed the relevant standards;</li> <li>• 24 hour operation is in keeping with expectations and industry standards and will not detrimentally impact the amenity of the locality;</li> <li>• The 24 hours operation will provide additional casual surveillance which may minimise the opportunity for anti-social behaviour;</li> <li>• Operating an OTR in a neighbourhood often enhances the amenity of the neighbourhood and can contribute to higher property values and rent returns;</li> <li>• The number of service stations in the locality is not a planning concern. The commercial viability is determined by market forces;</li> <li>• The proposed land use is undefined, but some characteristics of the proposal are envisaged by the Urban Corridor Zone such as employment opportunities.</li> </ul>

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

### INTERNAL REFERRALS

Department	Comments
City Assets	<ul style="list-style-type: none"> <li>The road alterations requested by DPTI shall be completed prior to the proposed development operating for business;</li> <li>Alterations are required to an existing stormwater entry pit in order to facilitate the proposed crossovers. The extent of the works has been estimated to cost in the order of \$10,000. A deposit of \$5,000 will need to be paid to Council to undertake the work prior to an authorisation of the proposed crossover. The final outstanding amount will be invoiced at the completion of works;</li> <li>A stormwater discharge rate of 20L/s is satisfactory.</li> </ul>
City Operations	<ul style="list-style-type: none"> <li>Will support proposal on the basis that a minimum 2.0m offset is available between the eastern edge of the basal flare on the existing <i>Fraxinus angustifolia</i> "Raywood" street tree.</li> </ul>

### EXTERNAL REFERRALS

Department	Comments
DPTI	<ul style="list-style-type: none"> <li>The proposal seeks to minimise the number of crossovers currently available and simplify the traffic movements;</li> <li>The existing opening on Anzac Highway allowing U-turns will need to be modified to prevent direct right turns from the site onto Anzac Highway with all costs to be borne by the applicant;</li> <li>Signage should not contain any LED or LCD element except for the fuel prices on the pylon sign;</li> <li>Signage should not scroll flash, move or change;</li> <li>Signage should be illuminated appropriately and change with the ambient conditions;</li> <li>Electronic signage should have automatic error detection and shut down should there be a malfunction;</li> <li>All vehicles shall enter and exit in a forward direction; and</li> <li>All stormwater shall be disposed of in safe manner.</li> </ul>
EPA	<ul style="list-style-type: none"> <li>Given the distance to the nearest sensitive receivers (approximately 10m) and the proposed installation of a Stage 1 and Stage 2 vapour recovery system, the EPA is satisfied that the petroleum storage would not result in unacceptable air quality impacts.</li> <li>Any sludge or oily residue collected within the Class 1 full retention oil water separator must be removed as necessary by an EPA licensed waste transporter.</li> <li>The EPA has not undertaken an assessment of any potential noise impacts. As the proposed facility would operate 24 hours a day, seven days a week, and a sensitive receiver is located in close proximity, the planning authority should be satisfied that the proposed development would comply with the Environment Protection (Noise) Policy 2007.</li> <li>The EPA is satisfied that the proposed petroleum storage activity would not cause unacceptable air quality, water quality or site contamination impacts.</li> </ul>

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

## RELEVANT DEVELOPMENT PLAN PROVISIONS

The subject land is located within the Urban Corridor Zone and, more specifically, Boulevard Policy Area 34 as described in the West Torrens Council Development Plan.

The relevant Desired Character statements and associated Objectives and Principles of Development Control (PDC) are as follows:

### Urban Corridor Zone - Desired Character

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

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

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

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

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



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

Objectives	1, 2, 3, 4, 5, 6, 7, 9
Principles of Development Control	1, 4, 6, 7, 8, 9, 10, 11, 12, 13, 16, 17, 18, 19, 20, 21

#### **Boulevard Policy Area 34 - Desired Character**

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

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

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

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

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

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

*Podium elements, where higher floors of the building are set back further than lower level floors, may be used to improve air quality (through greater air circulation), as well as enhancing solar access, privacy and outlook for both the residents of the building and neighbours.*

*Buildings along Port Road will have zero setback from the front boundary in order to establish a strong and imposing presence to the road, while short front setbacks along Anzac Highway will allow for some landscaping to contribute to a more open landscaped character.*

*On-site vehicle parking will not be visible from Port Road and Anzac Highway, by locating parking areas behind building facades and shielding undercroft parking areas with landscaping and articulated screens.*

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

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

### QUANTITATIVE STANDARDS

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

DEVELOPMENT PLAN PROVISIONS	STANDARD	ASSESSMENT
PRIMARY STREET SETBACK <i>Urban Corridor Zone</i> PDC 17	3m (minimum)	5.1m <b>Satisfies</b>
SECONDARY STREET SETBACK <i>Urban Corridor Zone</i> PDC 18	No minimum	0m <b>Satisfies</b>
SIDE SETBACK <i>Urban Corridor Zone</i> PDC 19	3m (minimum)	3.4m <b>Satisfies</b>
REAR SETBACK <i>Urban Corridor Zone</i> PDC 19	3m (minimum)	0m <b>Does Not Satisfy</b>
LANDSCAPING <i>Landscaping, Fences and Walls</i> PDC 4	10% (minimum)	150m <sup>2</sup> or 7.6% <b>Does Not Satisfy</b>
BUILDING HEIGHT <i>Urban Corridor Zone</i> PDC 13	3 storeys / 12.5m (maximum)	1 storey / 7m <b>Satisfies</b>
CAR PARKING SPACES <i>Urban Corridor Zone</i> PDC 20	18 - 30 spaces	12 spaces <b>Does Not Satisfy</b>

## ASSESSMENT

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

### Land Use

The proposed integrated service station is not a type of land use envisaged within the zone or policy area. The desired character of the zone and policy area seeks multi storey mixed use developments with non-residential land uses on the ground floor and residential above it.

The proposed development is described as an integrated service station due to the multiple uses located on the site. The control building houses groceries, a bakery, fast food and a place to pay for fuel and car washes. As it is an undefined use, it is not envisaged in any zone or policy area. The proposed land use has elements which are envisaged such as shop and licensed premises, however it also has a substantial element that is non-complying i.e. petrol filling station.

The relevant Desired Character Statements are primarily concerned with mixed use and residential development and do not provide much guidance for other types of development. While other types of development are not expressly discouraged, it is important to ensure that the proposal will not impede desired development from occurring in the locality. An over-arching theme of the zone and policy area provisions is to encourage buildings that are adaptable for a range of uses. Given the proposed petrol filling, car washing and drive through fast food functions, and the potential site contamination arising from these functions, it is unlikely that this site can be adapted in the future should the current proposal be approved. It is more likely that the site will need to be cleared, remediated and then subsequently re-developed.

It is important to consider the existing land uses and their impact on the locality. The subject site is currently being used for the sale of office seating supplies and an On The Run drive through Smokemart. The latter sells tobacco products, coffee, gas, ice, lottery tickets etc. The office seating supplies shop is open Monday to Friday 9am to 5pm. The OTR Smokemart is open 5am to 11pm every day.

The proposed development is seeking a 24 hour operation for some activities, but reduced hours for the car wash, vacuum cleaner and liquor licensed fast food outlet. The 24 hour, 7 days a week activities include petrol filling, groceries, coffee, bakery and tobacco sales. The drive through will also remain open to allow customers to purchase any of the aforementioned products.

Objective 2 of the Urban Corridor Zone seeks ground floor uses that create active and vibrant streets. It could be argued that the 24 hour, 7 days a week operation of the proposed development will achieve this, however the activity created by the development will be undertaken primarily inside the building. There is a small outdoor seating area on the north-east corner of the allotment, however this is unlikely to be used after 11pm when the fast food restaurant closes. People using the site at night will predominantly be fuelling their car or using the drive through facility.

This is not considered an undesirable outcome in itself, however the result of more people using the site for the proposed activities is that the amenity of the locality for existing residents is likely to be further eroded. Notwithstanding that the subject site is located in an Urban Corridor Zone, the neighbouring properties have been used for residential purposes since the 1930's.

In consideration of the above, while the proposed use is not specifically encouraged within the zone and policy area it is not considered to be detrimental to the desired character in this location given the existing uses on and adjacent the subject site as well as how the proposed use will operate.



### **Desired Character and Pattern of Development**

The introduction of the Urban Corridor Zone was a major policy shift for development along transit corridors. The ambition was to provide medium and high density housing with close links to employment opportunities, services and facilities such as public transport and community services. The boundary for the Urban Corridor Zone is generally setback one allotment from Anzac Highway, which in some instances means that the Urban Corridor Zone abuts residential character policy areas. These residential character areas seek considerably different built form outcomes in comparison to the Urban Corridor Zone. This is why the maximum height of development abutting the residential character policy area is limited to three storeys.

The Urban Corridor Zone and Boulevard Policy Area 34 encourage the amalgamation of sites in order to achieve suitable parcels for envisaged development. The proposed development will utilise two allotments which will likely be amalgamated in the future (allotment amalgamation is not development and does not require an approval). There is an allotment behind 130-132 Anzac Highway (1a Park Street) which is within the Urban Corridor Zone, but is unlikely to be developed in a way that meets the desired character of this zone. This is because it is a relatively small allotment (458m<sup>2</sup> with a frontage of 15m) accommodating a single storey dwelling built in 2002 (the residence of one of the representors). The proposed integrated service station development will not amalgamate this allotment and so will prevent it from being developed in a way that is consistent with the desired character of the zone and policy area.

Conversely, there are a number of examples within the neighbouring Glandore Character Policy Area 24 that do not contribute to the positive character attributes being sought in that policy area. For example, on Park Street there are four residential flat buildings, three row dwellings and three hammerhead allotments. It is considered that there are only eight examples of dwellings / properties in the locality that represent the positive attributes being sought in Glandore Character Policy Area 24. The properties that do not contribute positively are considered to have irreparably altered the character of Park Street so that it can never achieve the desired character sought in that policy area. Accordingly, the proposed integrated service station development is likely to have a minimal impact on the existing character of the Glandore Character Policy Area 24 in this locality.

### **Built Form and Landscaping**

The type of built form encouraged by the Urban Corridor Zone and Boulevard Policy Area 34 is primarily directed towards achieving mixed use and residential development. There are some design provisions, however, which are generic and apply to all new development in order to achieve a unity in built form (although not at the expense of creating individual design outcomes).

The proposed development is relatively unique in that traffic movements, separation distances and operational requirements effectively drive the final built form outcome. On the Run integrated service station developments take on a similar built form with the control building located off to the side of the subject site and orientated perpendicular to the public road. This provides surveillance over the petrol pumps while also allowing the necessary vehicle movements around the site. The design of the proposed development is consistent with this configuration with the majority of the site to be sealed and used for vehicle movement.

The desired character for the zone calls for car parking to be located towards the rear of the site in order to provide an interesting pedestrian environment and to bring the built form closer to the street frontage. In instances where this is not achieved, areas of open space and landscaping should be used to create an interesting pedestrian environment. Two separate car parking areas will be provided as part of the proposal; one immediately adjacent the control building and the other at the eastern end of the site adjacent Park Street. There will be a total of 12 car parks provided. The control building is positioned on the western side of the subject site and orientated with its primary façade facing east. This results in the northern facade, which faces Anzac Highway, comprised of a wall and advertisements which does not provide for an interesting pedestrian environment.

Objective 2 of the Urban Corridor Zone calls for built form to transition down in scale and intensity at the zone boundary. The proposed development achieves this well as it will have a total height considerably less than the three storey / 12.5m high maximum prescribed in the policy area. From a built form perspective, the proposal would have less of an impact on the neighbouring Glandore Character Area 24 than a three storey apartment building as it will not overshadow, increase overlooking or have the visual bulk of a three storey residential building.

The development is comprised of three main built form elements being the control building, petrol filling canopy and car wash. The two largest elements (control building and canopy) will be set well back from property boundaries, whereas the car wash will be located on the southern boundary which is common with 1a Park Street. The Urban Corridor Zone supports buildings built to the rear property boundary where the adjoining property is located within the same zone. As previously described, 1a Park Street is located within the Urban Corridor Zone and therefore this setback is supported.

The separated and visually permeable built form elements minimise the visual bulk of the structures while providing excellent passive surveillance across the site and into the public realm. This is supported by PDCs 8 and 9 of the Urban Corridor Zone which seeks overlooking of public open space and buildings to be well articulated through variation of forms, opening and materials. This will be further enhanced by the establishment of landscaping around the periphery of the site between the public realm and proposed buildings.

The Development Plan calls for a minimum of 10% of the site to be landscaped. The proposal provides 150m<sup>2</sup> of landscaping which constitutes 7.6% of the site area. This deficiency is considerable and equates to an area of 46m<sup>2</sup>. However, due to this development being dominated by vehicle movements, opportunities for landscaping are restricted. While the majority of the proposed vegetation is to be understorey shrubs, 13 trees will also be planted. This is considered satisfactory as the chosen location of the trees will not cause entrapment possibilities or pedestrian blind spots. The chosen vegetation has minimal impact screening the built form, but due to the overall height of the proposed structures this is not considered necessary. The vegetation will be irrigated and maintained to a high standard as this is a reflection of the applicant's operation.

In summary, it is considered that the proposed development provides a superior built form outcome and, in terms of landscaping, a significant improvement over the current situation on the site.

### **Advertising**

The proposal has been amended to reduce the overall amount of advertising across the site. The original proposal incorporated what was considered to be an excessive amount of advertising which failed to meet numerous provisions of the Advertisements module of the Development Plan. The revised plans provide for a more consistent colour scheme than originally proposed, based on black and yellow, white and silver.

The integrated nature of the proposal means that there are a number of land uses which are seeking exposure. Each use has their own branding, colours and logos and not surprisingly are quite different. Objectives 1 and 3 of the Advertisements module seeks urban landscapes that are not disfigured by advertisements which should be designed to enhance the appearance of the building and locality. In order to achieve this it is important to understand the current amenity of the locality.

Although the site is located on an arterial road there is minimal signage in the locality and, where it exists, it is of low intensity. The largest allotment in the locality is used by Kennard's hire, located immediately east of the subject site on the opposite side of Park Street. Kennard's signage is comprised of a small pylon sign adjacent Anzac Highway and some signage on the façade of the building which is setback 40m from Anzac Highway.



Other examples of signage in the locality are associated with the Back Centre and Smokemart, which will be removed by the implementation of this proposal. The other allotments in the locality are residential in nature and have no signage.

In the original version of the application, the visually prominent eastern façade of the proposed plant room was to be painted black and incorporate Gusman y Gomez advertising. This has been revised to now incorporate a black and white mural depicting a Mexican food market. This still has an association with the business, but without it being a sterile repetitive advertisement. It is considered to provide visual interest while concealing an otherwise unattractive blank wall of the plant equipment room. This is unlikely to cause a distraction for drivers as it will not include any writing or messages and will not be illuminated.

The original proposal also sought to have two separate pylon signs, however at the request of planning staff this has been revised down to one pylon sign. The proposed pylon sign will exceed the 6m height limit and 7.8m<sup>2</sup> advertisement area prescribed by PDC 17 of the Advertisement module. The additional metre in height is considered minor in this instance as it will be lower than the proposed built form on the site and the existing mature street trees on the road verge. The extra advertisement area is also considered acceptable as there is a legislative requirement to display fuel prices. This fuel price display takes up approximately a third of the advertisement area on the pylon sign.

The remaining signage proposed will all be located on or below the fascia of the buildings which is consistent with PDC 9 of the Advertisements section of the Development Plan. PDC 24 calls for a maximum of 25% of the façade wall area to be used for advertising. It is difficult to accurately measure the total amount of advertising being sought as there is no clear direction from legislation or the courts as to what makes up advertising. There is a strong argument to suggest that the use of corporate colours as a background on a wall does make up part of the advertising. This is reinforced by companies fiercely protecting their corporate branding and colours e.g. Coke red and Pepsi blue.

The advertisements being proposed are all relevant to the uses on the land with no 3<sup>rd</sup> party advertisements being applied for. This is consistent with PDC 4 of the Advertisements section of the Development Plan.



## Amenity

The potential amenity impacts of the proposed development are of greatest concern to the representors and an important consideration given the zoning and character of the locality. Potential amenity impacts that may arise from the proposed land use include:

- Noise from:
  - vehicles and people attending the site 24 hours a day;
  - music and loud speakers beneath the fuel filling canopy;
  - people ordering at the drive through order station;
  - trucks refuelling;
  - the car wash and vacuum; and
  - plant equipment.
- Light spill from external lights on the control building, beneath the canopy and from the car wash.
- Odours from:
  - Fuel filling;
  - Waste storage; and
  - Fast food restaurant.
- 24 hours, 7 days a week operating hours.

### Noise

The impacts arising from noise have been considered by Sonus acoustic engineers in a report dated February 2019. The resolution has been to install acoustic fencing along the south-east and south-west boundaries of the site. The design of this fence will change depending on its location. Where adjacent the car wash, the fence will be a 3m tall Colorbond® fence with a minimum surface density of 5kg/m<sup>2</sup>. The car wash will only operate during the day and will have automatic doors which close at each end of the car wash while it is in operation.

The acoustic fence adjacent the control building and drive through will have a total height of 4.5m made up of a 3m high upright section and a taller cantilevered section angled into the site. This fence will be more substantial with 6mm thick compressed fibre sheet lined with 50mm thick acoustic insulation with an outer layer of Colorbond® corrugated steel.

In addition to the acoustic fences, noise is to be managed by limiting the times in which noise generating activities can occur. The car wash and vacuum cleaner will be limited to the hours between 7am - 10pm, while truck refuelling and waste collection will occur between 7am - 7pm Monday to Saturday and between 9am - 7pm Sundays and public holidays.

Sonus engineers have measured the noise impacts of similar developments at other locations and are confident that the proposed acoustic measures will be sufficient to resolve the noise concerns.

### Light spill

Light spill has been considered by TMK engineers in their report dated 7 February 2019. This report demonstrates that lighting from the site will not cause overspill onto adjacent properties and complies with Australian Standard AS4282-1997. As the lighting design is compliant, it is not considered to cause nuisance to residents in adjoining properties.

### Odour

Petrol vapour emissions at retail petrol stations are a significant and growing source of air pollution in South Australia. Emissions of volatile organic compounds contribute to air pollution and are emitted from storage systems holding hydrocarbon (other than diesel and LPG), as well as from fuel bowzers and tanker deliveries.

Odours from fuel filling and fast food restaurants are considered and regulated by the EPA. They have made the following comments in relation to this:

*Vapour recovery systems are designed to reduce petrol emissions into the atmosphere from underground storage systems. The EPA notes that the proponent has proposed that a Stage 1 vapour recovery system be fitted to underground storage tanks, including underground storage tank vent pipes being fitted with a pressure vacuum relief valve, to minimise loss during the unloading and storage of fuel. The EPA also notes that the proponent has proposed a Stage 2 vapour recovery system for the fuel bowzers which directs vapours back into the tank during vehicle refuelling (correspondence from Andrew Caspar, dated 8 February 2019). Given the distance to the nearest sensitive receivers (approximately 10 metres) and the proposed installation of both a Stage 1 and Stage 2 vapour recovery system, the EPA is satisfied that the petroleum storage would not result in unacceptable air quality impacts.*

There is also potential for odours from waste storage to affect the amenity of neighbouring properties. However the applicant has provided a waste management plan which puts a process in place to prevent these odours. General waste and food waste will ordinarily be collected twice a week, however this frequency will be increased in periods of hot weather. Recyclable cardboard will be collected once a week. Green waste from landscaping will be taken away by a contractor.

### Operating hours

The proposed 24 hour, 7 days a week operation is more intensive in comparison to how the site is currently being used. However given the proximity of Anzac Highway to existing dwellings, it is considered that the impact will not be greatly increased. The rezoning of the Urban Corridor Zone allows for an intensification of land uses in a manner which is sensitive to adjoining residential land uses. Objective 1 of the Interface between Land Uses section of the Development Plan calls for development to be located and designed to minimise impact and conflict between land uses. It is important to recognise that this is to minimise, not eradicate, the impacts. The potential impacts from this proposal have been identified and appear to be managed in an appropriate and acceptable manner.

### Parking and Access

The parking demand, access/egress and vehicle movements have been considered by GTA consultants, Council's traffic engineer and DPTI. There is a general consensus that the site will operate appropriately. However, some works external to the site will be necessary in order to facilitate the proposed use of the site.

DPTI have called for the existing median opening providing U-turn movements onto Anzac Highway to be altered in order to prevent people crossing three lanes of traffic in order to turn right onto Anzac Highway. This alteration involves extending a concrete kerb for approximately 12m in length. This will prevent direct access and discourage people from using it. DPTI have called for this work to be undertaken prior to the operation of the development. A condition to that effect, together with other conditions requested by DPTI, has been added to the staff recommendation.

The other necessary external works involve re-locating an existing Stormwater Entry Pit (SEP) as it will conflict with the proposed egress from the site. Council's engineers have estimated this work to cost approximately \$10,000, with a deposit of \$5000 needing to be paid by the applicant prior to the crossover being approved. This work will also need to occur prior to the development operating.

The Urban Corridor Zone is considered a Designated Area for the purposes of vehicle parking. The car parking rates for designated areas can be found in table WeTo/6. For non-residential development there should be between 3-6 car parks per 100m<sup>2</sup> of gross floor area. Based on this figure, the proposed development creates a parking demand of between 18-30 spaces. In proposing only 12 spaces, the proposal has a minor shortfall which, according to Council's traffic engineer, is not fatal to the application due to the way the site will be used. It is considered that the majority of vehicles entering the site will traverse through or occupy a car park for a short period of time.

There is a small area available for people to sit down and eat a meal, however the majority of customers will utilise the drive through to get their meal. The shop within the control building is designed to provide basic groceries (such as bread and milk) while customers fill their car with fuel. For these reasons, the proposed land use is considered to have sufficient car parking.

### **Stormwater Management**

Stormwater runoff from the buildings will be collected and disposed to the street water table in the normal manner, however stormwater from high risk areas will be diverted through a Class 1 Full retention system. This stormwater design has been proposed by the applicant and designed by Sagero Civil and Construction. It will include an Aquator oil separator with no bypass, and an alarm connected to a 10,000L retention tank. This is sufficient in size to accommodate any spill during the course of a fuel delivery or any other potential spills on the forecourt.

This method of stormwater treatment and disposal has been considered by the EPA and Council's engineers as acceptable.

### **SUMMARY**

The proposed integrated service station is not an envisaged type of development in the Urban Corridor Zone, Boulevard Policy Area 34. However this type of land use is frequently found along transit corridors such as Anzac Highway as this is where the customer base is located. Although the subject site is also located adjacent a number of dwellings, the issues raised by representors appear to have been satisfactorily mitigated by the applicant.

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

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



## 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. 211/395/2018 by Peregrine Corporation to undertake the construction of an integrated service station with associated acoustic fencing, signage, car wash facility and landscaping at 130-132 & 134-136 Anzac Highway Glandore (CTs 6126/875 and 5094/121) subject to the following conditions of consent:

### Development Plan Consent Conditions:

1. The development shall be undertaken, completed and maintained in accordance with the following plans and information detailed in this application except where varied by any condition listed below:
  - a) Site Plan by ADS Architects, Drawing no. SK01, Dated 07/02/19;
  - b) Elevation Plan by ADS Architects, Drawing no. SK02h, Dated 07/02/19;
  - c) Elevation Plan by ADS Architects, Drawing no. SK03g, Dated 07/02/19;
  - d) Elevation Plan by ADS Architects, Drawing no. SK04, Dated 07/02/19;
  - e) Landscape Plan by Oxigen Urban Design Landscape Architecture Planning, Drawing no. 15.047.036, Dated 08/02/19;
  - f) Waste Management Plan by OTR, Dated April 2018;
  - g) Traffic management Plan by GTA Consultants, Dated 13/07/2018;
  - h) External Lighting Modelling Report by TMK consulting engineers, Dated 21/02/2019;
  - i) Environmental Noise Assessment by Sonus, Dated February 2019; and
  - j) Stormwater calculations and plan by Sagero Civil and Structural. Dated July 2018.

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

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

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

3. Prior to the occupation or use of the development, all car parking spaces shall be line marked in accordance with the approved plans and maintained in a good condition at all times to the satisfaction of Council.

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

4. Only one pylon sign shall be in place at any one time. The proposed pylon sign shall not be erected whilst the existing pylon sign is in place.

*Reason: To ensure not more than one pylon sign exists on the subject site.*

5. The maximum size of service vehicles accessing the site, including the refuse collection vehicle, shall be limited to a 10.2m long rigid.

*Reason: To ensure the ongoing use and safety of vehicle parking and manoeuvring areas.*

6. The driveways, parking and vehicle manoeuvring areas shall not be used for the storage or display of materials or goods, including waste products and refuse.

*Reason: To ensure the ongoing use and safety of vehicle parking and manoeuvring areas.*

7. The loading and unloading of goods and merchandise shall be carried out on the subject land and is not permitted to be carried out in the street.

*Reason: To maintain the flow of traffic and ensure the ongoing safety of the street for travellers.*

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

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

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

9. Prior to the occupation or use of the development, all stormwater design and construction shall be to the satisfaction of Council to ensure that stormwater does not adversely affect any adjoining property or public road and, for this purpose, stormwater drainage shall not at any time:

- a) Result in the entry of water into a building; or
- b) Affect the stability of a building; or
- c) Create insanitary or dangerous conditions on the site or within the building; or
- d) Flow or discharge onto the land of an adjoining owner; or
- e) Flow across footpaths or public ways.

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

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

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

11. Stormwater runoff from hard surfaced areas shall be directed to a stormwater treatment system or device to ensure that all debris, litter, sediment, fuels and oil products are removed prior to any controlled release to Council's stormwater system.

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

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

Monday to Saturday (except public holidays) 7am - 7pm

Sunday and public holidays 9am - 7pm

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

13. The hours of operation of the shall be limited to the following periods:

- Fuel and convenience shop 24 hours a day Sunday to Monday.
- Guzman y Gomez restaurant 6am to 11pm - Sunday to Monday.
- Car wash and vacuum bay 7am to 10pm - Sunday to Monday.

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

- 14 All external lights on the subject site shall be directed, screened and of such limited intensity that overspill of light into nearby premises is avoided and no nuisance or loss of amenity is caused to any person beyond the site, including passing motorists.  
*Reason: To ensure that the proposed lighting does not cause undue disturbance, annoyance or inconvenience to adjoining landowners and motorists.*
- 15 The illumination of the sign shall be such that no hazard, nuisance or discomfort is caused to any person beyond the site, including passing motorists and adjoining residents.  
*Reason: To ensure the proposed signage does not cause undue disturbance, annoyance or inconvenience to adjoining landowners and motorists.*

**Conditions required by the Department of Planning, Transport and Infrastructure**

16. The Anzac Highway ingress and egress points shall be located and constructed in general accordance with the proposed site plan produced by ADS Architects numbered 14JN1220.1 SK01e dated 19 September 2018 and the GTA Site Traffic Compliance Statement dated 16 April 2018. The ingress and egress points shall be appropriately angled to the road and signed/line marked to reinforce the desired traffic flow through each access.  
*Reason: To satisfy the requirements of the Department of Planning, Transport and Infrastructure.*
17. The median alterations opposite the new egress shown in the GTA Site Traffic Compliance Statement dated 16 April 2018 shall be designed and installed to DPTI's satisfaction prior to operation of the development. All associated costs (including project management and any necessary road lighting and drainage upgrades) shall be borne by the applicant. The applicant shall contact Ms Teresa Xavier, Network Planning Engineer, Traffic Operations on telephone (08) 8226 8389 or via email at: [teresa.xavier@sa.gov.au](mailto:teresa.xavier@sa.gov.au) to discuss the proposed road works prior to undertaking any detailed design.  
*Reason: To satisfy the requirements of the Department of Planning, Transport and Infrastructure.*
- 18 All vehicles shall enter and exit the site in a forward direction.  
*Reason: To satisfy the requirements of the Department of Planning, Transport and Infrastructure.*
19. Any stormwater run-off shall be collected on-site and disposed of safely without jeopardising the safety of the adjacent section of Anzac Highway. Any alterations to the existing road drainage infrastructure as a result of this development shall be at the expense of the applicant.  
*Reason: To satisfy the requirements of the Department of Planning, Transport and Infrastructure.*

**Conditions imposed at the request of the Environment Protection Authority**

20. Prior to operation, all fuel storage tanks (apart from diesel and LPG) must be fitted with a Stage 1 vapour recovery system (which includes underground storage tank vent pipes being fitted with a pressure vacuum relief valve) that directs the displaced vapours back into the tank during filling.  
*Reason: To satisfy the requirements of the Environment Protection Authority.*
21. Prior to operation, all fuel dispensers (apart from diesel and LPG) must be fitted with a Stage 2 vapour recovery system that directs vapours back into the tank during vehicle refuelling.  
*Reason: To satisfy the requirements of the Environment Protection Authority.*



22. All runoff from hardstand areas (including the refuelling and fuel delivery areas) of the site (refer to plans by Sagero Project No. SA18007, Drawing Number C01 Issue C, C02 Issue A, C03 Issue A) must be directed via grates and grade changes to a forecourt full retention oil/water separator (no bypass function) that:
- a) has as a minimum spill capture capacity of 10,000 litres;
  - b) reduces oil content in the outlet to less than 5 mg/L (as confirmed by independent third party scientific testing);
  - c) operates effectively in the event of a power failure; and
  - d) has an alarm connected by telemetry to appropriate maintenance personnel.
- Reason: To satisfy the requirements of the Environment Protection Authority.*
23. Any sludge or residues collected within the forecourt full retention oil/water separator is considered waste and must be removed by an EPA licensed waste transporter
- Reason: To satisfy the requirements of the Environment Protection Authority.*
24. All underground fuel storage tanks must be double-walled and fitted with Automatic Tank Gauging (ATG) as a leak detection and monitoring system.
- Reason: To satisfy the requirements of the Environment Protection Authority.*
25. Prior to use, all fuel lines between the underground storage tanks and fuel dispensers must be double contained and fitted with a mechanical pressure leak detection system.
- Reason: To satisfy the requirements of the Environment Protection Authority.*
- 

#### Attachments

1. **Objectives and Principles of Development Control (under separate cover)**
2. **Plans and associated documentation (under separate cover)**
3. **Representations and Response to Representations (under separate cover)**
4. **Internal and external referral responses (under separate cover)**

## 6.2 33 Kimber Terrace, KURRALTA PARK

Application No 211/1093/2019

### DEVELOPMENT APPLICATION DETAILS

DESCRIPTION OF DEVELOPMENT	Combined Application : Land Division - Torrens Title; SCAP No. 211/D117/19; Create two (2) additional allotments with reciprocal party wall rights and construction of three (3) x two-storey row dwellings
APPLICANT	M K Dagar
LODGEMENT DATE	28 October 2019
ZONE	Residential Zone
POLICY AREA	Medium Density Policy Area 19
APPLICATION TYPE	Merit
PUBLIC NOTIFICATION	Category 1
REFERRALS	<p>Internal</p> <ul style="list-style-type: none"> <li>• City Assets</li> <li>• City Operations</li> </ul> <p>External</p> <ul style="list-style-type: none"> <li>• State Commission Assessment Panel (SCAP)</li> <li>• South Australian Water Corporation (SA Water)</li> </ul>
DEVELOPMENT PLAN VERSION	Consolidated 12 July 2018
DELEGATION	<ul style="list-style-type: none"> <li>• The relevant application proposes a merit form of development which does not meet the minimum site area requirements in the relevant Zone or Policy Area by 7.5% or more.</li> </ul>
RECOMMENDATION	Support with conditions
AUTHOR	Sonia Gallarello

### BACKGROUND

The application has been referred to the Council Assessment Panel for a decision as the application proposes a merit form of development which does not meet the minimum site area requirements in the relevant Zone or Policy Area by 7.5% or more.

In this instance, the three allotments do not satisfy the site area requirements for a row dwelling of 270 square metres (m<sup>2</sup>) and frontage requirement of 9 metres (m).

### SUBJECT LAND AND LOCALITY

The subject land is formally described as Allotment 2 in Deposited Plan 4167 in the area named Kurralta Park, Hundred of Adelaide, Volume 5705; Folio 121. It is more commonly known as 33 Kimber Terrace, Kurralta Park. The subject site is irregular in shape with a 22.8 metre (m) wide frontage to Kimber Terrace and a site area of 649 square metres (m<sup>2</sup>).

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

The subject land currently contains a single storey dwelling with red tiled roof and cream render walls with a verandah and number of outbuildings in the rear yard. The site is relatively flat. There are no regulated trees on the subject site or on adjoining land that would be affected by the development.

The locality consists of predominantly residential land uses, some industrial land uses to the west of Clifford Avenue and commercial / industrial along South Road which is some 500m to the east. The residential density ranges from low to medium density with a number of recent medium density developments receiving approvals including 24, 26 and 31 Kimber Terrace. These new developments have been approved with site area ranging between 130m<sup>2</sup> to 240m<sup>2</sup>.

The subject land is sited just outside of the 400m centres buffer area, is close to the Westside Bikeway and within close proximity to South Road, where there is good access to frequent public transport.

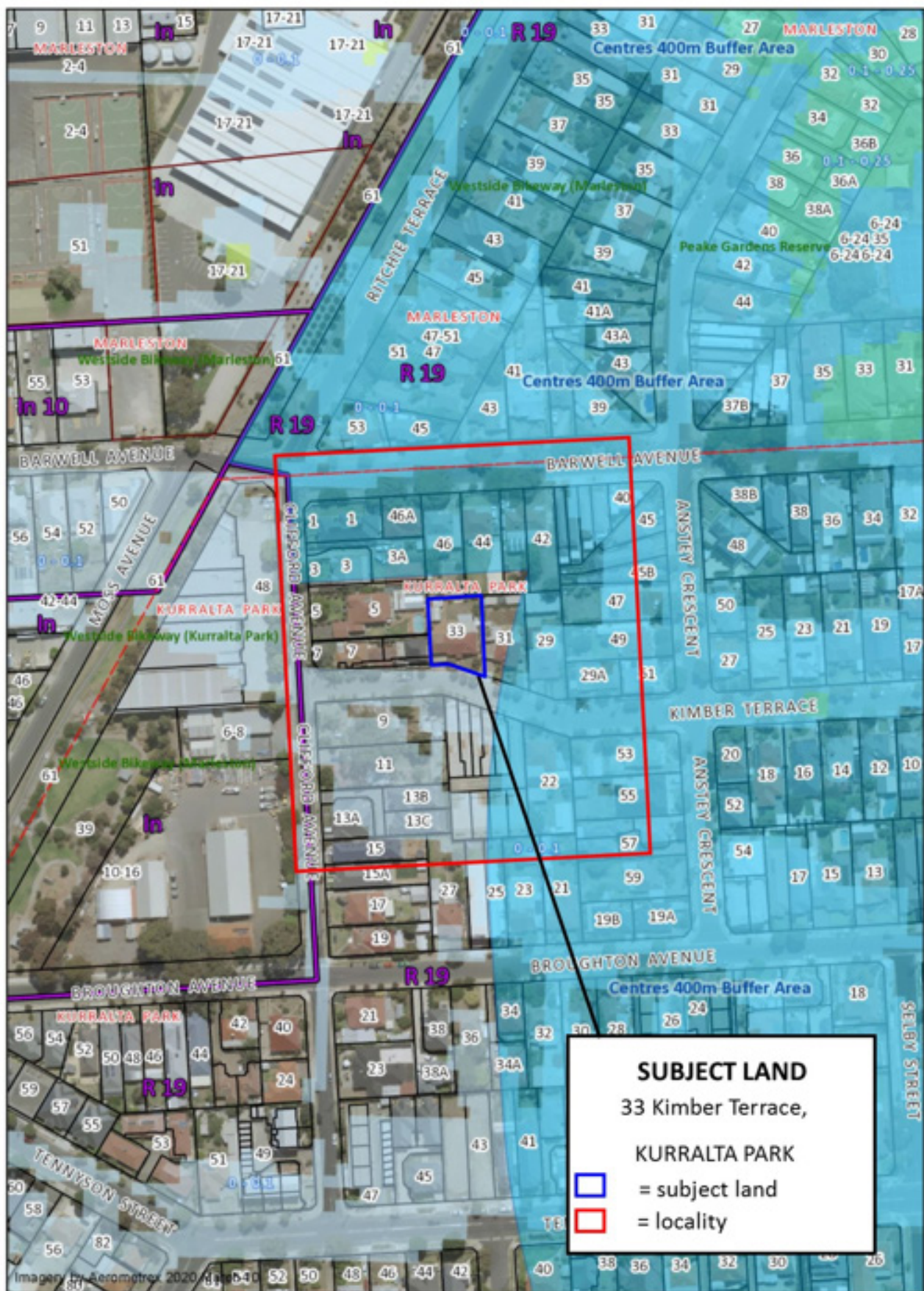
The amenity of the locality is considered moderate with a mix of older dwellings of construction spanning from 1930 to 1950 and new dwellings constructed post 1990 on medium density sized allotments.



**Figure 1: View of 33 Kimber Terrace, Kurralta Park from street looking northeast**

The subject land and locality are shown on the aerial imagery overleaf:





## PROPOSAL

### Land Division

The applicant proposes the division of the existing allotment to create two additional allotments each with party walls rights for the purpose of constructing row dwellings. The frontages and areas of the proposed allotments are as follows:

Allotment	Allotment Area	Allotment Frontage
1	201m <sup>2</sup>	7.0m
2	213m <sup>2</sup>	7.9m
3	235m <sup>2</sup>	7.9m

### Row Dwellings

The residential component of the combined application consists of the construction of three (3) x two-storey row dwellings. Each dwelling has an alfresco covered area to the rear.

The middle dwelling (proposed allotment 2) has a single garage and dwellings 1 and 3, a double garage. Each dwelling comprises a rear family living, kitchen and meals area. Dwelling 2 has an additional living room at the front of the dwelling that is entered into directly from the front door. Upstairs, each dwelling has three bedrooms, an en-suite from the main bedroom and a separate bathroom.

The design of the row dwellings is modern/contemporary, with a 22.5 degree roof pitch for each of the dwellings and 450mm eave overhangs where not against a party wall. A series of masonry walls are also proposed including a 2.1m high brick wall extending from the garage wall of dwelling 1 for gas and electricity service provision, a two storey blade wall between dwellings 1 and 2 and a lower single storey height wall is proposed between dwellings 2 and 3 and also along the eastern boundary of dwelling 3 in front of the garage. (Please note that the render shows two high walls but it was negotiated to have one higher and one lower and it is currently not possible to have the colour render revised.)

A mix of materials are proposed and includes Colorbond® custom orb profile roof sheeting, rendered hebel, timber cladding for dwelling 2, narrow dark painted feature around window for dwelling 3 for the first floor. The ground level includes a combination of materials including red brick, rendered walls, acrylic panel lift doors, and glass and timber front doors.

The colour palette includes a range of Colorbond® finishes including 'monument' for the roof cladding, painted hebel in 'surfmist' matrix panel in 'sufmist', rendered parapet in 'surfmist' and a feature blade wall in 'monument.' The front elevation for dwelling 2 also includes feature timber cladding.

Vehicular access to each dwelling is to be gained via individual driveways. The development incorporates a mix of landscaping interspersed between the paved driveways at the front, lawn and edge plantings to the sides of the dwellings and rear private open space areas.

Internal fencing is proposed as 1.8 metre high 'monument' Colorbond® fence and a low retaining wall to the front and west of dwelling 1.

Occupants will utilise the standard Council waste collection system with bins to be stored in the rear yard of the dwellings.

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

## PUBLIC NOTIFICATION

The application is a Category 1 form of development pursuant to Schedule 9, Part 1 (2)(a)(iv) and Schedule 9, Part 1 (f) of the *Development Regulations 2008*.

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

## INTERNAL REFERRALS

Department	Comments
<b>City Assets</b>	<ul style="list-style-type: none"> <li>• Driveways need to be located to avoid conflict with the middle street tree. It was recommended that the garages for dwellings 2 and 3 be flipped to accommodate improved manoeuvring and retain the middle street tree;</li> <li>• Clarification was required with the neighbour's stormwater connection;</li> <li>• Sufficient kerb is available for a public waste collection;</li> <li>• Either stormwater calculations are required or installation of 3.000 litre rainwater tanks with no detention elements are required.</li> </ul> <p>Revised plans were submitted that addressed these comments.</p>
<b>City Operations</b>	<ul style="list-style-type: none"> <li>• The original and included referral indicated agreement for removal of two trees and the quote was for two. This was clarified recently and confirmed that it was acceptable for the removal of three trees. Despite this, staff negotiated with the applicant to have the design and driveways amended to retain the middle street tree with sufficient clearance provided to the tree. Email correspondence supporting this has been received by City Operations. The total cost of the removal of two trees is therefore \$1380.00 and this should be added as a note to the planning consent.</li> </ul>

## EXTERNAL REFERRALS

Department	Comments
<b>SCAP</b>	<ul style="list-style-type: none"> <li>• Did not raise any concerns and imposed the standard suite of conditions with respect to the land division component.</li> </ul>
<b>SA Water</b>	<ul style="list-style-type: none"> <li>• Did not raise any concerns and imposed the standard suite of conditions with respect to the land division component.</li> </ul>

A copy of the relevant referral responses are contained in **Attachment 3**.



## RELEVANT DEVELOPMENT PLAN PROVISIONS

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

The relevant Desired Character statements are as follows:

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

Medium Density Policy Area 19 - Desired Character	
<p><i>Allotments in this policy area will be at medium density, accommodating a range of dwelling types including semi-detached, row and group dwellings, as well as some residential flat buildings and some detached dwellings on small allotments. There will be a denser allotment pattern close to centre zones where it is desirable for more residents to live and take advantage of the variety of facilities focused on centre zones.</i></p> <p><i>New buildings will contribute to a highly varied streetscape. Buildings will be up to 2 storeys, except for allotments fronting Brooker Terrace, Marion Road and Henley Beach Road, and overlooking the Westside Bikeway, where buildings will be up to 3 storeys in height and provide a strong presence to streets. Garages and carports will be located behind the front facade of buildings.</i></p> <p><i>Development will be interspersed with landscaping, particularly behind the main road frontage, to enhance the appearance of buildings from the street as viewed by pedestrians, provide an appropriate transition between the public and private realm and reduce heat loads in summer.</i></p>	
Objectives	1
Principles of Development Control	1, 2, 3, 4

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

## QUANTITATIVE STANDARDS

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

DEVELOPMENT PLAN PROVISIONS	STANDARD	ASSESSMENT
<b>LAND DIVISION</b>		
ALLOTMENT AREA <i>Medium Density Policy Area 19 PDC 4 (more than 400m from a centre zone)</i>	Row dwelling 270m <sup>2</sup> (min.)	Allotment 1 = 201m <sup>2</sup>  Allotment 2 = 213m <sup>2</sup>  Allotment 3 = 235m <sup>2</sup>  <b>Does Not Satisfy</b>
ALLOTMENT FRONTAGE <i>Medium Density Policy Area 19 PDC 5 (more than 400m from a centre zone)</i>	Row dwelling 9m (min.)	Allotment 1 = 7.0m  Allotment 2 = 7.9m  Allotment 3 = 7.9m  <b>Does Not Satisfy</b>
<b>ROW DWELLINGS</b>		
SITE COVERAGE <i>Medium Density Policy Area 19 PDC 3</i>	60% (max.)	52%  <b>Satisfies</b>
PRIMARY STREET SETBACK <i>Medium Density Policy Area 19 PDC 3</i>	3m (min.)	Dwelling 1 = 3.8m  Dwelling 2 = 3.6m  Dwelling 3 = 4.1m  <b>Satisfies</b>
SIDE SETBACK <i>Residential Zone PDC 11</i>	1m (minimum where the vertical side wall is 3m or less)	<u>Dwelling 1</u> Ground level (west) = 1m Upper level (west) = 2m  <b>Satisfies</b>

<b>SIDE SETBACK</b> <i>Residential Zone</i> <b>PDC 11</b>	2m (minimum where the vertical side wall measures between 3m and 6m)	<u>Dwelling 2</u> Ground level (east) = 1m Upper level (east) = 2.1m  <b>Satisfies</b>  <u>Dwelling 3</u> Ground level (east) = 1m Upper level (east) = 2m  <b>Satisfies</b> (party walls and garages on boundary are excluded)
<b>REAR SETBACK</b> <i>Medium Density Policy</i> <b>Area 19</b> <b>PDC 3</b>	6m (min.)	Dwelling 1-3 = 3m to alfresco  <b>Does Not Satisfy</b>
<b>BUILDING HEIGHT</b> <i>Medium Density Policy</i> <b>Area 19</b> <b>PDC 3</b>	2 storeys or 8.5m (all other locations)	Dwelling 1 = 7.0m  Dwelling 2 = 7.2m  Dwelling 3 = 7.0m  <b>Satisfies</b>
<b>INTERNAL FLOOR AREA</b> <i>Residential Development</i> <b>PDC 9</b>	100m <sup>2</sup> (min.)	Dwelling 1 = 141.2m <sup>2</sup>  Dwelling 2 = 138.9m <sup>2</sup>  Dwelling 3 = 164.0m <sup>2</sup>  <b>Satisfies</b>
<b>PRIVATE OPEN SPACE</b> <i>Residential Development</i> <b>PDC 19</b>	<300m <sup>2</sup>  24m <sup>2</sup> (min.), of which 8m <sup>2</sup> may comprise balconies, roof patios and the like, provided they have a minimum dimension of 2m.	Dwelling 1 = 43.5m <sup>2</sup>  Dwelling 2 = 43.5m <sup>2</sup>  Dwelling 3 = 43.5m <sup>2</sup>  <b>Satisfies</b>



STORAGE <i>Residential Development</i> <i>PDC 31</i>	8m <sup>3</sup> (min.)	Dwelling 1 = 8.4m <sup>3</sup>  Dwelling 2 = 10.4m <sup>3</sup>  Dwelling 3 = 8.4m <sup>3</sup>  <b>Satisfies</b>
CARPARKING SPACES <i>Transportation and Access</i> <i>PDC 34</i>	2 carparks required, 1 is undercover	Dwelling 1 = 2 undercover and 1 visitor space  Dwelling 2 = 1 undercover and 1 visitor space  Dwelling 3 = 2 undercover and 1 visitor space  <b>Satisfies</b>
LANDSCAPING <i>Landscaping, Fences and Walls</i> <i>PDC 4</i>	10% (min.)	20.4%  <b>Satisfies</b>

## ASSESSMENT

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

### Land Use

Residential development and in particular row dwellings are envisaged within the Medium Density Policy Area 19 as described in PDC 1. The land division and land use are considered to be an appropriate and orderly form of medium density development for this site.

### Desired Character

The Desired Character statement for the policy area seeks medium density residential development accommodating a range of dwelling types (including row dwellings) on generally smaller allotments. Such development should incorporate sufficient landscaping to enhance the streetscape appearance of buildings, improve the transitional space between the public and private realms and mitigate heat loads.

The proposal is consistent with the desired character. The proposed site areas and frontages do not meet the minimum area or dimensions as specified in PDC 4 of Medium Density Policy Area 19, however the development is considered to be medium density and appropriate given the prevailing allotment pattern in the locality and divisions of the traditional low density allotments. The site is located 407 metres from a Centre Zone, is within 500m of a primary arterial road and close to a bikeway therefore it is highly accessible to a variety of alternative transport options (including high frequency public transport services) where smaller site areas and more intense development such as these are considered appropriate.

The proposed landscaping to the front, side and rear of the site meet the general intent of the desired character in terms of contributing positively to the built form and reducing urban heat loads.

Accordingly, the proposed development is considered to be in accordance with Objective 1 and PDC 1 of Medium Density Policy Area 19.

### **Land Division**

The land division component of the application is considered to be an orderly and appropriate form of development in the policy area. The division reflects the layout of the corresponding built form component of the application including party walls and makes use of existing infrastructure therefore meeting Objective 1 of the Land Division module of the Development Plan.

The proposed allotments fall short by up to 25% for row dwellings outside of centre zones. However they offer sufficient space for the siting of the three dwellings, present a north south orientation and are in close proximity to South Road and the associated services that this offers, including shops and public transport.

Each allotment can facilitate safe and convenient access - PDC 4(c) of the Land Division module; provide sizes that are suitable for their intended use (PDC 5); and can achieve connections to water and sewer PDC 1(b) and (c).

### **Allotment area and frontage Pattern of Development**

The development falls short of allotment areas and frontage requirements when measured against PDC 4 of the Medium Density Policy Area 19. The proposal meets the minimum allotment areas (150m<sup>2</sup>) and frontage width (5m) requirements of PDC 5, which corresponds with sites within 400 metres of a Centre Zone. There are two relevant catchments for this site, which are 7m to the east and 10m to the north of the subject land, as shown on the earlier locality map.

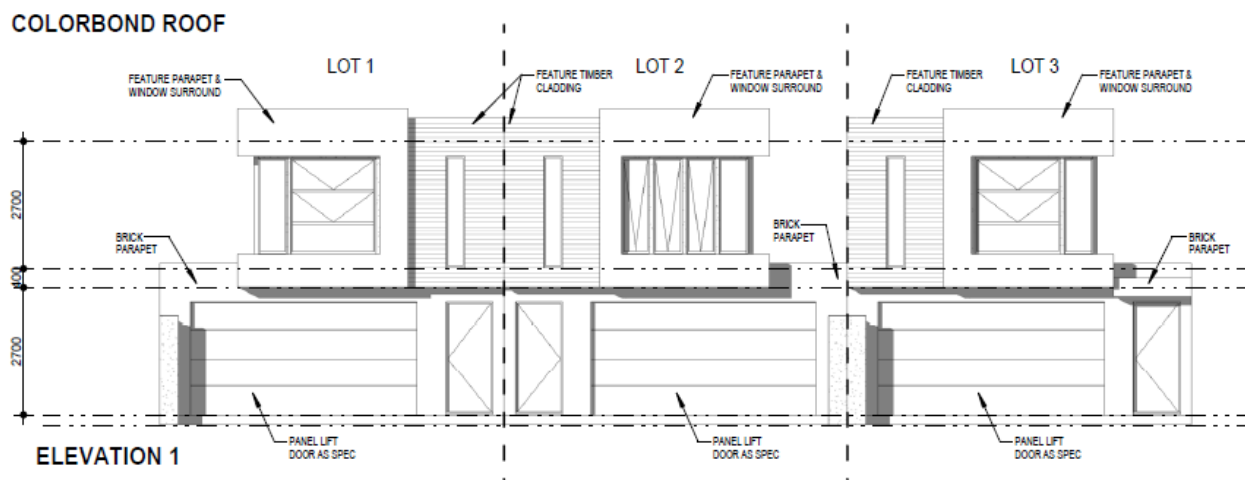
In terms of the prevailing subdivision pattern, predominant character there are several examples of recent approved developments that have smaller allotment areas and narrow frontages, all of which are points of reference within defined the locality:

- 24-26 Kimber Terrace - facing Kimber Terrace two storey row dwellings - minimum allotment area of 138m<sup>2</sup> and minimum frontage of 5.0m
- 40 Barwell Avenue - facing Barwell Avenue two storey row dwellings - minimum allotment area of 162m<sup>2</sup> and a minimum frontage of 5.2m
- 31 Kimber Terrace - facing Kimber Terrace two storey row dwellings - minimum allotment area of 210m<sup>2</sup> with a minimum frontage of 6.5m.

Given the marginal distance outside of a centre zone, the proximity to shops, services and public transport and consideration of new development that this is similar to that proposed, it is considered reasonable to support a lesser allotment size and frontage.

## Built Form

When the application was first submitted the front elevation was fairly imposing as shown below:



**Figure 2: Original front elevation of the proposed development.**

Through the negotiation process with the applicant it was highlighted that there was too much garage dominance and the overall design and style was repetitious in appearance thereby contrary to PDC 5 of the Residential Development module, amongst other provisions. Accordingly, the plans were amended to address these concerns.

The middle garage roller door became singular, the roof pitch was altered, additional building colours and materials were included, and eaves added where possible. The result was a development that was closer to being consistent with PDC 4 of the Residential Development module in terms of external materials, breaking up of the building mass, better façade articulation inclusion of detailing, and better consideration of window and garage door proportions.

The mass of the two storey row dwellings is effectively broken up by individual 22.5 degree roof pitches, eaves, protruding sections, including a two storey wall between dwellings 1 and 2, and a single storey wall between dwellings 2 and 3. There is also a 2.1m high wall to the west of the dwelling 1 driveway for gas and electrical services. The three different walls do not detract from the visual impact of the development. Overall the row dwellings are in context with existing and proposed development within the immediate locality by way of overall scale and form.

### Notes:

1. The colour render was unable to be updated due to Covid-19 restrictions and the wall on the right side between dwellings 2 and 3 was negotiated lower to reduce the visual impact. The positioning of the garages vary also. Therefore this image is indicative only for the CAP members and will not be used in the stamped document set.
2. The 'URPS' report dated 10 October 2019 is also included but there have been a series of amendments of the development since this date. This is indicative only and will not be used in the stamped document set.



**Rear setback**

The rear setback of each dwelling falls short of the Development Plan provisions. This is due to the attached alfresco being setback 3m from the rear northern boundary. The wall of the main face of the dwellings however are setback 6m and meet the setback requirements. The main affected dwellings adjacent this area are setback some 21 metres to the north of the rear boundary and to the east and west there are sheds in rear corners adjacent this land. The proposed dwellings are therefore not considered to be imposing or of an unacceptable bulk and scale with the main rear face of the dwelling for ground and upper levels meeting the quantitative provision and just the open alfresco within the desired setback.

There are minimal overshadowing impacts and overlooking has been suitably addressed therefore despite the numerical shortfall to the alfresco, the rear setback of the main wall of the dwellings is deemed acceptable.

**Landscaping**

The proposed development meets the quantitative requirements for at least 10% of the site to be landscaped (PDC 4 of the Landscaping module). Landscaping is proposed along areas that are not paved for the driveway in the front yards, to the front of the development and within the private open spaces of each dwelling. This includes mature tree plantings or 'magnolia', flax, yucca and limelight wattle that will add to the aesthetic appeal of the proposed development and soften the built form.

The proposed landscaping is considered to effectively minimise or mitigate the impacts associated with the extent of hard paved surfaces and extent of fencing as sought by PDCs 1(a), (f), (g) and (h) of the Landscaping, Fences and Walls module of the Development Plan. Overall the landscaping for the development is deemed to be satisfactory.

**Parking and Access**

The development provides sufficient car parking provision in accordance with Table WeTo/2. After a series of amendments, the driveways and public verge interaction for each of the dwellings were considered satisfactory and City Assets concerns have been addressed. Unfortunately due to the narrow allotment widths and required area for driveways for this development, on street carparks are unable to be created. This is not consistent with PDC 11 of the Transportation and Access module. While this provision is not met, the development provides sufficient car parking on-site and this is considered to be sufficient when assessed against PDC 34.

The verge 'constraints' with the three (3) street trees and a stobie pole have been considered together with the angle and positioning of the driveway locations to achieve the best outcome in terms of safe access/egress and allowing the retention of one well established street tree.

**Overlooking**

The dwellings have been designed to avoid overlooking of the adjacent dwellings via appropriate window treatments. To the east of dwelling 2 and 3, west of dwelling 1, and south of all dwellings the dwellings have been designed with all upper level windows having sill heights over 1.7m or fixed obscure glazing to the height of at least 1.7m.

The development meets PDC 27 of the Residential Development module and will be reinforced by condition should the Panel be minded to support the development.

## **Overshadowing**

The applicant has provided an overshadowing diagram. It demonstrates that the majority of the winter solstice overshadowing from the development occurs over the street. In terms of affected properties, there is some morning overshadowing over the eastern side of 2/35 Kimber Terrace, and around 10% of the private open space area including the pool of 5 Clifford Avenue. There is some afternoon overshadowing experienced over around 20% of the private open space area of 31 Kimber Terrace. The overshadowing experienced over these areas is only to or from midday where the entire overshadowing effect is south over the front area of the development and the street.

At least half of the existing ground level open space of adjacent dwellings to east and west have access to at least two hours of sunlight between 9am and 3pm on 21 June. In addition, by nature of the shading over the north face of the adjacent dwellings, the development will allow for at least 3 hours of direct sunlight.

The overshadowing has been assessed against PDCs 10-13 of the Residential Development module and considered to be satisfactory for the subject development.

## **SUMMARY**

The proposed development is on a street and in a locality that has a number of similar types of medium density developments that have recently been approved and/or constructed. Despite this development falling short in key areas such as allotment areas and frontage, most other quantitative and qualitative provisions have been met.

The building has been designed with positive design elements in terms of a mix of colours and materials and appropriate size and proportions of openings from a streetscape perspective, whilst providing appropriate setbacks and private open space. The amended negotiated proposal allows for the retention of a street tree and one on street carpark. External impacts that may result from setbacks, overshadowing and overlooking have been adequately addressed. The landscaping is sufficient to soften the built form from the street and the rear yard and assist in mitigating heat loads.

The proposed development meets the majority of the relevant quantitative provisions in a location that is desirable in terms of its proximity to high frequency public transport and a range of services.

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

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

## RECOMMENDATION

The Council Assessment Panel, having considered all aspects of the report, the application for consent to carry out development of land and pursuant to the provisions of the *Development Act 1993* resolves to GRANT Development Plan Consent, and Land Division Consent for Application No. 211/1093/2019 by M K Dagar to undertake a Combined Land Division - Torrens Title; SCAP No. 211/D117/19; Create two (2) additional allotments with reciprocal party wall rights and construction of three (3) x two-storey row dwellings at 33 Kimber Terrace, Kurralta Park (CT5705/121) subject to the following conditions of consent:

### Development Plan Consent Conditions:

1. The development must be undertaken, completed and maintained in accordance with the plans and information detailed in this Application except where varied by any conditions listed below:
  - Cavallo Forest Licensed Surveyors, Reference No. 19-264, Rev 03;
  - Site Plan (Revision H), Landscaping Plan, Floor Plan, First Floor Plan, Elevations by Global Constructions Pty Ltd, Project No. 6150, Sheets No 1-8;
  - Drainage Plan by Ajax Engineers, Job No AJX 19.2.09, Issue D.

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

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

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

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

*Reason: To minimise the spread of dust and soil and to ensure safe and convenient vehicle manoeuvring on-site.*

4. All landscaping shall be planted in accordance with the approved plans within three (3) months of the occupancy of the development or next available planting season. Any person(s) who have the benefit of this approval will cultivate, tend and nurture the landscaping and shall replace any plants which may become diseased or die.

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

5. All wall cladding, roofing materials and external building finishes and colours used on the dwellings shall be natural and non-reflective, and shall be maintained in good condition to the satisfaction of Council.

*Reason: To maintain the amenity of the locality.*



6. Prior to the occupation or use of the development, the upper storey windows on Elevation 3 (northern) for dwellings 1, 2 and 3; for dwelling 2 (eastern); for dwelling 3 (eastern) and for dwelling 1 (western) shall be fitted with fixed obscure glass or raised sill heights to a minimum height of 1.7 metres above the upper floor level. The glazing in these windows shall be maintained in good condition at all times to the reasonable satisfaction of Council.

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

7. Prior to the occupancy of the dwellings, the 3000 litre stormwater connection and reuse tank and associated plumbing to service all toilets and laundry is to be installed and operational.

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

8. All stormwater management measures for each dwelling, including harvest tanks and supply mechanisms, must be installed and operational prior to occupancy. A minimum of 90 percent of the roof area of each dwelling must be plumbed to direct stormwater runoff to the rainwater tank for that dwelling.

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

### **Land Division Consent Conditions**

#### **Council Requirements**

Nil

#### **State Assessment Planning Commission Requirements**

9. The financial requirements of the SA Water Corporation shall be met for the provision of water supply and sewerage services. (S A Water H0091516)

On approval of the application, it is the developers/owners responsibility to ensure all internal pipework (water and wastewater) that crosses the allotment boundaries has been severed or redirected at the developers/owners cost to ensure that the pipework relating to each allotment is contained within its boundaries.

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

*Reason: To satisfy the requirements of the SA Water Corporation.*

10. Payment of \$15,232.00 into the Planning and Development Fund (2 allotment/s @ \$7,616.00 /allotment). Payment may be made by credit card via the internet at [www.edala.sa.gov.au](http://www.edala.sa.gov.au) or by phone (7109 7018), by cheque payable to the Department of Planning, Transport and Infrastructure marked "Not Negotiable" and sent to GPO Box 1815, Adelaide 5001 or in person, by cheque or credit card, at Level 5, 50 Flinders Street, Adelaide.

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

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

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

*Note:*

1. The removal of two (2) street trees adjacent to the property is necessary to accommodate proposed driveway access. Only a Council staff member is permitted to alter or remove any street tree and will only be undertaken upon payment of the determined fee by the applicant.

Based on Council's standard schedule of fees and charges, a fee for the current removal of the street trees is currently valued at \$1,380.00. The fee is a value for the current financial year and will vary depending upon the year of removal, which is due to annual price increases and changes to the tree.

If the street trees are removed outside of the financial year, a further inspection and re-valuation of the street trees will be undertaken and the tree removal fee will be amended.

At no stage should an applicant, property owner or developer undertake to remove or prune the street tree(s) mentioned as a penalty up to \$5,000 applies under the *Local Government Act 1999*.

---

**Attachments**

1. **Relevant Development Plan Provisions**
2. **Proposal plans and details**
3. **Internal and external referrals**

## Relevant Development Plan Provisions

<b>General Section</b>		
Crime Prevention	<i>Objectives</i>	1
	<i>Principles of Development Control</i>	1, 2, 3, 6, 7, 8, 10
Design and Appearance	<i>Objectives</i>	1, 2
	<i>Principles of Development Control</i>	1, 2, 3, 5, 10, 12, 13, 14, 15, 20
Energy Efficiency	<i>Objectives</i>	1
	<i>Principles of Development Control</i>	1, 2
Hazards	<i>Objectives</i>	1, 2, 4
	<i>Principles of Development Control</i>	1, 2, 3, 4, 5, 6, 7
Infrastructure	<i>Objectives</i>	-
	<i>Principles of Development Control</i>	1, 2, 3, 4, 5, 6, 8, 9
Land Division	<i>Objectives</i>	1, 2, 3, 4
	<i>Principles of Development Control</i>	1, 2, 4, 5, 6, 8, 12
Landscaping, Fences and Walls	<i>Objectives</i>	1, 2
	<i>Principles of Development Control</i>	1, 2, 4, 6
Natural Resources	<i>Objectives</i>	1, 2, 6, 7
	<i>Principles of Development Control</i>	1, 2, 5
Orderly and Sustainable Development	<i>Objectives</i>	1, 2, 3, 4, 5
	<i>Principles of Development Control</i>	1
Residential Development	<i>Objectives</i>	1, 2, 3, 4
	<i>Principles of Development Control</i>	1, 8, 10, 11, 14, 23, 27, 28, 30, 31
Transportation and Access	<i>Objectives</i>	1
	<i>Principles of Development Control</i>	1, 5, 6, 7, 8, 9, 10, 11, 12, 13, 14, 15, 16, 17, 18, 19, 20, 21, 22, 23, 24, 25, 26, 27, 34
Waste	<i>Objectives</i>	1
	<i>Principles of Development Control</i>	1, 2





Product	Register Search (CT 5705/121)
Date/Time	17/10/2019 09:56AM
Customer Reference	19-264
Order ID	20191017002015



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



## Certificate of Title - Volume 5705 Folio 121

Parent Title(s)	CT 2024/32			
Creating Dealing(s)	CONVERTED TITLE			
Title Issued	29/10/1999	Edition 3	Edition Issued	02/07/2015

### Estate Type

FEE SIMPLE

### Registered Proprietor

LYNDAL MICHELLE CLARKE  
OF PO BOX 890 STRATHALBYN SA 5255

### Description of Land

ALLOTMENT 2 DEPOSITED PLAN 4167  
IN THE AREA NAMED KURRALTA PARK  
HUNDRED OF ADELAIDE

### Easements

NIL

### Schedule of Dealings

Dealing Number	Description
12335374	MORTGAGE TO NATIONAL AUSTRALIA BANK LTD. (ACN: 004 044 937)

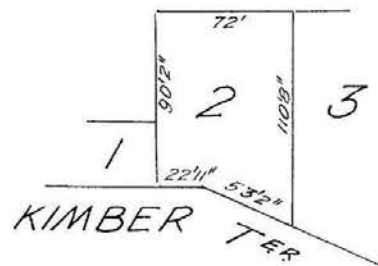
### Notations

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



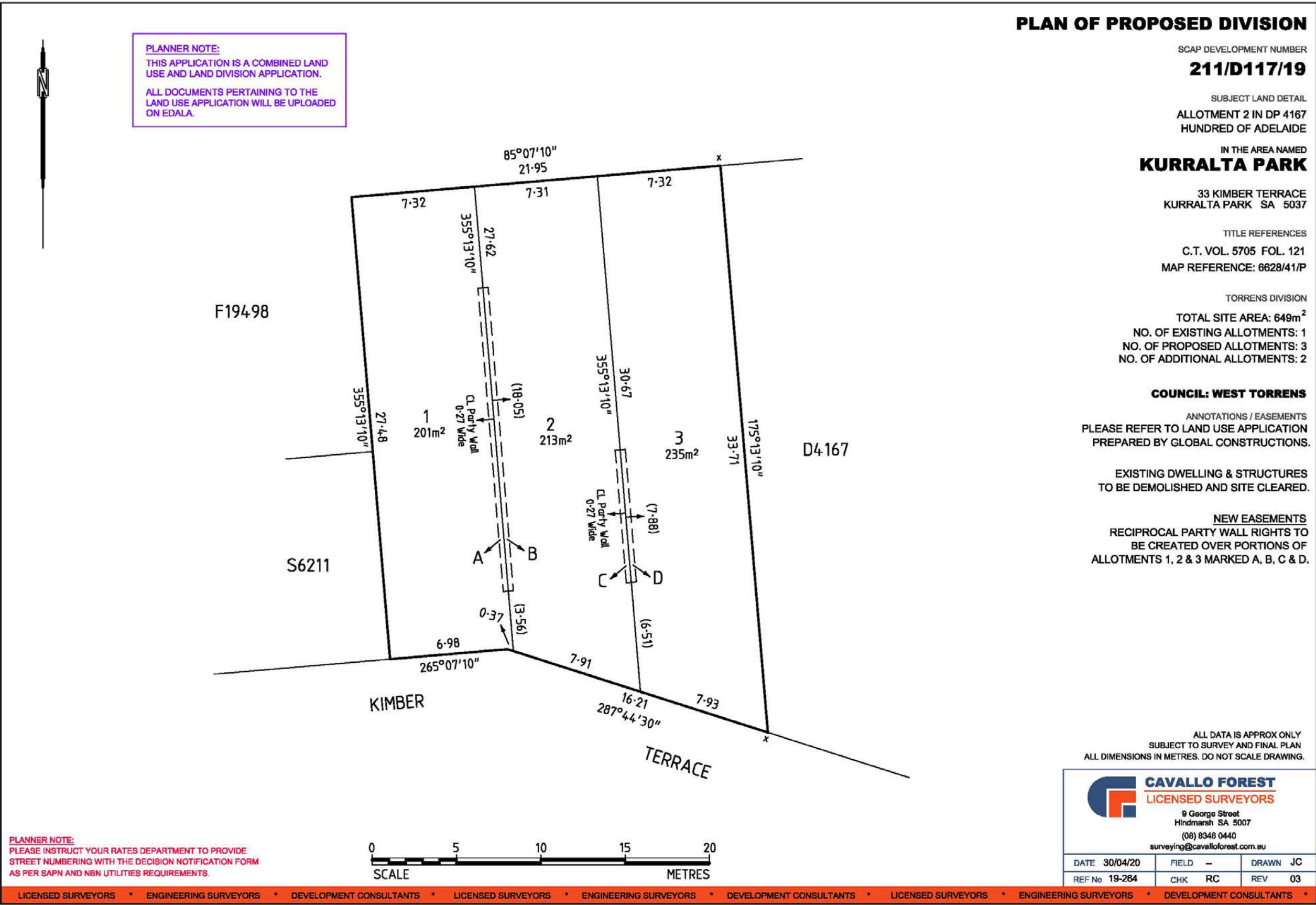
Product  
Date/Time  
Customer Reference  
Order ID

Register Search (CT 5705/121)  
17/10/2019 09:56AM  
19-264  
20191017002015



80 40 0 80 FT

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







LOT AREA	201.05m <sup>2</sup>
POS	43.95m <sup>2</sup>
SITE COV'G	107.79m <sup>2</sup> 53.61%

LOT AREA	213.19m <sup>2</sup>
POS	43.95m <sup>2</sup>
SITE COV'G	110.48m <sup>2</sup> 51.82%

LOT AREA	235.51m <sup>2</sup>
POS	43.95m <sup>2</sup>
SITE COV'G	120.41m <sup>2</sup> 51.13%



1:200

0 1 2 3 4 5m

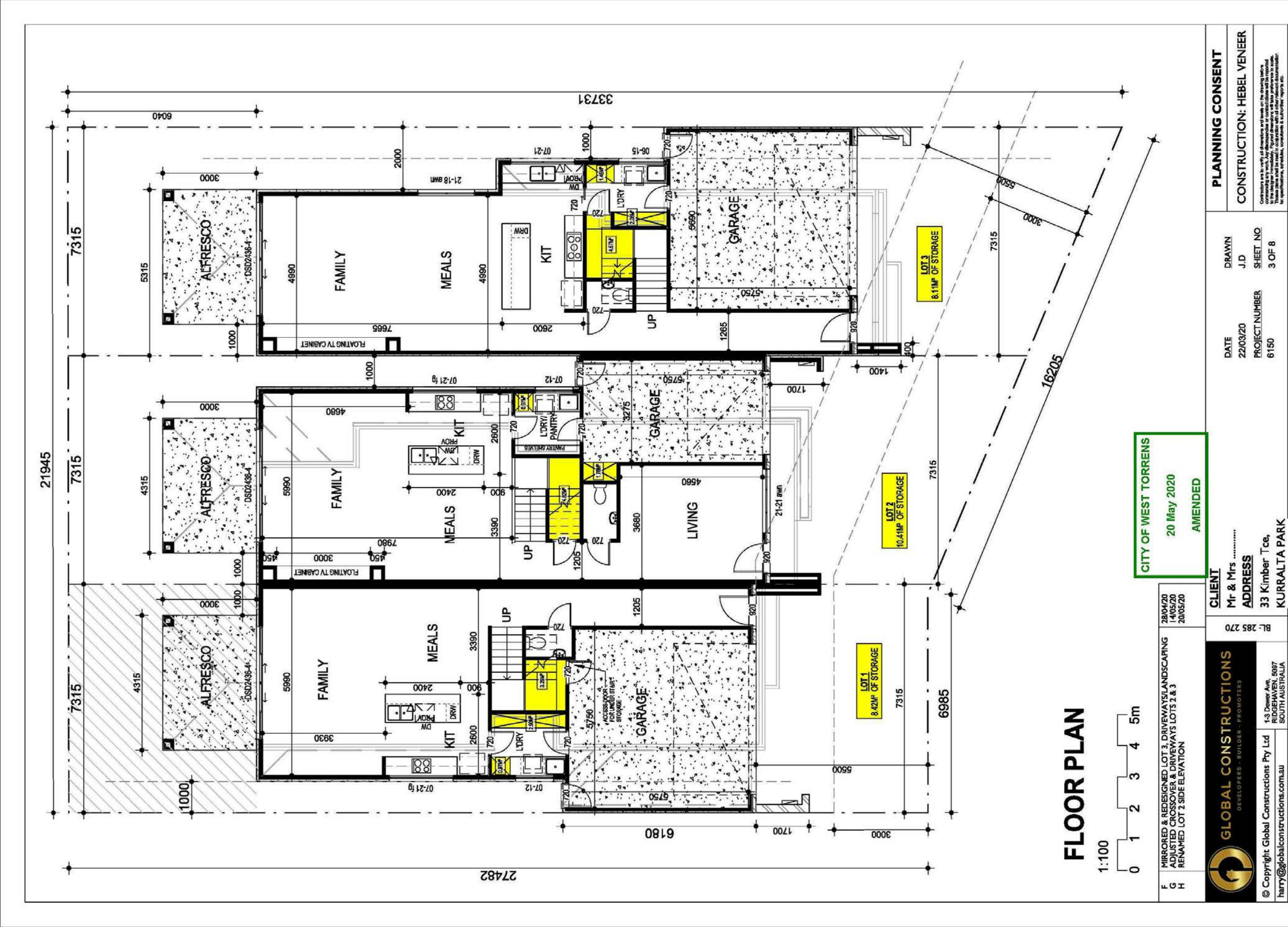
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harry@globalconstructions.com.au

BL: 285 270	<p><b><u>CLIENT</u></b></p> <p>Mr &amp; Mrs <small>*****</small></p> <p><b><u>ADDRESS</u></b></p> <p>33 Kimber Tce, KURRALTA PARK</p>
-------------	---

[illegible]











STREET FRONT VIEW







F

G

H

MIRRORED & REDESIGNED LOT 3, DRIVEWAYS/LANDSCAPING  
ADJUSTED CROSSOVER & DRIVEWAYS LOTS 2 & 3  
RENAMED LOT 2 SIDE ELEVATION

28/04/20  
14/05/20  
20/05/20



GLOBAL CONSTRUCTIONS

DEVELOPERS - BUILDERS - PROMOTERS

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harry@globalconstructions.com.au

1-3 Dewar Ave,  
RIDGEHAVEN, 5097  
SOUTH AUSTRALIA

CLIENT  
Mr & Mrs .....  
ADDRESS  
33 Kimber Tce,  
KURRALTA PARK

BL - 285 270

CITY OF WEST TORRENS  
20 May 2020  
AMENDED

DATE  
22/03/20

PROJECT NUMBER  
6150

DRAWN  
J.D

SHEET NO  
5 OF 8

PLANNING CONSENT

CONSTRUCTION: HEBEL VENEER

Constructions Pty Ltd is not responsible for the design, construction or performance of the building or the building's systems. The design, construction or performance of the building or the building's systems is the responsibility of the client. The client is advised that the design, construction or performance of the building or the building's systems may be subject to change without notice. The client is advised that the design, construction or performance of the building or the building's systems may be subject to change without notice. The client is advised that the design, construction or performance of the building or the building's systems may be subject to change without notice.

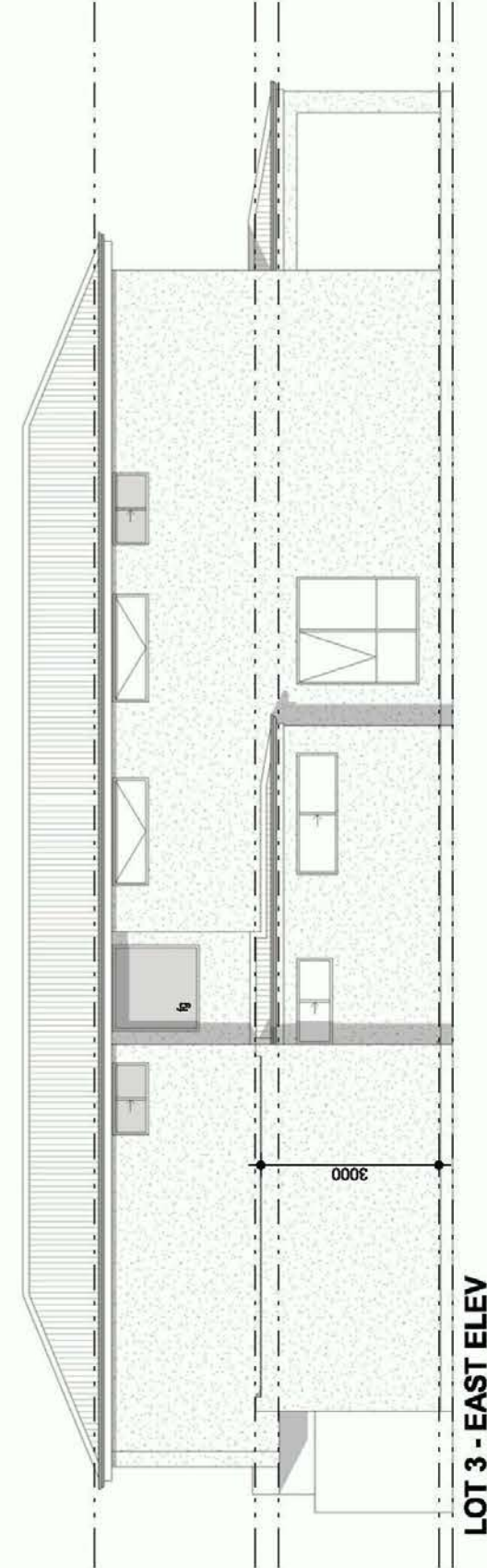
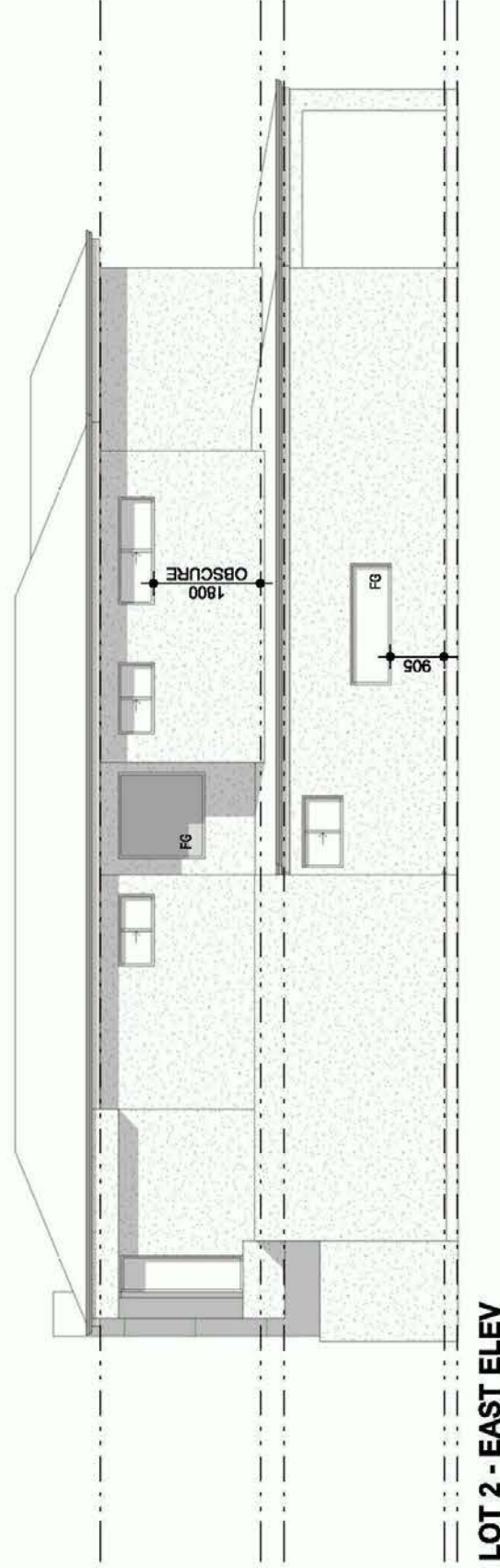
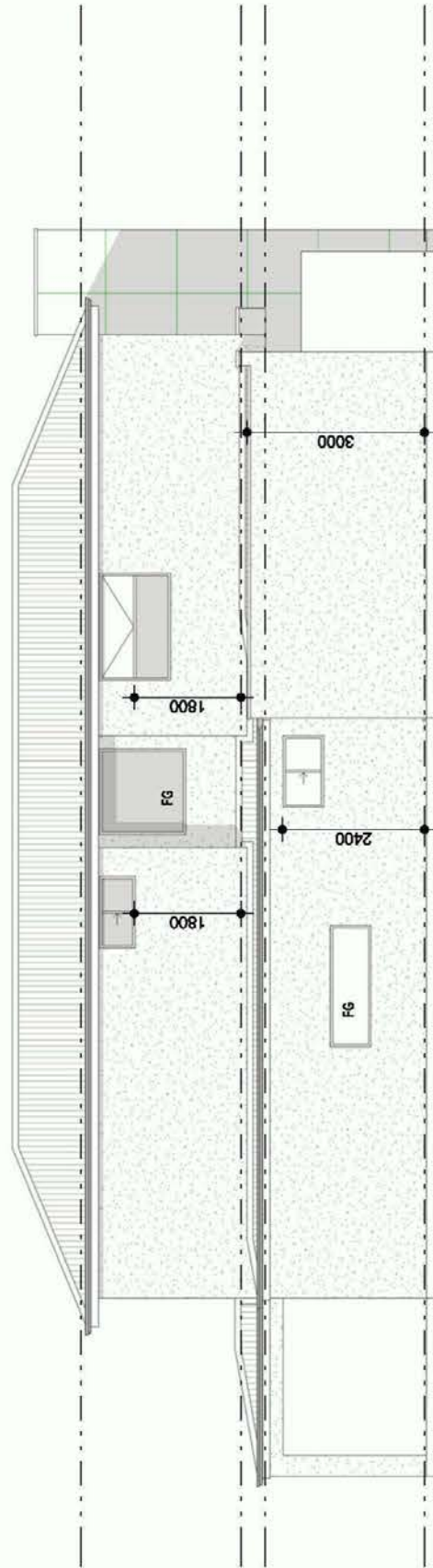
9 June 2020


Page 154







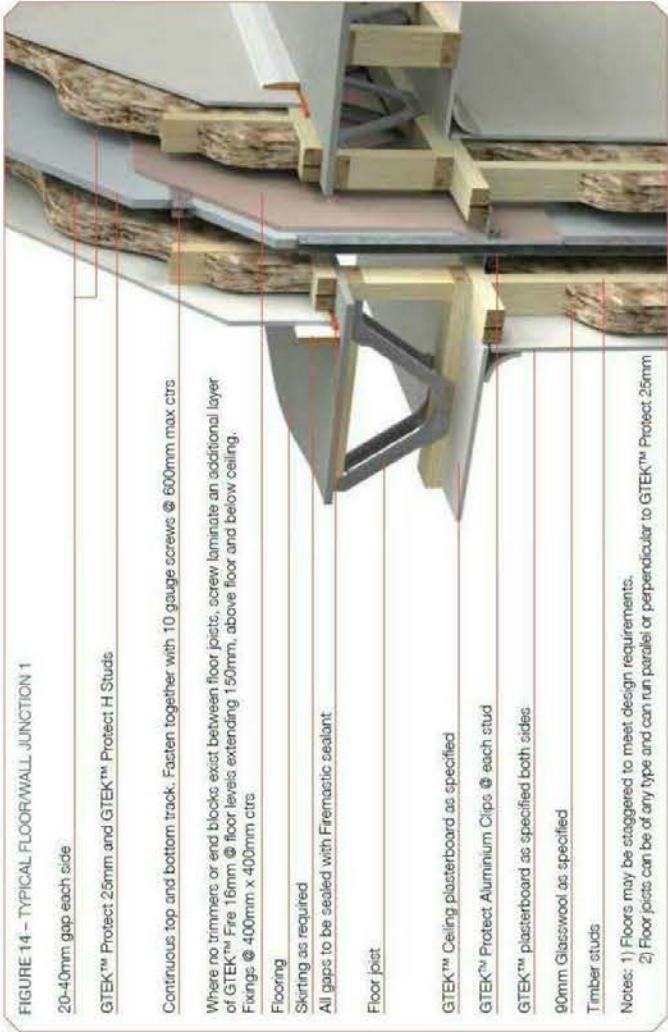


F G H	MIRRORED & REDESIGNED LOT 3, DRIVEWAYS/LANDSCAPING ADJUSTED CROSSOVER & DRIVEWAYS LOTS 2 & 3 RENAMED LOT 2 SIDE ELEVATION	28/04/20 14/05/20 20/05/20	CITY OF WEST TORRENS
 <b>GLOBAL CONSTRUCTIONS</b> DEVELOPERS • BUILDERS • PROMOTERS		CLIENT <b>AMENDED</b> Mr & Mrs ..... ADDRESS 33 Kimber Tce, KURRALTA PARK	BL. 285 270
© Copyright Global Constructions Pty Ltd <a href="http://harry@globalconstructions.com.au">harry@globalconstructions.com.au</a>		1-3 Deweer Ave, RIDGEHAVEN, 5097 SOUTH AUSTRALIA	

DATE	DRAWN	<p><b>PLANNING CONSENT</b></p> <p><b>CONSTRUCTION: HEBEL VENEER</b></p> <p>Contractors are to supply all dimensions and materials for the following items commencing at work. Any discrepancies or variations will be required to be agreed in writing with the Planning Department prior to work commencing. The contractor shall be responsible for obtaining all necessary permissions for specifications, schedules, constraints &amp; all other relevant aspects.</p>
22/03/20	J.D	
PROJECT NUMBER	SHEET NO	
6150	7 OF 8	



270MM PARTY WALL - GTEK PROTECT



F  
G  
H

MIRRORED & REDESIGNED LOT 3, DRIVEWAYS/LANDSCAPING  
ADJUSTED CROSSOVER & DRIVEWAYS LOTS 2 & 3  
RENAMED LOT 2 SIDE ELEVATION

28/04/20  
14/05/20  
20/05/20



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1-3 Dewar Ave,  
RIDGEHAVEN, 5097  
SOUTH AUSTRALIA

CLIENT  
Mr & Mrs .....  
ADDRESS  
33 Kimber Tce,  
KURRALTA PARK

RP: 285 270

PLANNING CONSENT

CONSTRUCTION: HEBEL VENEER

DATE  
22/03/20

PROJECT NUMBER  
6150

DRAWN  
J.D

SHEET NO  
8 OF 8


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CITY OF WEST TORRENS  
20 May 2020  
AMENDED






**SHADOW PLAN - JUNE 21ST 9AM**

 <b>GLOBAL CONSTRUCTIONS</b> <small>DEVELOPERS - BUILDERS - PROMOTERS</small>	1-3 Dewar Ave, RIDGEHAVEN, 5097 SOUTH AUSTRALIA		BL: 285 270	<u>CLIENT</u> Mr & Mrs .....	DATE 13/10/19	DRAWN J.D	<b>SHADOW DIAGRAMS</b>
	© Copyright Global Constructions Pty Ltd harry@globalconstructions.com.au			<u>ADDRESS</u> 33 Kimber Tce, KURRALTA PARK			
<small>Constructions is a family of architectural and construction services and the drawings herein are intended to be used in conjunction with the services of the other members of the group. It is the client's responsibility to ensure that the drawings are used in conjunction with the services of the other members of the group. The drawings are not to be used for any other purpose without the written consent of the company. The company is not responsible for any errors or omissions in the drawings or for any consequences arising from the use of the drawings. The company is not responsible for any damage or loss of any kind resulting from the use of the drawings. The company is not responsible for any delay or interruption of any kind resulting from the use of the drawings. The company is not responsible for any loss of any kind resulting from the use of the drawings. The company is not responsible for any loss of any kind resulting from the use of the drawings. 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**SHADOW PLAN - JUNE 21ST 12PM**

<div><div><div>GLOBAL CONSTRUCTIONS</div><div>DEVELOPERS - BUILDERS - PROMOTERS</div></div></div> <div><div>1-3 Dewar Ave, RIDGEHAVEN, 5097 SOUTH AUSTRALIA</div><div>© Copyright: Global Constructions Pty Ltd harry@globalconstructions.com.au</div></div>				
	BL: 285 270	<div><div>CLIENT</div><div>Mr &amp; Mrs .....</div><div>ADDRESS</div><div>33 Kimber Tce, KURRALTA PARK</div></div>	<div>DATE</div> <div>13/10/19</div> <div>PROJECT NUMBER</div> <div>6150</div>	<div>DRAWN</div> <div>J.D</div> <div>SHEET NO</div> <div>21 OF 21</div>





**SHADOW PLAN - JUNE 21ST 3PM**

[illegible]



**DRAINAGE PLAN**

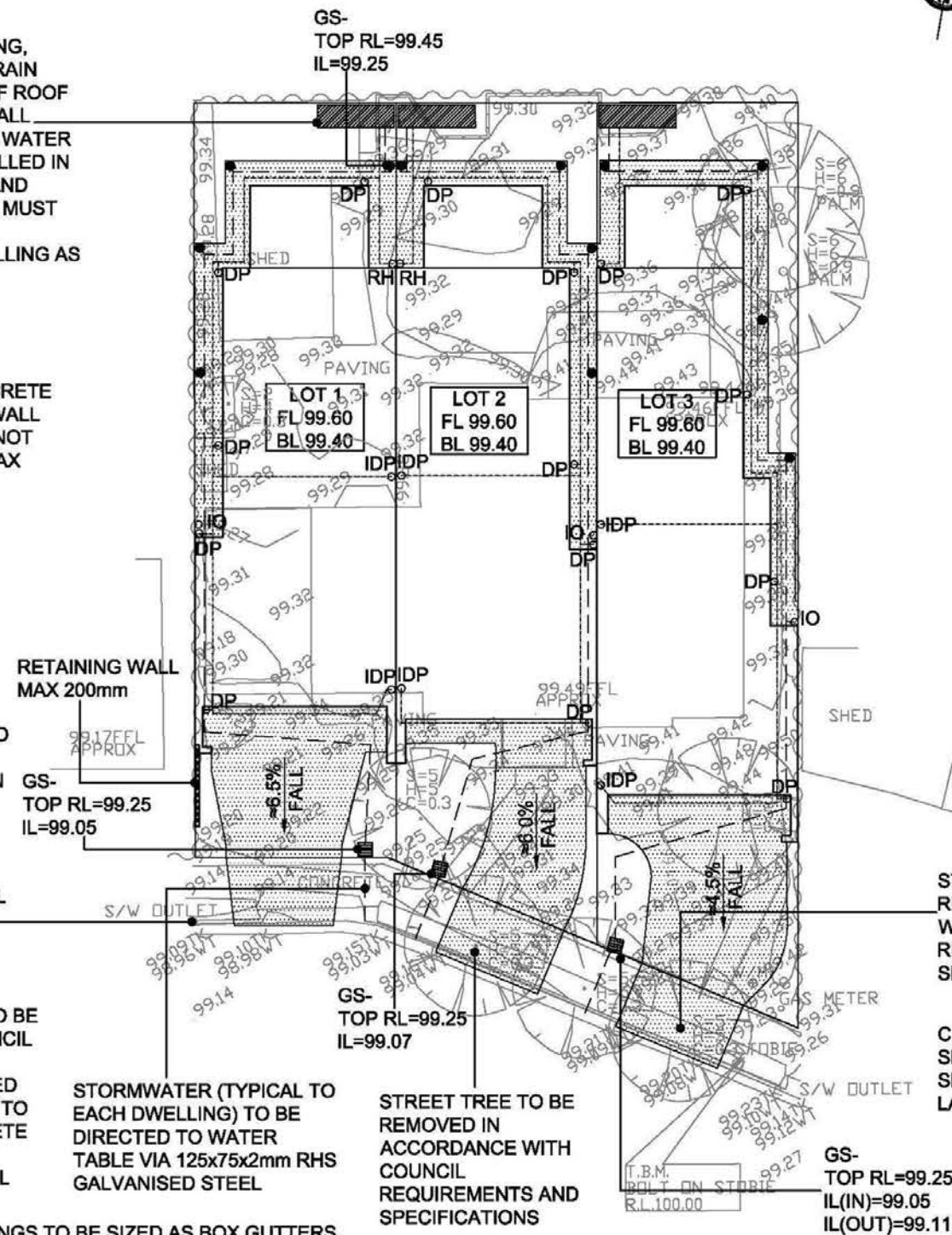
TYPICAL TO EACH DWELLING, DENOTES MIN 3000 LITRE RAIN WATER PICKING UP 90% OF ROOF AREA, TANK PLUMBED TO ALL WC'S AND LAUNDRY COLD WATER OUTLETS, MUST BE INSTALLED IN ACCORDANCE WITH BCA AND COUNCIL REQUIREMENTS, MUST BE INSTALLED PRIOR TO OCCUPANCY OF THE DWELLING AS REQUESTED BY COUNCIL

MAY REQUIRE CONCRETE PLINTH/RETAINING WALL ALONG BOUNDARY NOT SHOWN ON PLAN, MAX 150mm

IF S/W OUTLET IS BEING USED BY NEIGHBOUR ENSURE CROSSOVER IS SETBACK MIN 1m IF NOT REMOVE REDUNDANT OUTLET AND REPLACE WITH CONCRETE KERB AND GUTTER IN ACCORDANCE WITH COUNCIL REQUIREMENTS

PROPOSED CROSSOVERS TO BE IN ACCORDANCE WITH COUNCIL REQUIREMENTS AND SPECIFICATIONS, ALL UNUSED CROSSOVERS AND INVERTS TO BE REPLACED WITH CONCRETE KERB AND GUTTER IN ACCORDANCE WITH COUNCIL SPECIFICATIONS

GUTTERS BETWEEN DWELLINGS TO BE SIZED AS BOX GUTTERS  
BUILDER IS TO CONFIRM THERE IS ADEQUATE FALL TO STORMWATER AND SEWER PRIOR TO COMMENCING EARTHWORKS

**NOTES**

1. SET-OUT OF BUILDING IS TO BE AS PER ARCH DRAWINGS. THESE DRAWINGS MUST BE READ IN CONJUNCTION WITH ARCHITECTURAL DRAWINGS
2. 40mm OF LAGGING IS REQUIRED TO ALL STORMWATER PIPES THAT PASS THROUGH FOOTINGS.
3. FLEXIBLE CONNECTIONS FOR ALL SEWER AND STORMWATER PIPES ARE TO BE PROVIDED TO THIS SITE
4. SUITABLE VERTICAL EXPANSION JOINT IS TO BE PROVIDED TO DOWNPIPES AT PAVING LEVEL.
5. GRADE PAVING TO ALL SUMP LOCATIONS AT MIN 0.4%.
6. DURING CONSTRUCTION WATER RUN-OFF SHALL BE COLLECTED AND CHanneled AWAY FROM THE BUILDING.
7. PROVIDE 300mm COVER TO ALL STORMWATER PIPES SUBJECT TO VEHICULAR LOADING, ALL OTHER PIPES TO HAVE 150mm COVER MIN.
8. ENGINEERING DRAWINGS SHALL NOT BE SCALED FOR DIMENSIONS
9. U.N.O LEVELS SHOWN BASED ON ENGINEERING SURVEY TO BE CONFIRMED BY BUILDER. THE BOUNDARY DATA SHOWN IS FOR INDICATIVE PURPOSES ONLY
10. U.N.O ALL LEVELS ARE IN METRES AND ALL DIMENSIONS ARE IN MILLIMETRES
11. STORMWATER SYSTEM AND ALL EXTERNAL PAVING AND RETAINING WALLS ARE TO BE COMPLETED BY OWNER UNLESS OTHERWISE SPEC IN THE BUILDING CONTRACT AND IS TO BE COMPLETED AS SOON AS THE BUILDING IS HANDED OVER TO THE OWNER.
12. DOWNPIPE SPREADERS FROM UPPER FLOOR NOT SHOWN ON PLAN
13. LOCATION AND EXTENTS OF RETAINING WALLS ARE INDICATIVE ONLY, THE OWNER/BUILDER IS TO ENSURE THAT ADJOINING STRUCTURES WILL NOT BE COMPROMISED BY THE CONSTRUCTION OR COMPROMISE THE CONSTRUCTION OF THE PROPOSED RETAINING WALL
14. REFER TO AJAX CIVIL DETAILS FOR REQUIREMENTS OF ALL TRENCH EXCAVATIONS NEXT TO FOOTINGS.
15. TO BE IN ACC WITH AS/NZS 3500.3.
16. IF TREES ARE REMOVED THE SOIL IN THE ROOT AREA SHOULD BE REMOVED AND REPLACED WITH SOIL OF THE SAME MOISTURE CONTENT AS THE REST OF THE SITE

**LEGEND**

	- PAVING
	- GRATED SUMP 300x300
	- GRATED INLET PIT 90 DIA. MIN.
	- DOWNPIPE 90 DIA.
	- INSPECTION OPENING
	- STORMWATER PIPE 90 DIA. UPVC MIN 1:200 FALL
	- SEALED STORMWATER PIPE 90 DIA. UPVC

1.0m 0.0 2.0 4.0 6.0 8.0 10.0m  
SCALE 1:200 AT A3 SHEET



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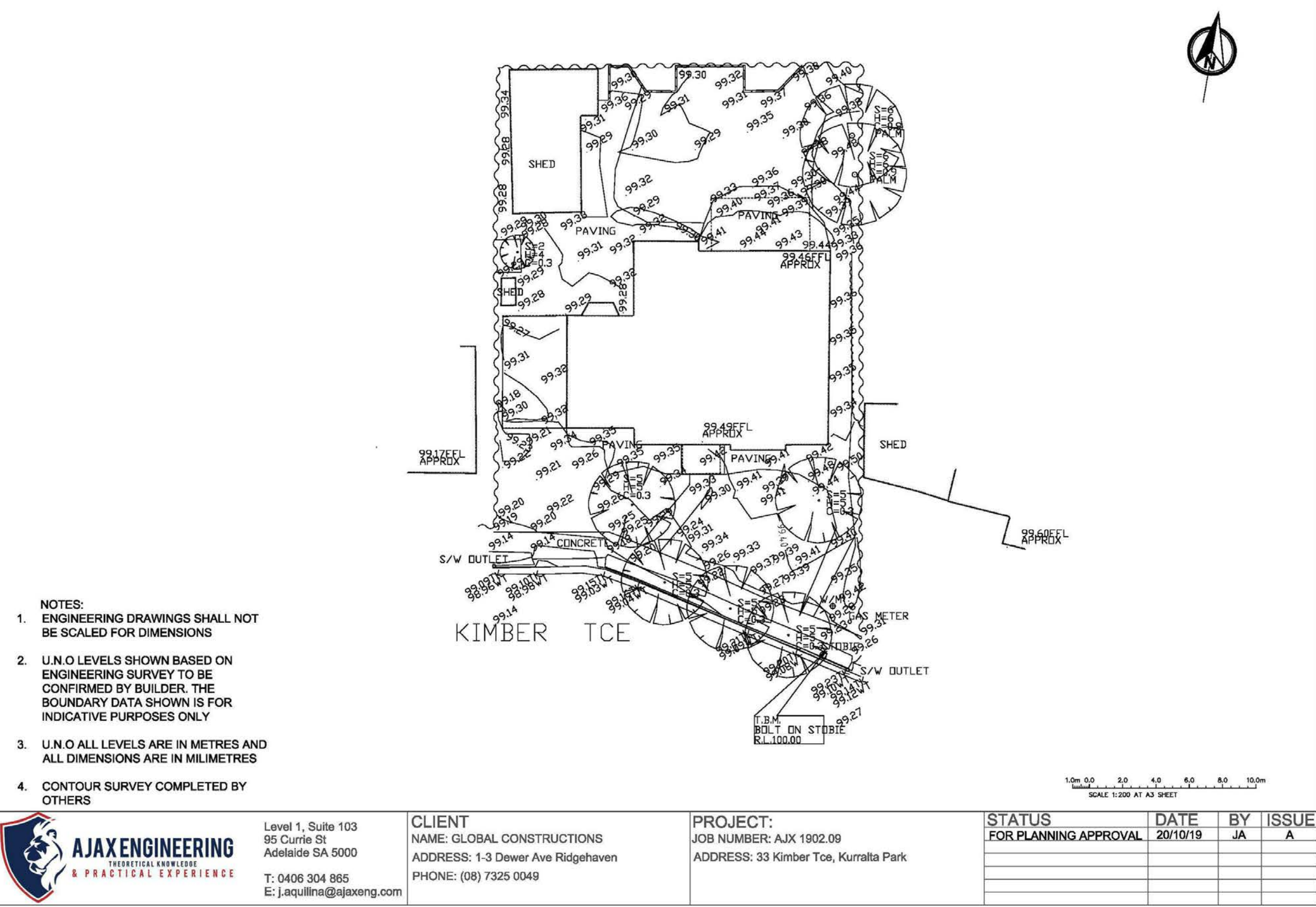
**CLIENT**  
NAME: GLOBAL CONSTRUCTIONS  
ADDRESS: 1-3 Dewar Ave Ridgehaven  
PHONE: (08) 7325 0049

**PROJECT:**  
JOB NUMBER: AJX 1902.09  
ADDRESS: 33 Kimber Tce, Kurralta Park

STATUS	DATE	BY	ISSUE
FOR PLANNING APPROVAL	20/10/19	JA	A
FOR PLANNING APPROVAL	08/04/20	JA	B
FOR PLANNING APPROVAL	02/05/20	JA	C
FOR PLANNING APPROVAL	14/05/20	JA	D



EXISTING CONTOUR PLAN



Ref: 2019-0446

10 October 2019

Dr Donna Ferretti  
Assessment Manager  
City of West Torrens  
165 Sir Donald Bradman Drive  
HILTON SA 5033



Suite 12  
154 Fullarton Road  
ROSE PARK SA 5067

08 8333 7999  
www.urps.com.au  
ABN 55 640 546 010

Dear Donna

**Proposed row dwellings and land division at 33 Kimber Terrace, Kurralta Park**

URPS is the planning consultant assisting the applicant in this matter.

This planning statement provides a description of the land and locality, a description of the proposal, and an assessment of the important planning issues.

This statement has been prepared in conjunction with the planning drawings dated 9.10.19.

**Proposal**

The proposal involves the construction of 3 x two-storey row dwellings.

The dwellings are constructed as one building, with party walls, side-by-side, each with a frontage to a public road. As such, the proposal meets the definition of "row dwellings" under Schedule 1 of the *SADR 2008*.

Internally, the dwellings comprise double garages, open plan living areas on ground floor, rear alfrescoes, and three upper level bedrooms. Externally, the dwellings are of contemporary design with rectilinear forms and modern wall claddings.

As depicted on the site and landscape plan, two street trees are proposed for removal, however a third street tree is proposed to be retained between crossovers.

The application is combined with a land division, which provides separate allotments for each site. The proposal therefore complies with Policy Area PDC 7 which seeks combined applications for development involving sites of under 270m<sup>2</sup>.



### Subject land and locality

The subject land comprises one allotment with street address of 33 Kimber Terrace, Kurralta Park (CT 5705 / 121).

The land would be rectangular, but for its angled front boundary which protrudes outward to follow a bend in the street.

The subject land has a ~24m frontage, a depth of 27m-33m, and a total land area of some 650m<sup>2</sup>.

We understand the subject land is relatively flat, contains minor landscaping and a single storey detached dwelling of circa 1950s-60s construction.

The locality is primarily residential, with various examples of infill development nearby as highlighted in Figure 1. Infill development at various densities and patterns is observed in the locality, including group dwellings / hammerhead dwellings, row dwellings and corner cut-off land divisions. In particular, the site directly opposite the subject land contains 9 two-storey dwellings, including 5 dwellings facing the street. Quite clearly, the locality has been heavily affected by residential development at one and two-storeys. As a result, the locality has a mixed residential character derived from a wide variety of architectural styles, heights, forms and materials.

**Figure 1: Subject land (blue outline) and surrounding infill housing**





## Procedural matters

The subject land is located within **Medium Density Policy Area 19** in the **Residential Zone** in the City of West Torrens (Development Plan consolidated 12 July 2018).

Row dwellings and land division are neither complying nor non-complying in the Zone, and therefore the proposal is to be assessed 'on-merit'.

Row dwellings up to two-storeys high and land division creating not more than 4 additional allotments are assigned to **Category 1**, not requiring notification, in accordance with Schedule 9, Part 1, clauses 2(a)(iv) and (f) of the *SADR 2008*.

## Planning assessment

We've addressed the important planning considerations below such as density, setbacks, design/character, and overshadowing/overlooking. Other planning matters not addressed below are either compliant or considered acceptable in our opinion.

### Density

The proposal involves:

- Site areas of 201m<sup>2</sup>, 213m<sup>2</sup> and 235m<sup>2</sup> (average 216m<sup>2</sup>).
- Frontages of 7.342m, 7.92m, 7.92m (average 7.73m)

The Policy Area provides 2 differing density minimums for row dwellings depending on the sites location relative to centre zones:

- 150m<sup>2</sup> and 5m frontages when within 400m of a centre zone (PDC 5).
- 270m<sup>2</sup> and 9m frontages when not within 400m of a centre zone (PDC 4).

We acknowledge the subject land is slightly further than 400m from the nearest centre zone, being 412m from the Neighbourhood Centre to the north and 416m from a second Neighbourhood Centre to the east, however the exceedance equates to only 3%-4%. There is also a local centre 520m to the east.

Under PDC 4, the proposed site areas and frontages fall short of the guidelines listed above.

Under PDC 5 however, the proposed site areas and frontages would comfortably comply, with an average site area of 44% above the minimum and an average frontage of 54% above the minimum. Expressed another way, the subject land could accommodate an additional row dwelling (4 total) if it were only 12 metres north.

As such, our assessment finds that the proposed density strikes a suitable balance between PDC 4 and PDC 5, especially given the site is very nearly within 400m of two centre zones.

In addition, we support the proposed density because:

- The Zone Desired Character states "Allotments in this policy area will be at medium density". A proposal for two allotments of 325m<sup>2</sup> would not be considered "medium density" in our view.
- The Zone Desired Character seeks "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".** Zone Objective similarly seeks "Increased dwelling densities in close proximity to centres, public transport routes and public open spaces". In this case:

- > The proposal is within proximity of three centre zones, rather than just one centre zone.
- > Further, URPS has previously submitted to WTCC how a site within 400m of a centre zone may require a travel path of much more than 400m. In this case, the subject land is within easy walking distance of nearby centres/facilities/public transport/open space. In particular, the site is:
  - 444m walk (direct) to the Nce Zone to east.
  - 565m walk to the Nce Zone to north
  - 420m walk to the public playground/reserve/tennis courts to the north
  - 275m walk to the WTCC dog park to the west.
  - 390m-450m walk to approximately 5 bus stops at various locations on Galway Avenue (west), Grote Avenue (west) and Tennyson Street (south)
- Per the 'Subject Land and Locality' section, the locality is heavily influenced by medium density infill housing. In particular, the land opposite has approval for 9 x two-storey dwellings, including 5 dwellings facing Kimber Terrace with an average frontage width of about 5.6m. The proposal will be consistent with the height, form, density and frontage of other medium density housing in the locality.

#### **Setbacks, site coverage, building height, and private open space**

Policy Area PDC 3, Zone PDC 11 and Zone PDC 13 suggest the relevant parameters for this development. We assess the proposal against these parameters as follows.

Parameter	Proposed	Complies or Does Not Comply
3m front setback	5.5m to 6m for garages	Complies
	4.16m to 5.14m for upper level facades	Complies
6m rear setback	6m to 6.7m	Complies
60% site coverage	52% to 56%	Complies
Two storey (8.5m) maximum building height	Two storey (6.5m)	Complies
Max 3mH and 8mL boundary development (x1)	3mH by 8m Long (x2)	Complies in respect to height and length but not in respect to number of boundary walls
1m side setback 0mH-3mH wall	1m	Complies
2m side setback 3mH-6mH wall	2m to 3m	Complies
24m <sup>2</sup> of private open space	43m <sup>2</sup> of POS for each dwelling	Complies

The proposal largely complies with the quantitative parameters above. The proposal *comfortably* complies in respect to front setbacks, private open space, site coverage and building height.



The only departure of note is that the proposal involves two boundary walls rather than one. This is minor and acceptable in the circumstances given:

- The western side boundary wall replaces an existing boundary structure. There should be no materially greater impact on the adjoining allotment (see Figure 2).
- The eastern side boundary wall replaces a wall already near the side boundary, and abuts an adjoining car parking area (see Figure 2).
- Given the wide-set nature of the existing dwelling, the existing site does not contribute a spacious character upon the locality.
- The proposed development maintains an appropriate sense of space by the presence of 2m upper side setbacks (both sides) and as the upper levels of D2 and D3 are also separated by 2m.

**Figure 2: Location of proposed boundary walls relative to existing and adjacent land**



### **Design and character**

**Policy Area 19 seeks:**

- A range of dwelling types.
- New buildings will contribute to a highly varied streetscape.
- Garages and carports will be located behind the front facade of buildings.
- Development will be interspersed with landscaping, particularly behind the main road frontage.



In respect to the above, the proposal:

- Increases the variety and range of dwelling types in the locality
- Contributes to the variety of the streetscape.
- Locates its garages behind the upper level façade, which projects forward and reduces garage dominance.
- Maximises landscaping opportunity at the front of the site, by tapering/narrowing driveways and locating driveways to preserve one street tree in front of the subject land.

More generally, the facades are considered attractive and well-articulated, featuring varied front setbacks/depth; varied roof lines; and a composition of materials including horizontal timber cladding. The garage doors are not considered dominant - Overall, the garage doors each have a surface area of some 11.4m<sup>2</sup> (combined 34.2m<sup>2</sup>), whereas the total surface area of the façade is approximately 125m<sup>2</sup>. As such, the garage doors comprise only 27% of the total façade.

### **Overshadowing**

Residential Development PDCs 11 and 12 seek

- 3 hours direct sunlight to north facing habitable room windows from 9am-3pm winter solstice.
- 2 hours direct sunlight to private open space (POS) (max 35m<sup>2</sup>) from 9am-3pm winter solstice.

Overshadowing diagrams have been prepared which demonstrate compliance with the above provisions. In particular:

- The proposal will cause minimal shadowing impact upon north facing habitable room windows given the position/orientation of the site. The area to the south of the development contains the subject site's front yard and the public road. There is some overshadowing of the north facing windows at 35 Kimber Terrace to the west in the AM hours, however the proposed development will not overshadow 35 Kimber Terrace from 12pm (or earlier) onwards. In other words, the north facing windows of 35 Kimber Terrace receive direct sunlight from at least 12pm onwards.
- For the same reason as above, the proposal will result in negligible overshadowing upon POS at 35 Kimber Terrace from 12pm to 3pm – ie preserving more than 2 hours of sunlight to its POS.
- Similarly, there will be no overshadowing upon POS at 31 Kimber Terrace from 9am to 12pm – ie preserving at least 3 hours of sunlight to its POS during this period. In the afternoon period between 12pm and 3pm, there is also a large area of POS that is not shadowed.

### **Overlooking**

Residential Development PDC 27 seeks 1.7m high privacy treatment to upper level windows.

The proposal incorporates 1.8m sill heights and/or frosted glass to upper level side and rear windows, in satisfaction of the provision above.

## Conclusion

The application proposes land division and three row dwellings.

The site is in a suitable location for the increase in density, being within easy walking distance of numerous centres, open spaces and public transport stops. The locality is heavily influenced by similar forms of development. The proposal will appear compatible within the locality.

The development complies with the majority of quantitative provisions in respect to setbacks, building height, site coverage, private open space, overshadowing and overlooking

The presentation to the streetscape is entirely acceptable within this sign which seeks a variety of architectural styles to suit its transition into a medium density area. The façade is of attractive design and detailing.

For the reasons above, Development Plan Consent is warranted in my view.

Please do not hesitate to contact me on 8333 7999.

Yours sincerely



Joshua Skinner RPIA  
**Associate**





## Preliminary Traffic, Flooding & Stormwater Assessment

**Development Application No: 211/1093/2019**

**Assessing Officer:** Sonia Gallarello  
**Site Address:** 33 Kimber Terrace, KURRALTA PARK SA 5037  
**Certificate of Title:** CT-5705/121  
**Description of Development:** Combined Land division - Torrens Title; SCAP No. 211/D117/19; Create two (2) additional allotments and construction of three (3) x two-storey row dwellings

### TO THE TECHNICAL OFFICER - CITY ASSETS

Please provide your comments in relation to:

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

.....  
.....

**PLANNING OFFICER - Sonia Gallarello**

**DATE 21 April, 2020**



## Memo

To Sonia Gallarello  
From Richard Tan  
Date 21-Apr-2020  
Subject 211/1093/2019, 33 Kimber Terrace, KURRALTA PARK SA 5037

Sonia Gallarello,

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

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

- 1.1 In accordance with the provided 'Drainage Plan' (Ajax, Ref: AJX1902.09-B, dated 08/04/2020), the FFLs of the proposed development (99.60 minimum) have been assessed as satisfying minimum requirements (99.45) in consideration of street and/or flood level information.

### 2.0 Verge Interaction

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

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

These new features are also desired to be located a minimum of 2.0 metres from existing street trees, although a lesser offset may be acceptable in some circumstances. If an offset less than the desired 2.0 metres is proposed or if it is requested for the street tree to be



removed, then assessment for the suitability of such will be necessary from Council's Technical Officer (Arboriculture).

**2.1.1** Existing street trees have been supported to be removed.

**2.1.2** With the new crossover arrangement, the stormwater connections will require relocation to meet the above offset distance.

**It is recommended that revised plan should be provided to meet the above requirements.**

**2.2** No further assessment provided. Item still considered outstanding.

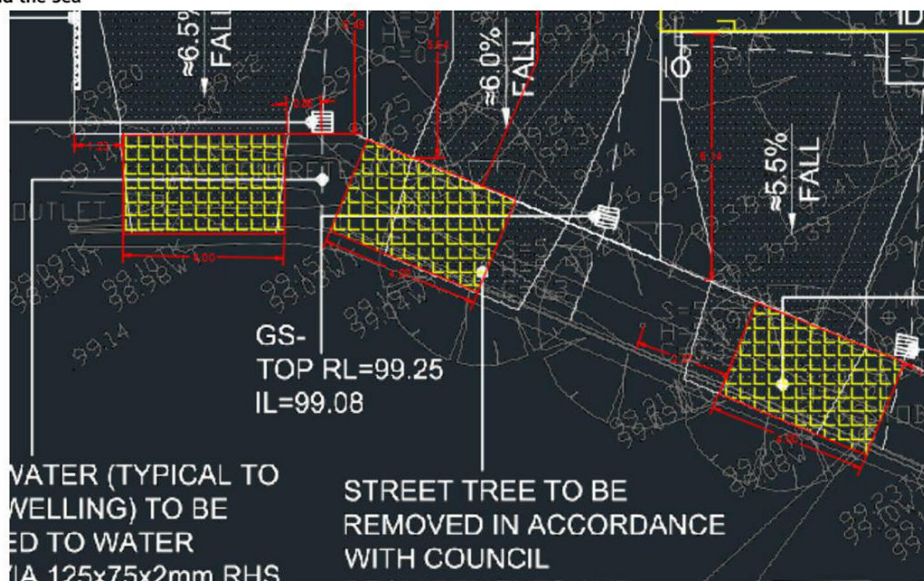
I noted that there is a stormwater outlet at the western boundary of Lot 1. From Council's Satellite Imagery, this stormwater outlet is likely the existing stormwater outlet for proposed development.

**It is recommended that further clarification should be provided regarding this stormwater outlet. If this is neighbour's stormwater connection then sufficient offset should be provided. If this outlet is connecting to existing property of this development, then the applicant may wish to remove this stormwater connection if it is to be redundant.**

### **3.0 Traffic Requirements**

**3.1** To preserve one of the existing street tree and provide a safe and convenient access to/from garages, a 4m wide crossover will be supported for all Lots. Please refer to the following sketch. This configuration however requires Lot 2 and Lot 3 to be mirror flipped along their common boundary.





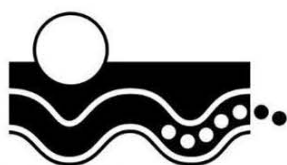
Alternative to the above, the following crossover will be supported, with the removal of all existing street trees.



It should be noted that with either option, the driveway needs to be redesigned to match the crossover. I leave this to the planner's consideration of which option is the preferable approach.

**It is recommended that revised plan reflecting the preferable crossover configuration should be provided**

- 3.2** The garage dimension as indicated in 'Floor Plan' (GC, Ref: 6150-3/6-E, dated 06/04/2020) has been assessed as satisfying minimum requirements.



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- 3.3** The garage setback shortest distance as measured in 'Drainage Plan' (Ajax, Ref: AJX1902.09- B, dated 08/04/2020) has been assessed as satisfying minimum requirements

#### **4.0 Waste Management**

- 4.1** With crossover width and configuration amended as per dot point 3.1, the public kerbside space available for bin presentation has been assessed as satisfying minimum requirement.

#### **5.0 Stormwater**

- 5.1** No further assessment provided. Item still considered outstanding.

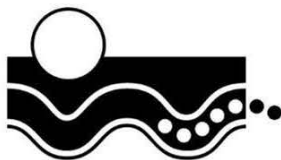
For this scale and nature of proposed development, Council's City Assets Department would consider acceptable an alternate approach to the provision of conventional stormwater detention calculations and implementation.

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

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

- Installation of a 3,000 litre rainwater tank (no detention element).
- Rainwater tank plumbed to deliver recycled water all toilets and laundry cold water outlet. (Can also be connected to Hot Water Service if desired).
- A minimum of 90% of the dwelling roof area is to have its stormwater runoff directed to the rainwater tank.
- Mains water backup, pump and plumbing arrangements as typically required to support such an installation are to be compliant with the standard Building Code requirements associated with a compulsory rainwater tank installation.
- The stormwater collection and re-use system is to be installed and operational prior to occupancy of the dwelling.

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



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

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

**It is recommended that revised plans and supporting calculations (if necessary) clearly and accurately indicating satisfaction of the above criteria be provided to Council.**

Regards  
Richard Tan  
Civil Engineer



## Arboricultural Assessment of Street Trees

Development Application No: **211/1093/2019**

**REFERRAL DUE DATE: 19 November 2019**

Assessing Officer: **Sonia Gallarello**  
Site Address: **33 Kimber Terrace, KURRALTA PARK SA 5037**  
Certificate of Title: **CT-5705/121**  
Description of Development **Combined Land division - Torrens Title; SCAP No. 211/D117/19; Create two (2) additional allotments and construction of three (3) x two-storey row dwellings**

### TO THE TECHNICAL OFFICER – CITY ASSETS

**Please provide your comments in relation to:**

- ☐ **The removal of or impact upon the Street Tree**
- ☐ **Species of Tree:**
- ☐ **Your advice is also sought on other aspects of the proposal as follows:**

PLANNING OFFICER - Sonia Gallarello

DATE 5 November 2019

FROM THE TECHNICAL OFFICER

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

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

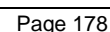
Any proposed development that does not consider "AS4970 Protection of Trees on Development Sites", is likely to require revision until all plans accurately correspond with the specific tree information detailed in this standard.

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

**A site investigation together with the information provided has revealed that at 33 Kimber Terrace, Kurralta Park there is three *Lagerstroemia tuscarora* (Crape Myrtle) Street trees located 4.2m, 8.2m and 12.4m from the eastern property boundary.**

**The eastern most tree in front of LOT 3 and the western most tree in front of LOT 2 will come in direct conflict with the proposed crossover locations.**

**DATE: 19/11/2019**













**STATE  
COMMISSION  
ASSESSMENT  
PANEL**

A COMMITTEE OF THE STATE PLANNING COMMISSION

**Contact**  
**Telephone**  
**Email****Planning Services**  
**7109 7016**  
[dldptipdclearanceletters@sa.gov.au](mailto:dldptipdclearanceletters@sa.gov.au)State Commission  
Assessment PanelLevel 5  
50 Flinders Street  
Adelaide SA 5000GPO Box 1815  
Adelaide SA 5001

14 April 2020

**City Manager**  
**City of West Torrens**  
**165 Sir Donald Bradman Dr.**  
**HILTON SA 5033**

08 7109 7061

Dear Sir/Madam

**Re: Proposed Development Application No. 211/D117/19 (ID 66466) – Amended Plan 9/4/20  
for Land Division by Mano Dagar**

Further to my letter dated 6 November 2019 and to assist the Council in reaching a decision on this application, copies of consultation agency reports received by the State Commission Assessment Panel (SCAP) are available for your consideration.

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

1. The financial requirements of the S A Water Corporation shall be met for the provision of water supply and sewerage services. (S A Water H0091516)

On approval of the application, it is the developers/owners responsibility to ensure all internal pipework (water and wastewater) that crosses the allotment boundaries has been severed or redirected at the developers/owners cost to ensure that the pipework relating to each allotment is contained within its boundaries.

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

2. Payment of \$15,232.00 into the Planning and Development Fund (2 allotment/s @ \$7,616.00 /allotment). Payment may be made by credit card via the internet at [www.edala.sa.gov.au](http://www.edala.sa.gov.au) or by phone (7109 7018), by cheque payable to the Department of Planning, Transport and Infrastructure marked "Not Negotiable" and sent to GPO Box 1815, Adelaide 5001 or in person, by cheque or credit card, at Level 5, 50 Flinders Street, Adelaide.
3. A final plan complying with the requirements for plans as set out in the Manual of Survey Practice Volume 1 (Plan Presentation and Guidelines) issued by the Registrar General to be lodged with the State Commission Assessment Panel for Land Division Certificate purposes.

**Please upload the Decision Notification Form (via EDALA) following Council's Decision.**

Yours faithfully,

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





06 November 2019

Our Ref: H0091516

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

Dear Sir/Madam

**PROPOSED LAND DIVISION APPLICATION NO: 211/D117/19 AT KURRALTA PARK**

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

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

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

On approval of the application, it is the developers/owners responsibility to ensure all internal pipework (water and wastewater) that crosses the allotment boundaries has been severed or redirected at the developers/owners cost to ensure that the pipework relating to each allotment is contained within its boundaries.

Yours faithfully

TONY PANNUNZIO  
for **MANAGER LAND DEVELOPMENT & CONNECTIONS**

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

**6.3 21 Wilford Avenue, Underdale**

Application No 211/19/2020 and 211/1079/2019

**DEVELOPMENT APPLICATION DETAILS**

DESCRIPTION OF DEVELOPMENT	211/19/2020 Land division - Torrens Title; SCAP No. 211/D140/19; Create five (5) additional allotments with reciprocal party wall rights for the purposes of row dwellings	211/1079/2019 Construction of six (6) two storey row dwellings, associated landscaping and masonry walls
APPLICANT	Nottinghamshire Pty Ltd	ESD Planning and Design
LODGEMENT DATE	15 January 2020	30 October 2019
ZONE	Urban Renewal Zone	
APPLICATION TYPE	Merit	
PUBLIC NOTIFICATION	Category 1	
REFERRALS	Internal <ul style="list-style-type: none"> <li>• Nil</li> </ul> External <ul style="list-style-type: none"> <li>• SCAP</li> <li>• SA Water</li> </ul>	Internal <ul style="list-style-type: none"> <li>• City Assets</li> </ul> External <ul style="list-style-type: none"> <li>• Nil</li> </ul>
DEVELOPMENT PLAN VERSION	Consolidated 12 July 2018	
DELEGATION	<ul style="list-style-type: none"> <li>• The relevant application proposes a merit form of development which does not meet the minimum site area requirements in the relevant Zone or Policy Area by 7.5% or more.</li> </ul>	
RECOMMENDATION	Support with conditions	
AUTHOR	Phil Smith	

**BACKGROUND**

The application has been referred to the Council Assessment Panel for a decision as the application proposes a merit form of development which does not meet the minimum site area requirements in the relevant Zone or Policy Area by 7.5% or more.

In this instance, Dwelling 1 (Allotment 101) satisfies the site area requirement of 150sqm, however Dwellings 2-6 do not, having shortfalls ranging from 18sqm to 33sqm (maximum shortfall of 22%).

The Panel should also be made aware that the two regulated street trees within the Sherriff Street verge have been approved for removal under Development Application 211/117/2020.

## SUBJECT LAND AND LOCALITY

The subject land is formally described as Allotment 10, Filed Plan 112188 in the area named Underdale, Hundred of Adelaide, Volume 5202 Folio 651, more commonly known as 21 Wilford Avenue, Underdale. The subject site is mostly rectangular in shape (corner cutoff) with a 16.76 metre (m) wide frontage to Wilford Avenue, a secondary frontage of 48.15m to Sherriff Street and a site area of 781 square metres (sqm).

It is noted that there are no easements or Land Management Agreements on the Certificate of Title and there are no regulated trees on the subject site or on adjoining land that would be affected by the development. There are two regulated street trees on the Sherriff Street frontage adjacent to the site which will be discussed later in the report.

The site is located at the south-east corner of Wilford Avenue and Sherriff Street. Both of these streets are classified as local roads.

The site is relatively flat and currently contains one detached, single storey dwelling and associated outbuildings. There is very little in the way of landscaping apparent on the site.

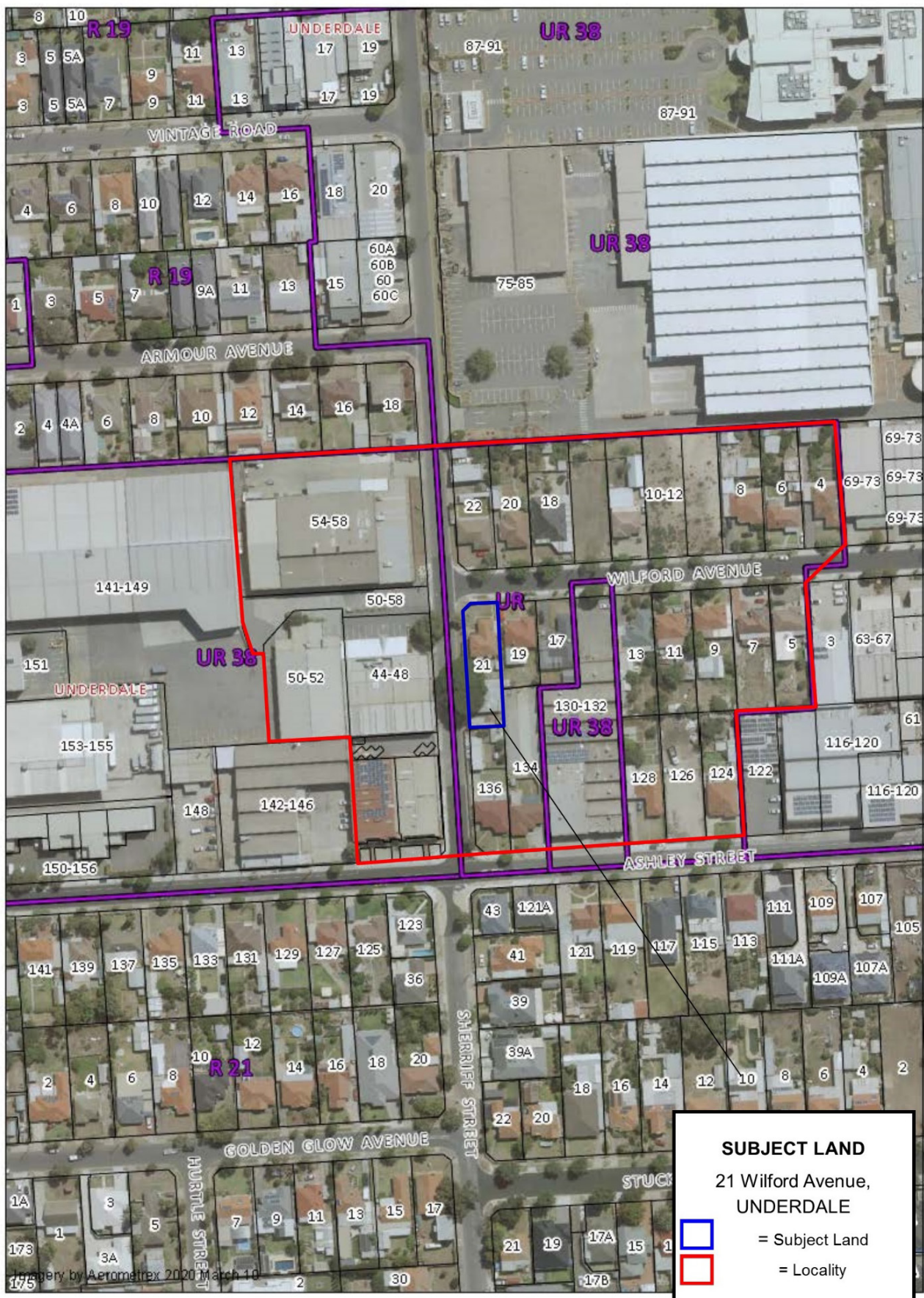
The locality consists of a mix of residential and commercial land uses. In the immediate locality, the eastern side of Sherriff Street comprises mostly residential land uses while the western side of Sherriff Street is mostly commercial/industrial in nature. It is worth noting that both sides of Sherriff Street are located in the same zone, that is, the Urban Renewal Zone, with the western side being located within the Mixed Use Transition Policy Area. Wilford Avenue is predominantly residential with some commercial properties located at the eastern end of the street where it intersects with Hardys Road.

More recent infill development is occurring in close proximity to the subject site and in the wider locality. Most notably, a development was recently approved under DA 211/1093/2018 at 10-12 Wilford Avenue, for two residential flat buildings comprising 10 two-storey dwellings.

Holbrooks Road is located approximately 240m to the west of the site and Henley Beach Road is located approximately 730m to the south.

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









**Figure 1 - Subject site at intersection of Wilford Avenue and Sherriff Street**



**Figure 2 - Sherriff Street side of subject including two street trees viewed towards Wilford Avenue**



**Figure 3 - Close up of the two street trees approved for removal**



**Figure 4 - Straight on view of subject site**





**Figure 5 - Opposite the subject site, 44-48 Sherriff Street**



**Figure 6 - Opposite the subject site (44-48 Sherriff Street) adjacent to intersection with Wilford Ave**

## RELEVANT APPLICATIONS

DA Number	Description of Development	Decision	Decision Date
211/117/2020	Removal of two regulated trees	Approved	5 May 2020

Council's City Operations department approved the removal of the trees to assist with the progression of future Council infrastructure projects.

The removal of the trees facilitates driveway access for the proposed row dwellings, which would not otherwise be possible without the removal of the street trees.

## PROPOSAL

The first proposal comprises the creation of five (5) additional allotments with reciprocal party wall rights for the purposes of row dwellings.

The proposal is described as follows:

- Allotment 101 = 180sqm;
- Allotment 102 = 118sqm;
- Allotment 103 = 117sqm;
- Allotment 104 = 117sqm;
- Allotment 105 = 117sqm; and
- Allotment 106 = 132sqm.

Each allotment is provided with its own driveway and crossover, i.e. none are shared access;

The second proposal comprises the construction of six (6) two storey row dwellings and associated landscaping.

The proposal is described as follows:

### Dwelling 1

- Living, kitchen and dining areas are located at ground floor, in addition to laundry, toilet and a single car garage;
- 3 bedrooms, a bathroom and a balcony are located at the upper level;
- Private open space comprises two areas, one at ground floor level and a balcony at upper level;

### Dwellings 2-6

- Living, bathroom, and one bedroom are located at ground floor level, in addition to a single car garage;
- Kitchen, dining and a second living area are located at upper level, in addition to an ensuite and balcony;

### Colours, Finishes and Materials

Colours, finishes and materials are noted as follows:

- Hebel wall cladding with a smooth render finish - white;
- Old, recycled brick (lower level) - red;
- Fence bricks (courtyards) - dark grey;
- Timber cladding;
- Revolution maxline roof and wall cladding - dark grey;
- Panel lift door - charcoal;
- Front door - Cedar, with clear finish;

- The development is provided with approximately 223.5sqm of landscaping throughout the site including a number of tree and plant species;
- Each dwelling is provided its own vehicular entryway and driveway;
- Masonry walls, up to 1.8m in height are provided to delineate front boundaries (all dwellings) and side boundaries (Dwelling 1).

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

## PUBLIC NOTIFICATION

The application is a Category 1 form of development pursuant to the Procedural Matters of the Urban Renewal Zone within the Development Plan.

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

## INTERNAL REFERRALS

Department	Comments												
<b>City Assets</b>	<p>City Assets generally has no issues with the proposal subject to their standard requirements.</p> <p>The minimum Finished Floor Levels (FFLs) need to be achieved:</p> <table> <tr><td>D1</td><td>11.57</td></tr> <tr><td>D2</td><td>11.27</td></tr> <tr><td>D3</td><td>11.22</td></tr> <tr><td>D4</td><td>11.22</td></tr> <tr><td>D5</td><td>11.17</td></tr> <tr><td>D6</td><td>11.13</td></tr> </table> <p>The FFLs have been achieved. D1 - 11.57, D2-6 - 11.27</p> <p>City Assets have taken into account finished floor levels, verge interaction, street trees, stormwater management and waste management in their assessment of the development, all of which have been suitably resolved or otherwise imposed as conditions.</p>	D1	11.57	D2	11.27	D3	11.22	D4	11.22	D5	11.17	D6	11.13
D1	11.57												
D2	11.27												
D3	11.22												
D4	11.22												
D5	11.17												
D6	11.13												
<b>City Operations</b>	<p>City Operations have no issues with the removal of the trees to ensure future infrastructure can be constructed. The trees have been approved for removal under DA 211/117/2020.</p>												

A copy of the relevant referral responses are contained in **Attachment 3**.



## RELEVANT DEVELOPMENT PLAN PROVISIONS

The subject land is located within the Urban Renewal Zone as described in the West Torrens Council Development Plan.

The relevant Desired Character statements are as follows:

### Urban Renewal Zone - Desired Character

*A vibrant and rejuvenated, medium density neighbourhood, offering diverse residential, affordable housing and mixed use housing choice as well as employment opportunities in close proximity to public transport, services and the River Torrens Linear Park.*

*Currently, the zone contains a mixture of land uses with a strong focus on non-residential activities such as industry, warehouse, storage and service industry. However, the zone also contains a significant number of residential properties - particularly along Wilford Avenue.*

*Over time, existing industries and other commercial activities in the zone will transition to medium density residential and compatible mixed use development and older housing stock will be redeveloped.*

*Non-residential land uses of a small-scale that serve the community and are of a nature and scale consistent with the character of the locality will be encouraged. In particular, non-residential land uses will be single storey in height (or be located on the ground floor of a multi-storey building) and will feature setbacks, building design and floor areas which complement surrounding residential development. Non-residential land uses will be integrated with surrounding residential uses and areas of open space in order to provide a mixture of small shops, offices, consulting rooms, pre-schools, cafes and restaurants (providing outdoor eating places).*

*In addition to the range of small-scale non-residential land uses envisaged in the zone, a wider range of larger-scale non-residential land uses will be located in the **Mixed Use Transition Policy Area 38** and will primarily contain existing industries and commercial activities. Within this policy area, existing uses will continue together with a range of low-impact mixed-use development. Over time, a transition to medium density residential development will occur where environmental impacts and site contamination issues have been addressed.*

*Development will address interface issues associated with existing non-residential land uses in the zone as well as nearby industrial land uses to the north of Ashwin Parade through the application of buffers and/or design techniques to mitigate potential impacts associated with noise, light, dust, traffic, odour and air quality.*

*Development will allow for variety in housing forms and styles. The zone will comprise primarily medium density residential development of up to 2 storeys. Taller buildings up to 3 storeys and development achieving a net residential density of around 35 to 65 dwellings per hectare, will be located near the centre of the zone between Sherriff Street and Hardys Road and north of Wilford Avenue.*

*Within this area, development will be in accordance with Concept Plan WeTo/25 - Underdale Urban Renewal, including higher density mixed use apartments (that may incorporate ground floor retailing and commercial uses) that are adjacent public open space. Development should be set back from Hardys Road and Sherriff Street. The provision of public open space, shared access ways and local road connections will be in accordance with Concept Plan WeTo/25 - Underdale Urban Renewal. Local street connections will enable local and indirect vehicle, bicycle and pedestrian connectivity through the area.*

Generally, the greatest height, mass and intensity of development will be focused near the centre of the zone, reducing in scale to transition down at the interface with low rise residential development within the adjoining **Residential Zone**.

Housing diversity will be delivered through land division layout comprising smaller allotments together with innovative housing design, access and parking arrangements. Larger and/or amalgamated sites will achieve a coordinated development outcome where new medium density housing integrates smoothly with surrounding residential development. Medium rise residential development in the order of two storeys, at the interface of low rise residential development should, through good design, sympathetic scale and the location of windows and balconies, ensure transitioning down in scale thereby limiting the extent of overlooking and overshadowing.

Development in the zone will proceed based on the ability of stormwater related public infrastructure to accommodate the anticipated additional demands being placed on it. Anticipated upgrades of stormwater infrastructure may need to be provided in order to meet future demands created by new infill development.

There are sites within the zone that are known to be affected by potentially contaminating activities or which have the potential to impact on new development through the emission of noise, dust, light or odour. In particular, the zone contains sites that are licensed by the Environment Protection Authority (EPA) under the Environment Protection Act 1993. The EPA licence sites and activities which do not require an EPA licence may have recommended evaluation distances and new development within these distances will ensure that potential impacts from the licenced activity have been appropriately addressed. In addition, sensitive development will take into account separation distances to existing activities which may have been imposed through other forms of legislation such as those administered by SafeWork SA.

Offsite contamination may also exist on adjacent or nearby land, which may impact the use of land within the zone. Appropriate investigations will confirm the potential for site contamination and, where applicable, the extent of such contamination. Development of sites or areas affected by actual or potential site contamination will not proceed unless appropriate investigations and remediation (where required) has been undertaken. This may include, in some situations, a Preliminary Site Investigation (PSI), Detailed Site Investigation (DSI) or a Site Contamination Audit Report (SCAR) being prepared.

The zone will be enhanced through high quality development and associated improvements to the public realm. Redevelopment of existing sites will occur using high quality design, materials and vegetation (including green walls) to significantly improve the site's appearance. In the public realm, and particularly at the interface with the adjoining **Residential Zone**, it is desirable to use trees and verge landscaping, swales, rain gardens, parks, parklets and other green infrastructure that complement and enhance the visual impacts of buildings and structures, and add to overall amenity of the zone. An increased building setback from Hardys Road and the northern side of Ashley Street will allow for future street infrastructure upgrades.

Objectives	1, 2, 3, 5, 6, 7
Principles of Development Control	1, 2, 3, 4, 9, 14, 15, 17, 21, 23, 24, 25, 26, 29, 31, 37, 38, 40

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

## QUANTITATIVE STANDARDS

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

DEVELOPMENT PLAN PROVISIONS	STANDARD	ASSESSMENT
<b>LAND DIVISION - 211/19/2020</b>		
SITE AREA <i>Urban Corridor Zone</i> <i>PDC #29</i>	Row dwellings - 150sqm	<p>D1: 180sqm</p> <p><b>Satisfies</b></p> <p>D2: 118sqm (&gt;7.5% shortfall = 32sqm)</p> <p>D3: 117sqm (&gt;7.5% shortfall = 33sqm)</p> <p>D4: 117sqm (&gt;7.5% shortfall = 33sqm)</p> <p>D5: 117sqm (&gt;7.5% shortfall = 33sqm)</p> <p>D6: 132sqm (&gt;7.5% shortfall = 18sqm)</p> <p><u>D2-D6 total shortfall = 149sqm</u></p> <p><b>Does Not Satisfy</b></p>
SITE FRONTAGE <i>Urban Corridor Zone</i> <i>PDC #29</i>	Row dwellings - 5m	<p>D1 = 12.42m</p> <p>D2 = 7.76m</p> <p>D3-D5 = 7.65m</p> <p>D6 = 8.66m</p> <p><b>Satisfies</b></p>
<b>BUILT FORM - 211/19/2020</b>		
STREET SETBACK <i>Urban Renewal Zone</i> <i>PDC #24</i>	<p>3m or the average of existing dwellings on adjoining allotments (2m)</p> <p>Secondary street frontage 0.9m</p>	<p>D1 = 5m</p> <p>Secondary street frontage - 3.9m</p> <p><b>Satisfies</b></p> <p>D2-D6 = 2.08m (ground level) 1.3m (upper level balcony overhang)</p> <p><u>D2-D6 Shortfall = 700mm at upper level</u></p> <p><b>Does Not Satisfy</b></p>



<p><b>SIDE SETBACKS</b>  <i>Urban Renewal Zone</i>  PDC #21, 22 &amp; 23</p>	<p><b>SIDE</b> (to adjoining properties)  1m (ground floor)  2m (upper floor)</p> <p><b>SIDE</b> (Internal boundaries)  To be located abutting wall of existing or simultaneously constructed building on the adjoining land to the same or lesser length and height</p>	<p>D1:  Ground - 0m/4.0m  Upper - 0.9m/2.0m</p> <p>D6:  Ground - 0.9m  Upper - 0.9m</p> <p><b>Does Not Satisfy</b></p> <p>Proposal built to boundaries with simultaneously constructed buildings of equal height and length</p> <p><b>Satisfies</b></p>
<p><b>REAR SETBACK</b>  <i>Urban Renewal Zone</i>  PDC #25</p>	<p><b>REAR</b>  2m (ground floor)  5m (upper floor)</p>	<p>D1 = N/A  D2-D6: 3.1m (Ground / Upper)</p> <p><u>Shortfall = 1.9m (upper)</u></p> <p><b>Does Not Satisfy</b></p>
<p><b>BUILDING HEIGHT</b>  <i>Urban Renewal Zone</i>  PDC #15</p>	<p>Development is to be up to 2 storeys</p>	<p>All dwellings are two storeys in height</p> <p><b>Satisfies</b></p>
<p><b>PRIVATE OPEN SPACE</b>  <i>Urban Renewal Zone</i>  PDC #31</p>	<p>15sqm  (min. dimension = 2m)</p>	<p>D1: 73.6sqm, minimum dimension = 3.9m  D2-D6: 46sqm, minimum dimension = 3.1m</p> <p><b>Satisfies</b></p>
<p><b>CAR PARKING SPACES</b>  <i>General Section - Transportation and Access</i>  PDC #34,  Table - WeTo/2</p>	<p>2 car parking spaces required, at least 1 of which is covered</p>	<p>D1-D6: 1 covered space + 1 space in driveway</p> <p><b>Satisfies</b></p>
<p><b>OVERLOOKING</b>  <i>General Section - Residential Development</i>  PDC #27</p>	<p>Upper level, windows, balconies, terraces &amp; decks - sill height/permanent screen min. 1.7m above floor level</p>	<p>Side and rear upper level windows are indicated as having fixed and obscured glazing to a height of 1.7m above finished floor level</p> <p><b>Satisfies</b></p>

<b>OVERSHADOWING</b> <i>General Section - Residential Development</i> <i>PDCs #10, 11, 12, 13</i>	North facing windows of adjoining dwellings - min. 3 hours of direct sunlight and POS (35sqm minimum) of adjoining allotments - minimum of 2 hours of direct sunlight	Shadows extend only as far as the outbuildings ensuring a minimum of 3 hours of direct sunlight to the POS and northern windows of the adjoining property to the south.  POS (35sqm minimum) of the adjoining properties to the south and east achieves a minimum of 2 hours of direct sunlight  <b>Satisfies</b>
<b>LANDSCAPING</b> <i>General Section - Landscaping, Fences and Walls</i> <i>PDC #4</i>	10% of development site should be landscaped	223.5sqm of site to be landscaped = 29%  <b>Satisfies</b>
<b>INTERNAL FLOOR AREA</b> <i>General Section - Residential Development</i> <i>PDC #9</i>	2 Bedroom = 75sqm 3 Bedroom = 100- sqm	D1 - 3 bedrooms = 123sqm D2-D6 - 2 bedrooms = 103sqm each  <b>Satisfies</b>
<b>STORAGE</b> <i>General Section - Residential Development</i> <i>PDC #31</i>	8m <sup>3</sup>	A minimum of 8sqm is provided for each dwelling  <b>Satisfies</b>

## ASSESSMENT

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

### Site Area

The divided site is intended to be used for the purpose of two storey, row dwellings which accords with the Desired Character Statement.

A shortfall of 119sqm when averaged out, exists across the entire site. Dwelling 1 exceeds the minimum 150sqm requirement by providing an area of 180sqm (an additional 30sqm). Dwellings 2-6 provide site areas ranging from 117sqm to 132sqm (shortfalls ranging from 18sqm to 33 sqm). Frontage widths satisfy Development Plan requirements.

Given that the locality is undergoing a transitional phase as a result of the Urban Renewal zoning, there is an expectation of new development being constructed at increased densities, which is reinforced by PDC 4. While there is a discrepancy between what the Development Plan seeks in terms of site area requirements and what is proposed with this development, it is considered appropriate that some dispensation should be given to allow for lesser site areas in order to achieve appropriate outcomes consistent with the broad intent of the desired character of the zone. In this instance, an average per dwelling shortfall of 24sqm exists across Dwellings 2-6. The site frontages meet Development Plan requirements therefore there would be no indication from the streetscape that the allotments were undersized.

It should be emphasized that the development provides functional and usable private open space areas that comply with minimum requirements and that the dwellings all have compliant internal floor areas, thus the reduction in site area per dwelling is not considered to be fatal when looking at the proposal holistically.

### **Pattern of Development**

The proposed pattern of development is consistent with the existing pattern of development, which is variable having regard to the amount of redevelopment occurring across the locality, in particular to the east along Wilford Avenue.

### **Land Use**

With respect to land use, the development proposes six, two storey row dwellings to be constructed on the subsequent new allotments. Within the Urban Renewal Zone, PDC 1 envisages a range of dwelling types and the desired character statement further reinforces this. The proposed land use is residential in nature and is therefore considered an appropriate and orderly form of development.

### **Desired Character**

The desired character implicitly states that the zone will transition to a vibrant and rejuvenated medium density neighbourhood. Furthermore, development will allow for variety in housing forms and styles. The zone will comprise primarily medium density residential development of up to 2 storeys which the proposed development achieves.

In addition, housing diversity will be delivered through the development comprising smaller allotments together with innovative housing design, which is consistent with the Desired Character Statement. The dwellings are well designed and articulated and should add to the vibrancy of the locality. The development consists of 2 and 3 bedroom dwellings thus providing housing diversity to the area.

The additional development is not expected to impact on stormwater public infrastructure noting that Council's Civil Engineer have no concerns with the development with respect to the anticipated additional demands on existing stormwater infrastructure.

On balance, it is considered that the proposed development is consistent with the Desired Character sought within the Urban Corridor Zone.

### **Built Form**

The dwellings are considered to be of a high design standard and are enhanced by the variety of materials, colours and finishes incorporated into the design. On this basis, Objective 1 and PDC 1 of the Design and Appearance module and PDC 4 of the Residential module are satisfied. The variety of materials, colours and finishes of the proposed dwellings gives them a well-articulated appearance that permits the design to differentiate itself in a positive way from older, more conventional housing stock.

In terms of the built form, it is noted that the dwellings satisfy the building height requirements with overall heights of 7.8m proposed, thus there are no building scale issues in this regard.



The design of the proposed dwellings incorporates a mixture of flat and raked roofs, which assists in reducing the visual bulk of the proposed dwellings while limiting overshadowing to adjoining properties to the south and east.

Front fencing (brick finish) is proposed for Dwelling 1 fronting Wilford Avenue and Sherriff Street and partial brick fencing for the other dwellings facing Sherriff Street, consistent with the selected palette of colours, materials and finishes. The fencing is indented to assist in breaking up the length and monotony of a singular material and is more attractive when viewed from the street. The fence height proposed at 1.8m is a standard fence height and is supported.

Overall, it is considered that the proposed dwellings present well to both streetscapes which should help improve its aesthetic character.

## **Amenity**

### *Noise attenuation*

With respect to amenity, it is noted that the site is not located on an arterial road, or in close proximity to the airport, however there are commercial uses in the immediate vicinity of the site that could take considerable time to transition to residential or other lower impact land uses. On this basis, noise attenuation devices such as double glazed windows and acoustic insulation are strongly recommended and has been conditioned as per the recommendation of the Sonus report submitted with the application.

### *Solar access*

The orientation of the site in an east-west direction allows for northern solar access into the private open space areas however not all habitable spaces will receive northern solar access, which is unavoidable in a development of this nature due to the orientation of the allotments. The allotments will receive solar access to habitable spaces in the afternoon which is achieved by locating the living areas for Dwellings 2-6 at upper level adjoining the balconies. Dwelling 1 also achieves north-western solar access which accords with PDC's 1 and 2 of the Energy and Efficiency module. Given the constraints of the site's orientation, the level of solar access achieved is considered to be acceptable.

### *Overlooking*

With respect to overlooking, all upper level windows to the eastern elevation, along with the south facing fixed timber batten screen enclosing the entire southern side of the balcony of Dwelling 6 - will be fixed and obscured to a height of at least 1.7m above finished floor level thus satisfying PDC 27 of the Residential Development module. Overall, there is unlikely to be any unreasonable impacts resulting from overlooking.

### *Overshadowing*

Overshadowing diagrams provided indicate that the proposed development will overshadow the adjoining property (136 Ashley Street) to the south during the times of 9am to 3pm however the overshadowing impacts are considered to be reasonable. The proposed development would project shadows into the private open space of 136 Ashley Street which is approximately 450sqm in area. The shadows do not reach this dwelling and a considerable area of private open space would remain unaffected by proposed overshadowing. This accords with General Section, Residential Development PDC's 11 and 12.

Number 134 Ashley Street would receive similar overshadowing impacts to 136 Ashley Street. 19 Wilford Avenue would not receive any overshadowing impacts until the early afternoon hours. Shadows to the west would fall over Sherriff Street. On this basis, overshadowing is not considered to be an issue as a result of this development and will still receive a minimum 3 hours solar access for north facing windows and 2 hours sunlight for more than half of their existing ground level open space in accordance with General Section, Residential Development PDC's 11 and 12.

## Setbacks

### *Front*

With respect to the front setbacks of Dwellings 2 to 6, it is noted that there is a shortfall of 700mm from meeting the required standard. This shortfall is attributed to the built form of the projecting balconies. This is not considered an issue for a number of reasons. First, there are no dwellings that face Sherriff Street in this particular part of the street between Wilford Avenue and Ashley Street, thus there are no established front setbacks to provide context. Second, the dwellings will face a large commercial property, therefore the streetscape is enhanced rather than detracted from as a result of the lesser setbacks. Third, by providing balconies to the dwellings, the dwellings are better articulated but also provide increased passive surveillance, thus increasing the safety of the area. Fourth, an existing outbuilding is currently located on the secondary street boundary which presents an unattractive built form to the streetscape. Removing this structure in lieu of a more aesthetically pleasing structure, albeit with a less than compliant front setback, is considered to be a more appropriate outcome. Lastly, the landscaping assists to soften the overall form and scale of the buildings, thus the dwellings do not appear as imposing.

On this basis, the reduced front setbacks are considered acceptable.

### *Side setbacks*

With respect to adjoining properties, the development proposes one garage on a shared boundary not within the development which is typical and acceptable as it abuts a carport. Within the development itself, PDC's 21 and 22 of the Urban Renewal Zone contemplate boundary to boundary development, that is, for walls to abut other walls of existing or simultaneously constructed buildings on the adjoining land to the same or lesser length and height, which is achieved with this development.

The upper level side setback of Dwelling 6 (southern elevation) is non-compliant by 1.1m. This is not considered fatal to the application as the impacts to the adjoining property to the south are limited. The private open space of the adjoining dwelling is 450sqm and there are a number of larger outbuildings directly adjacent the southern boundary of the subject site. Furthermore, the separation distance between the proposed upper level and the existing dwelling to the south is approximately 35m. There are therefore no unreasonable impacts envisaged in a visual sense or by way of bulk and scale.

The upper level side setback of Dwelling 1 (east elevation) also has a shortfall of 1.1m. This elevation is directly adjacent to the neighbouring property's driveway and a small portion of the adjoining dwelling's carport. The setback then increases to 3.1m from this common boundary. The length of this incursion is approximately 6.6m, which is considered to be of minimal impact when taking into account the siting of the adjacent built form and the driveway.

### *Rear*

The rear setbacks of Dwellings 2 to 6 have an upper level shortfall of 1.9m of which is considered to be a reasonable outcome between what upper level setback could be achieved by constructing a double storey dwelling the length of the allotment (2m off the boundary) and the desired outcome of the Development Plan (5m off the boundary). It is worth noting that the adjoining property to the east has a lesser depth than the subject site, therefore the perceived impact (if any) of the reduced setback is spread across two separate properties. As can be seen in the following aerial photo, the proposed upper level would be located adjacent a paved rear yard at 134 Ashley Street.

In addition, the rear yards are to be landscaped and incorporate up to 2 trees of maximum growth height 6m which will in the longer term provide some degree of screening of the built form.

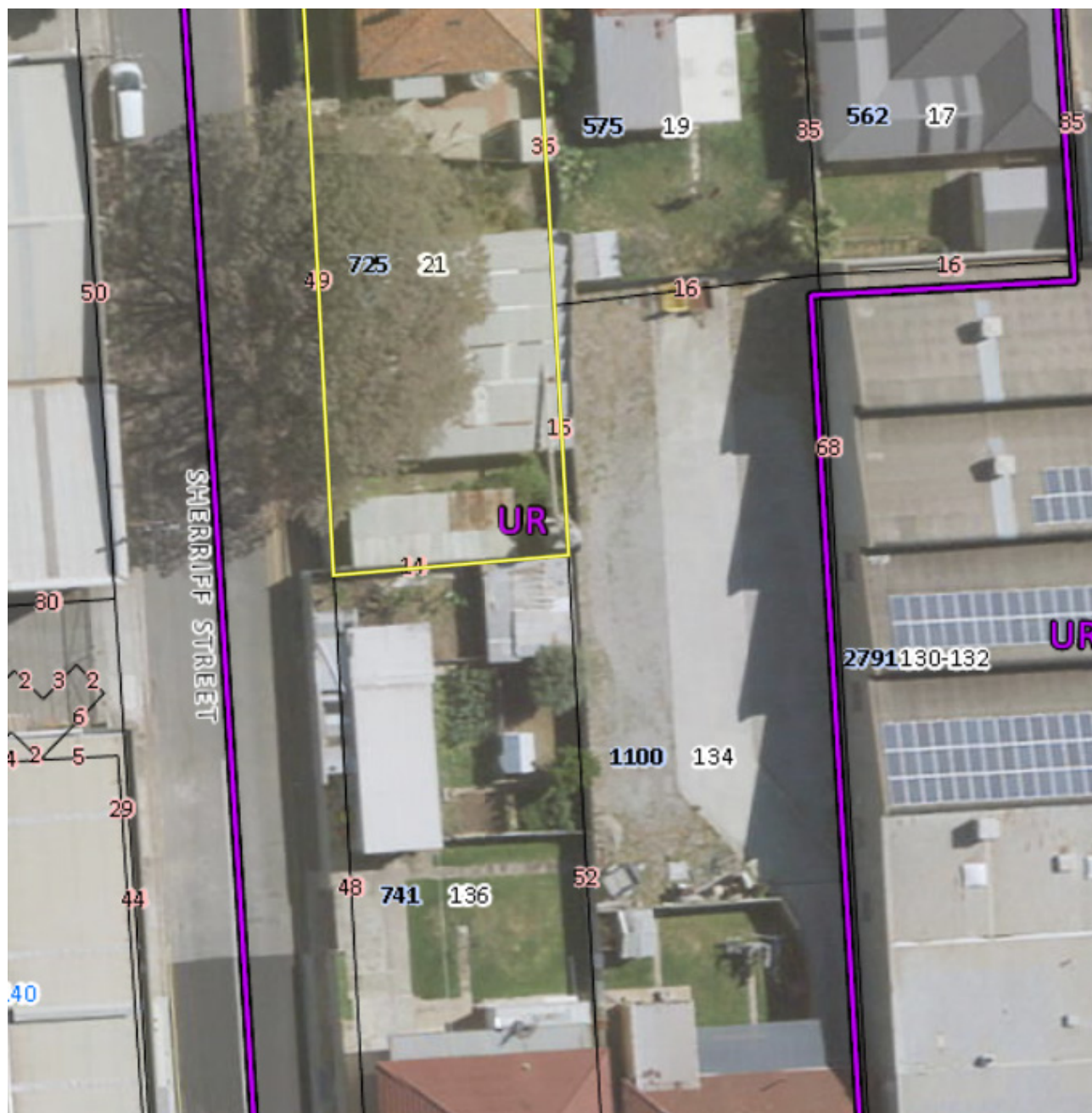


Figure 7 - Subject site outlined in yellow adjacent to two properties to the east

Overall, it is considered that the design of the dwellings, taking into consideration their setbacks and resultant impacts, present an appropriate outcome that is consistent with the built form within the locality and the intent of the Development Plan.

### Waste Management

Each dwelling has areas set aside for storage of bins. A waste management plan was not required given that there is ample space (approximately 7m wide frontages, minimum) to place 2 bins per dwelling on any given rubbish collection day, which would be consistent with other properties in the street. Standard Council waste collection services are therefore considered to be appropriate for this development.



## Stormwater Management

The City Assets team consider the proposed development to be acceptable from a stormwater management perspective. The required finished floor levels for the dwellings have been achieved however Dwellings 1-4 have garages that will require an increase in their finished floor levels to match the dwellings. This will be reinforced by condition in the recommendation. Additional requirements such as stormwater management measures being in place prior to occupancy, rainwater tanks and rainwater capture will also be added as conditions in the recommendation. On this basis, it is considered that stormwater matters have been satisfactorily addressed.

## SUMMARY

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

The shortfalls in site area, are considered to be acceptable given the Urban Renewal Zone seeks to rejuvenate residential land uses in the locality and that the shortfalls are not readily perceivable from the street. The acceptance of this type of dispensation needs to be weighed against quality built form outcomes, of which this proposal has sought to achieve.

Setback shortfalls have demonstrated to have little or no impact to adjoining properties in a visual sense or by way unreasonable bulk and scale.

On balance each proposal sufficiently accords with the relevant provisions contained within the West Torrens Council Development Plan Consolidated 12 July 2018 and warrants Development Plan Consent, and for the land division component, Land Division consent and Development Approval.

## RECOMMENDATION 1

The Council Assessment Panel, having considered all aspects of the report, the application for consent to carry out development of land and pursuant to the provisions of the *Development Act 1993* resolves to GRANT Development Plan Consent, Land Division Consent and Development Approval for Application No. 211/19/2020 by Nottinghamshire Pty Ltd to undertake a Land division - Torrens Title; SCAP No. 211/D140/19, to create five (5) additional allotments with reciprocal party wall rights for the purposes of row dwellings at 21 Wilford Avenue, Underdale (CT5202/651) subject to the following conditions of consent:

### Development Plan Consent Conditions:

1. The development must be undertaken, completed and maintained in accordance with the plans and information detailed in this Application prepared by Bartlett Drafting and Development.

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

### Land Division Consent Conditions

#### **Council conditions**

Nil

**SCAP Conditions**

2. The financial requirements of the SA Water Corporation shall be met for the provision of water supply and sewerage services. (S A Water H0093881)

On approval of the application, it is the developers/owners responsibility to ensure all internal pipework (water and wastewater) that crosses the allotment boundaries has been severed or redirected at the developers/owners cost to ensure that the pipework relating to each allotment is contained within its boundaries. SA Water advises on receipt of the developer details and site specifications an investigation will be carried out to determine if the connections to your development will be standard or non-standard fees.

*Reason: To ensure the proposal is developed in accordance with SA Water's requirements.*

3. Payment of \$38,080.00 into the Planning and Development Fund (5 allotment/s @ \$7,616.00 /allotment).

Payment may be made by credit card via the internet at [www.edala.sa.gov.au](http://www.edala.sa.gov.au) or by phone (7109 7018), by cheque payable to the Department of Planning, Transport and Infrastructure marked "Not Negotiable" and sent to GPO Box 1815, Adelaide 5001 or in person, by cheque or credit card, at Level 5, 50 Flinders Street, Adelaide.

*Reason: To ensure the proposal funds the public open space contribution system.*

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

*Reason: To ensure the correct documentation is lodged with the Land Titles Office.*

**RECOMMENDATION 2**

The Council Assessment Panel, having considered all aspects of the report, the application for consent to carry out development of land and pursuant to the provisions of the *Development Act 1993* resolves to GRANT Development Plan Consent for Application No. 211/1079/2019 by ESD Planning and Design to undertake the construction of six (6) two storey row dwellings, associated landscaping and masonry walls at 21 Wilford Avenue, Underdale (CT5202/651) subject to the following conditions of consent:

**Development Plan Consent Conditions:**

1. Development is to take place in accordance with the plans prepared by Spectra and Structural Systems Consulting Engineers relating to Development Application No. 211/1101/2019 as follows:

Spectra Drawings - Drawing 1 - 116.2018 REV C, Drawing 2 - 116.2018 REV C, Drawing 4 - 116.2018 REV C, Drawing 6 - 116.2018 REV C, Drawing 7 - 116.2018 REV C

Structural Systems Consulting Engineers - DT 191203 Issue 0.

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

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

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

3. Any retaining walls shall be designed to accepted engineering standards, and not of timber construction if retaining a difference in ground level exceeding 200mm.

*Reason: To enhance the amenity of the site and the adjoining properties.*

4. The following is required for each dwelling within the development and shall be installed prior to occupation:

- Rainwater tanks are to be plumbed to deliver recycled water all toilets and laundry cold water outlet. (Can also be connected to Hot Water Service if desired).
- A minimum of 90% of the dwelling roof area is to have its stormwater runoff directed to the rainwater tank.

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

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

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

6. All planting and landscaping shall be completed within three (3) months of the commencement of the use of this development or the next planting season and be maintained in reasonable condition at all times. Any plants that become diseased or die will be replaced with a suitable species.

*Reason: To enhance the amenity of the site and locality and reduce heat loading.*

7. The upper level side and rear windows of all dwellings, except where facing a street, shall be provided fixed and obscured glass to a minimum height of 1.7 metres above the upper floor level to minimise the potential for overlooking of adjoining properties, prior to occupation of the dwellings. The glazing in these windows shall be maintained in reasonable condition at all times. The upper level, south facing balcony balustrade of Dwelling 6 shall be provided with a fixed timber slat screen to the southern balustrade with a maximum of 10mm spacing between battens required to minimise potential for direct overlooking.

*Reason: To maintain the level of privacy to residents of adjoining dwellings.*

8. For Dwellings 2/3 and Dwellings 4/5, a 6m wide crossover with 0.3m flaring on both sides will be constructed. For Dwelling 6, a 3m wide crossover with 0.3m flaring on both sides will be constructed.

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



9. A revised stormwater management plan shall be provided to Council Administration that indicates Dwellings 1-4 will have finished floor levels for the garages that match their respective dwelling finished floor levels as follows:

- Dwelling 1 = 11.57
- Dwelling 2 = 11.27
- Dwelling 3 = 11.27
- Dwelling 4 = 11.27

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

10. A minimum of 6.38mm thick laminated glass is to be installed for all habitable rooms to further reduce any potential impact on the amenity from the licensed activities and other noise sources.

*Reason: To enhance the amenity of the site and the adjoining properties.*

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### **Attachments**

- 1. Relevant Provisions**
- 2. Application Documents**
- 3. Referral Responses**

## Relevant Development Plan Provisions

<b>General Section</b>		
Crime Prevention	<i>Objectives</i>	1
	<i>Principles of Development Control</i>	1, 2, 3, 4, 5, 6, 7, 8, 9 & 10
Design and Appearance	<i>Objectives</i>	1 & 2
	<i>Principles of Development Control</i>	1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13, 14, 15, 16, 17, 18, 19, 20, 21, 22, 23, 24 & 25
Energy Efficiency	<i>Objectives</i>	1 & 2
	<i>Principles of Development Control</i>	1, 2, 3 & 4
Infrastructure	<i>Objectives</i>	1
	<i>Principles of Development Control</i>	1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13, 14, 15 & 16
Interface between Land Uses	<i>Objectives</i>	1, 2 & 3
	<i>Principles of Development Control</i>	1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12 & 13
Land Division	<i>Objectives</i>	1, 2, 3 & 4
	<i>Principles of Development Control</i>	1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13, 14, 15, 16 & 17
Landscaping, Fences and Walls	<i>Objectives</i>	1 & 2
	<i>Principles of Development Control</i>	1, 2, 3, 4, 5 & 6
Orderly and Sustainable Development	<i>Objectives</i>	1, 2, 3, 4 & 5
	<i>Principles of Development Control</i>	1, 2, 3, 4, 5, 6, 7 & 8
Residential Development	<i>Objectives</i>	1, 2, 3, 4 & 5
	<i>Principles of Development Control</i>	1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13, 14, 15, 16, 17, 18, 19, 20, 21, 22, 23, 24, 25, 26, 27, 28, 29, 30, 31, 32, 33, 34 & 35
Transportation and Access	<i>Objectives</i>	1, 2, 3, 4 & 5
	<i>Principles of Development Control</i>	1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13, 14, 15, 16, 17, 18, 19, 20, 21, 22, 23, 24, 25, 26, 27, 28, 29, 30, 31, 32, 33, 34, 35, 36, 37, 38, 39, 40, 41, 42, 43, 44, 45, 46 & 47

# PLANNING REPORT

## SIX (6) ROW DWELLINGS

21 Wilford Ave, Underdale

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## SUMMARY

*ESD Planning & Design has been engaged by Nottinghamshire Pty. Ltd. the owner of the subject land, to prepare a Development Plan Consent application for the construction of six double storey Row Dwellings on a single allotment at 21 Wilford Ave, Underdale.*

*The site currently contains a single dwelling, workshop and ancillary residential outbuildings. Two regulated trees are located within Council's road reserve and which overhang the subject site. Due to the extent of encroachment of the TPZ's, it is intended to remove these trees in consultation with Council. This will form a separate Development Plan Consent application for the removal of two regulated trees, which will follow shortly.*

*The report is to be read in conjunction with the plans prepared by Spectra dated 24/9/2019 which have been submitted with the application.*

*In preparing this report we have undertaken a review of the following:*

- *Certificate of titles (Appendix A).*
- *Subject land and locality*
- *Survey Plans ( ref GB2782 / PL9340 ) prepared by Bartlett Design & Drafting dated 20/11/2018 (Appendix A).*
- *Plans prepared by Spectra Building Designers dated 24/9/2019 (Appendix A).*

## SUBJECT SITE AND LOCALITY

The subject site contains a single corner allotment which is identified as CT Volume 5202 Folio 651.

The total site area is 781 square metres with a street frontage of 14 metres and a depth of 49 metres.

The site is relatively level with a gentle fall of approximately 42mm from north to south as shown on the attached site survey.

The locality has been identified as an urban regeneration area due to the mixture of industrial, commercial, office and residential land uses.

The adjacent site to the east contains a single storey detached dwelling on a similar sized allotment. The sites to the south and south east contains a single storey dwelling , associated outbuilding and an office. The bulk of the rear yard of the office site contains off-street car parking and has a high percentage of hard surface area.

The adjacent allotment to the west is a commercial warehouse and office 'Butterfields P/L' which is not required to hold an EPA license.

The car parking, access and egress to this site is not directly adjacent to any of the proposed or existing cross-over's on the subject land.

Two large regulated trees are located on Council's road reserve abutting the western boundary, with the dripline significantly encroaching over the existing buildings on site.

Figure 1. SITE CONTEXT  
Photo Source: Locations SA





## PROPOSAL

The proposal is to construct six double storey row dwellings on a single allotment of 781 square meters. All dwellings have direct frontage to a public road, are side by side and will occupy a site that is held exclusively with that dwelling.

Dwelling 1 (D1) contains 3 bedrooms and a single garage fronting Wilford Ave with the remaining dwellings (D2-D6) containing two bedrooms and single garage, all of which front Sheriff Street.

All dwellings contain usable north facing private open space which is accessed from the main living areas as well as balconies on each upper storey. All areas of private open space exceed 25 square metres, with the minimum overall size being 46 square metres.

The front setback of D1 is 4.8 metres from the entrance and 5.5 metres from the garage. D2-D6 are setback 3.8 metres from the Sheriff Street frontage. D6 is also setback 900mm from the eastern boundary.

The overall height of the dwellings will not exceed 7.9 metres from natural ground level.

The external colours and materials of the dwellings are as follows:

- Roof: Revolution Roofing (Maxline 340) - Matt finish 'Sleath'
- Walls: Recycled Old Red Brickwork, Rendered Hebel panels (Solver 'Designer White'), Composite timber cladding (Innowood- 'Ironbark')
- Gutters and fascia's - 'Sheath'
- Panel lift roller doors - 'Granite'
- Aluminium windows - Black
- Western Red Cedar Stained timber entrance door
- Glass balustrade
- Fence: Dark Grey Brick work PGH 'Altitude Vesuvius'



Each site will contain a small outbuilding, retention rain water tank (2000 litres each) connected to 80% of the roof areas and waste bin storage areas which are screened from public view. Air conditioning unit locations have also been detailed on the attached site plan and are positioned to the south the outbuildings.

Good neighbour fencing is proposed between each site area and along the northern elevation which will not exceed 2.1 metres in overall height. No retaining walls are proposed and or required as a result of construction.

It is proposed to construct a front fence along the southern boundary which is proposed to be constructed of a dark grey brick. This fence will be recessed at various intervals in order to include additional landscaping opportunities. The overall height of the fence is 1.8 metres.

Stormwater will be directed to Council's nominated point of discharge at pre-development development flows and which will be detailed in a Stormwater Management Plan.

## PROCEDURAL MATTERS

### Characterisation

The construction of 6 double storey dwellings that are erected side by side and have direct public road frontage to each dwelling is characterised as 'Row Dwellings' the purposes of assessment in accordance with the *Development Regulations 2008*.

The definition of a Row Dwelling means: 'Means a dwelling: (a) occupying a site that is held exclusively with that dwelling and has a frontage to a public road or to a road proposed in a plan of and division that is the subject of a current development





authorisation; and

(b) comprising 1 of 3 or more dwellings erected side by side, joined together and forming, by themselves, a single building.

Each proposed dwelling contains its own site which is held exclusively with that dwelling and has a frontage to a public road.

## Public Notification

Pursuant to Schedule 9 Part 2(a)(i) of the *Development Regulations 2008*, the proposal is considered to be a Category 1 form of development as the proposal is for 1 or more dwellings that are not greater than 2 storeys in overall height.

## PLANNING ASSESSMENT

The subject site is zoned Urban Renewal and is not affected by any overlays or within a Policy Area. The subject site is within the prescribed Residential Code area.

There are no legal agreements, encumbrances or easements that are listed on the Certificate of Title.

## Zoning

The proposal to develop row dwellings on the subject land is considered to be consistent with the intent of the Urban Renewal Zone.

The objectives of the zone seek to facilitate medium density development with range of dwelling types and forms. The zone policy also seeks the redevelopment

and intensification of urban areas to support the effective and economic provision of public infrastructure and community services.

Of particular relevance, given the nature of the development, is Objective 7 which seeks to ensure that development outcomes are consistent with the desired character of the zone.

The desired character specifically aims to create a 'vibrant and rejuvenated, medium density neighbourhood, **offering diverse residential, affordable housing** and mixed use housing choice as well as employment opportunities in close proximity to public transport, services and the River Torrens Linear Park'.

Figure 2. EXISTING  
STREETSCAPE TO THE SOUTH  
-SHERIFF STREET.





The Desired Character Statement also recognises that the largely residential precinct will under go renewal and that *'currently, the zone contains a mixture of land uses with a strong focus on non-residential activities such as industry, warehouse, storage and service industry. However, **the zone also contains a significant number of residential properties – particularly along Wilford Avenue.** Over time, existing industries and other commercial activities in the zone **will transition to medium density residential and compatible mixed use development and older housing stock will be redeveloped'**.*

Development will **address interface issues associated with existing non-residential land uses in the zone** as well as nearby industrial land uses to the north of Ashwin Parade through the application of buffers and/or design techniques to mitigate potential impacts associated with noise, light, dust, traffic, odour and air quality.



The policy statement also highlights that; *Generally, the greatest height, **mass and intensity of development will be focused near the centre of the zone**, reducing in scale to transition down at the interface with low rise residential development within the adjoining Residential Zone. Housing diversity will be delivered through land division layout **comprising smaller allotments together with innovative housing design**, access and parking arrangements. Larger and/or amalgamated sites will achieve a coordinated development outcome where new medium density housing integrates smoothly with surrounding residential development.*

**Medium rise residential development in the order of two storeys, at the interface of low rise residential development, should through good design, sympathetic scale and the location of windows and balconies, ensure transitioning down in scale thereby limiting the extent of overlooking and overshadowing'.**

It is also states that *'the zone will be enhanced through **high quality development** and associated improvements to the public realm. **Redevelopment of existing sites will occur using high quality design, materials and vegetation (including green walls) to significantly improve the site's appearance.***

The proposal to construct 6 dwellings on the subject site is considered to be consistent with the intent of the policy on the following grounds:

- The corner site is ideal for an increase in residential density given it's north- south orientation and the fact that there are minimal interface issues as there are only two adjacent dwellings, both of which are on large allotments.

Additionally, the adjacent commercial land use is low impact due to the layout and function of the land use.

- The existing streetscape along Sheriff Street is fairly characterless and is dominated by a old galvanised iron fencing and a sheer flat brick wall with a zero street setback. As such, the development will make a positive contribution to the street due to the quality of the design and will set the tone for renewal.
- The site is located in the centre of the Zone and is within convenient walking and cycling distance of the MOSS open space reserve and River Torrens which connects to Adelaide's CBD.
- The design of the dwellings incorporates high quality materials and finishes and is well articulated and design responsive. The form is two storey maximum with a reasonable overall height of 7.8 metres.
- The location of windows has been carefully considered to ensure there is no direct overlooking into adjacent habitable rooms of private open spaces and due to the orientation of the site and the inclusion of skillion roof forms there is no significant overshadowing impacts, internally and externally.
- The site will include additional landscaping within the courtyard area and front setbacks of each site. The intention is to plant a mixture of ground covers, middle story and upper storey indigenous plants.
- Glazing for each dwelling will include double glazing in order to provide additional insulation and for noise attenuation due to the proximity of the adjacent warehouse.
- As there is no external lighting, excessive noise and odour generated from the adjacent warehouse and office it is considered that no additional attenuation measures are necessary.

## Principles of Development Control

### Land Use

The proposal is able to achieve PDC1 as the construction of dwelling(s) is directly envisaged in the Zone.

### Noise & Amenity

In terms of the interface issue within the locality it is considered that PDC7 & PDC8 are relevant due to the site being within the evaluation distances of three EPA licensed land uses.

PDC 7 seeks to ensure that; *sensitive development that increases the overall net density (other than non-habitable structures such as garages, carports and the like) including land division for residential purposes, should not occur where the site(s) are located within the evaluation distance of an active licensed activity (under the Environment Protection Act 1993) unless, the following minimum impact requirements are met to mitigate potential risk to human health and the environment'*



**Evaluation Distance Table : PDC 7**

Type of Impact	Threshold Criteria
Noise	where noise levels measured at the boundary of the development site(s) not exceeding 57dB(A) between 7am and 10pm and 50dB(A) between 10pm and 7am measured and adjusted in accordance with the Environment Protection (Noise) Policy 2007
Odour	where odour measured at the boundary of the development site(s) not exceeding 2 OU measured in accordance with the Environment Protection (Air Quality) Policy 2016
Air quality	where air quality at the boundary of the development site(s) not exceeding maximum concentrations specified in Schedule 2 Clause 2 of the Environment Protection (Air Quality) Policy 2016 measured in accordance with that policy

With respect to noise all licensed activities are a considerable distance from the dwellings and the background noise level is such that the Environment Protection (Noise) Policy 2007 is able to be achieved. The noise sources have been measured and are included in the attached acoustic report prepared by Sonus (Attachment 2).

The addresses of the licenced activities are as follows:

- Allotment 100, Holbrooks Road, UNDERDALE SA 5032 (e-waste facility)
- 51-57 & 59-63 Stephens Avenue, TORRENSVILLE SA 5031 (Dry Cleaners -fuel burning)
- 18 Vintage Road, UNDERDALE SA 5032 (Coffee Roasters)

The closest activity is the e-waste facility which is approximately 200 metres north west of the subject site. The relevant EPA license is included in Attachment C. According to EPA staff, the site is well managed and there are no breaches of their license and/or complaints. The use is reasonably innocuous and there are no concerns regarding public health to any surrounding residents as a result of the land use.

The Dry Cleaners (South Pacific Laundry (adelaide) Pty Ltd) is located within 300 metres of the subject site and is surrounded by residential properties, including medium density housing directly opposite.

The existing license (50562) permits the burning of laundry and is suitably conditioned in accordance with the *Environment Protection Act 1993*. The two main conditions are:

1. The Licensee must take all reasonable and practicable measures to prevent noise from leaving the Premises.
2. The licensee must ensure that all chemicals or chemical products are stored, loaded or unloaded in an appropriately bunded area.

It is also stipulated in the license that the licensee has obligations to ensure compliance with relevant EPA policy with respect to odour, noise, light spill, storage of chemicals etc..

EPA staff have advised that PD7 is relevant to this use in terms of Air Quality only, given the proximity of the site. This being said, if there is a compliance issue with the existing industrial land use and the burning activities result in poor air quality at concentrations that exceed Schedule 2 Clause 2 of the Environment Protection (Air Quality) Policy 2016, then the EPA



have a much larger issue to resolve in terms of adverse health impacts to the existing residents given the concentration of existing residences. The density of residential properties within the immediate radius of the site is significant. As such, it is considered that the intensification of the site to allow for an additional 5 dwellings should not have any consequential health impacts to any future residents.

This can also be said for the coffee roasters, who have a licensing obligation to ensure that odours generated from their premises do not exceed 2 Odour Units in accordance with the Environment Protection (Air Quality) Policy 2016. This site is approximately 250 metres from the subject land and given the prevailing winds, proximity and height of adjacent buildings it is reasonable to conclude that impacts on air quality are minimal.

### Form & Character

The proposal is able to comply with PDC 14-18 on the following basis:

- The double storey height is envisaged within the design parameters contained within the zone. Further, the built form is well articulated and of high architectural standard. Design cues have been taken from the adjacent saw tooth roofline to the east and incorporated into the design response. The inclusion of the varied heights of the skillion roof, balconies and the use of a difference building materials/cladding between the ground level and first floor ensures that the development is not bulky and is compatible with character of the locality.
- Each Dwelling has been provided with a single garage under the main roofline and have safe and convenient access to a public road.
- As detailed in the attached shadow diagrams north-facing windows to habitable rooms of existing dwelling adjacent allotments, receive at least 3 hours of direct sunlight over a portion of their surface between 9.00 am and 3.00 pm on 21 June.
- Additionally, ground level open space of existing buildings receives direct sunlight for a minimum of 2 hours between 9.00 am and 3.00 pm on 21 June.

### Dwellings and Residential Flat Buildings

#### 1.1 Assessment Table

PRINCIPLE OF DEVELOPMENT CONTROL	POLICY	PROPOSED	ASSESSMENT
Building to the Side Boundary	<p>21 - the exposed section of the wall is less than 8 metres in length and 3.5 metres in height.</p> <p>22 -Dwellings on side boundaries provide ground level access to the rear of the site via a carport, garage, access way, service lane or the like.</p>	<p>D1 Garage on boundary does not exceed 3.5 metres in height and is 6 metres in length.</p> <p>Boundary to boundary development is not proposed</p>	COMPLIES

Setbacks from the Side Boundary	23 - 1 metre for any portion of the wall less than or equal to 3metres	Side setback from D1 to the western boundary is 3.9mm	COMPLIES
	2 metres for any portion of the wall greater than 3 metres	Side setback from D6 to the southern boundary is 900mm	DOES NOT COMPLY
Front Setbacks	24 - From the primary road frontage of all other roads = 3m or the average of any existing dwellings on any adjoining allotments with the same primary frontage (where there is only one such dwelling, the setback of that dwelling)	D1 is setback 4.8 metres from Wilford Ave	COMPLIES
	Minimum setback to a secondary road frontage that is not an arterial road	D2-D6 are setback 2.5 metres from the secondary street	COMPLIES
Setbacks from Rear Boundaries	25 - Lot Size under 300m <sup>2</sup>	Rear setbacks of dwellings D2-D6 are 3.1 metres from ground level and second storey	COMPLIES - Ground level only
	Ground floor minimum setback(metres) = 2m		
	Second storey minimum setback(metres) = 5m		
	27 - Walls located on the side boundary should be devoid of windows, unless located adjacent public space	No windows proposed on garage wall of D1	COMPLIES
	28 - Carports and garages should not be located in front of the building line of dwelling; and (a) should have a maximum opening of 6 metres wide	All proposed garages are located behind the front building line and are not greater than 6m in width	COMPLIES

ESD PLANNING AND DESIGN | PLANNING REPORT



Site Area	29- Row dwelling = 150m2 minimum allotment area	Site Areas vary from 117m2 to 180m2. Average site area is 130m2.	DOES NOT COMPLY
	& 5 metre minimum frontage width	All dwellings have frontages greater than 5m	COMPLIES
Private Open Space	15m2, of which 5m2 may comprise balconies, roof patios and the like, provided they are a minimum dimension of 2 metres	Minimum private open space provided is 23.41m2 at ground level + balconies of 15m2 (average)	COMPLIES
	Minimum dimension (metres) = 2 metres	Minimum dimension is 3.1 metres	COMPLIES

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## KEY ISSUES

### Neighbourhood Character

The proposal is not at variance with the existing character of the area as there is no distinct and cohesive architectural characteristics within the locality. The precinct contains a mixture of land uses and buildings which vary in height and materiality. The area has clearly been zoned to reflect the strategic intent to achieve residential renewal. The built form has been designed to address both Wilford Ave and Sheriff Street. Dwelling 1 presents the appearance of a single dwelling to the street which contains predominately detached dwellings. Dwellings 2-6 are commensurate with the height and scale of the large brick wall that fronts Sheriff street. The bulk of the streetscape impacts of a reasonably high density development is directed towards Sheriff Street. As the street is dominated by fencing it is considered that the development, which is of a high architectural quality, will make a positive contribution to both streets in which they front.

### Residential Design

The design of the dwellings is able to achieve the objectives and relevant Principles of Development Control contained within the General Section of the West Torrens Development Plan.

Specifically, it is important to frame the assessment around the policy intent which is to support orderly and site responsive urban consolidation.

Objectives 2-4 seek to ensure that;

- Residential infill development support an *'increased mix in the range and number of dwelling types available within urban boundaries to cater for changing demographics, particularly smaller household sizes and supported accommodation.*
- Medium and high density residential development occurs in areas close to activity centres, public and community transport and **public open spaces.**



- 
- The revitalisation of residential areas occurs in a manner which supports the viability of community services and infrastructure.

The development is able to achieve these objectives on the basis that the site is suitable for medium to high density and makes efficient use of a north south orientated corner allotment.

## Design & Appearance

The proposal is consistent with the relevant PDC's of this policy on the following basis:

- The development does not create undue repetition of style and external appearance due to the variation of the form and materials between the upper and the ground floor. The streetscape treatment fronting Sheriff Street has rhythm and pattern but it not monotonous.
- All dwellings, at ground floor level, contribute to the character of the locality and promote an active street frontage by incorporating front landscaping that contributes to the spatial and visual structure of the street, while maintaining adequate privacy for occupants through the provision of fenced courtyards which are recessed to include landscaping.
- All individual entries for each dwelling are clearly visible from the street and create a suitable focal point for each entry to enable visitors to easily identify individual dwellings.
- All living rooms on the ground level and first floor have an external outlook and daylighting due to the orientation and windows within the raked ceilings on the first floor.

## Overshadowing

- The design and location of buildings ensure that direct winter sunlight is available to the habitable rooms, living areas and private open spaces of the adjacent dwellings to the east and south.
- The upper-level private balconies do not overshadow any private open space areas.
- The development ensures that north-facing windows to habitable rooms of dwellings on adjacent allotments, receive at least 3 hours of direct sunlight over a portion of their surface between 9.00 am and 5.00 pm on the 21 June as evidenced by the shadow diagrams included in Attachment A.
- Lastly, all areas of private open space within the site and on adjacent allotment receive at least 3 hours of direct sunlight over a portion of their surface between 9.00 am and 5.00 pm on the 21 June.

## Private Open Space

- All private open spaces are private and usable and available for use by the residents of each dwelling.

- Each space can be accessed directly from the internal living areas of the dwelling, have ground level access, have a northerly aspect to provide for comfortable year round use, and will not be significantly shaded during winter.
- Private open space should not include driveways, effluent drainage areas, rubbish bin storage areas, sites for rainwater tanks and other utility areas.
- The dimensions of the open space comply with the zone provisions as detailed in Table 1.1.

### Visual Privacy

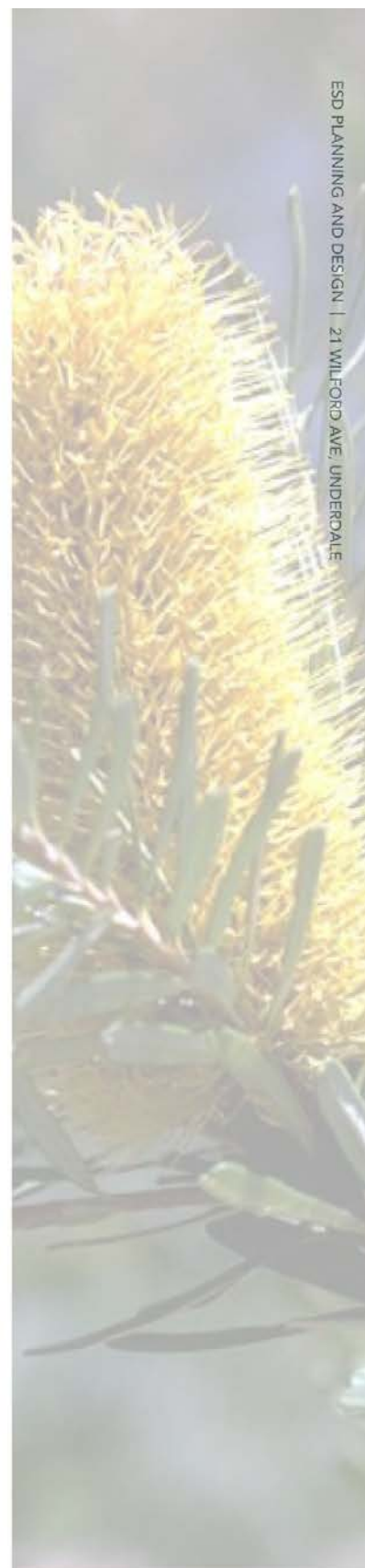
- The upper level bathroom windows on the eastern elevation of each dwelling have sill heights of 1.7 metres and the respective kitchen windows are at splashback level and obscured.
- Internal overlooking between balconies has been avoided by being boxed in with rendered hebel and glass balustrades that are flush with the end of the walls.
- Balconies are limited to the western elevation fronting Sheriff Street.

### Car Parking

- All garages are integrated into the dwelling and have a roof form, pitch and building materials that complements the associated dwellings. The garages are not distinct from the dwelling and are to be constructed with the same colours and materials palette as the dwelling.
- The garages comply with PDC 16 as they are all setback 5.5 metres from the respective frontages, are recessed behind the building line and are of standard single garage dimensions.
- The grade and design of the access for each dwelling complies with AS 2890.1.
- Two off street car parks are to be provided per dwelling, one covered and one tandem in accordance with *Table WeTo/2 - Off Street Vehicle Parking Requirements* within the Development Plan.

### Noise

- All air-conditioning units are located adjacent to each internal fence line on the ground level and will be acoustically treated to ensure that during the day (between 7 am–10 pm), the continuous noise of the air-conditioners will not exceed 52 dB(A) and 45 dB(A) during the evening.



ESD PLANNING AND DESIGN | 21 WILFORD AVE, UNDERDALE

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### Site Facilities & Storage

- PDC 30-31 is able to be achieved as site facilities include mail box's, household waste and recyclable material storage areas that are screened from public view, a minimum storage area of 8 cubic metres and a garage. Additionally there is able room to store bikes within the courtyards or garage's of each dwelling.

### ESD & Energy Efficiency

- A number of ESD measures are proposed to be incorporated into the development such as: double glazing, shading of main living areas facing west, adequate solar access to both the ground floor living areas and first floor and 2000 litre retention water tanks.
- Only indigenous plants are proposed to be planted as detailed in the landscape plan and which will include a native canopy tree within the front setback of Dwelling 1's site. A diverse range of planting is proposed which include ground covers, shrubs and middle storey plants. The SA Blue Gum is suitable for the urban environment and will provide ecological value as well as streetscape improvements.



## CONCLUSION

The proposed development is considered to be appropriate in terms of the proposed density and the design of the built form.

Whilst the site area of each dwelling is less than envisaged in the zone, the overall design response results in a good quality infill development that will lift the design standard for residential developments within this precinct.

It is able to be demonstrated that the majority of quantitative residential design parameters have been achieved and as such the development makes smart use of the site without being an over-development.

The site itself is within convenient walking and cycling distance of formalised bike paths that connect to a variety of open space reserves, Adelaide CBD and Henley Beach.

As such it is considered that the proposal to develop medium density housing on the subject site is consistent with the objectives of the West Torrens Development Plan (Consolidated – 12 July 2018) and therefore warrants the grant of consent.

Should you have any further information or clarification please do not hesitate to contact me.

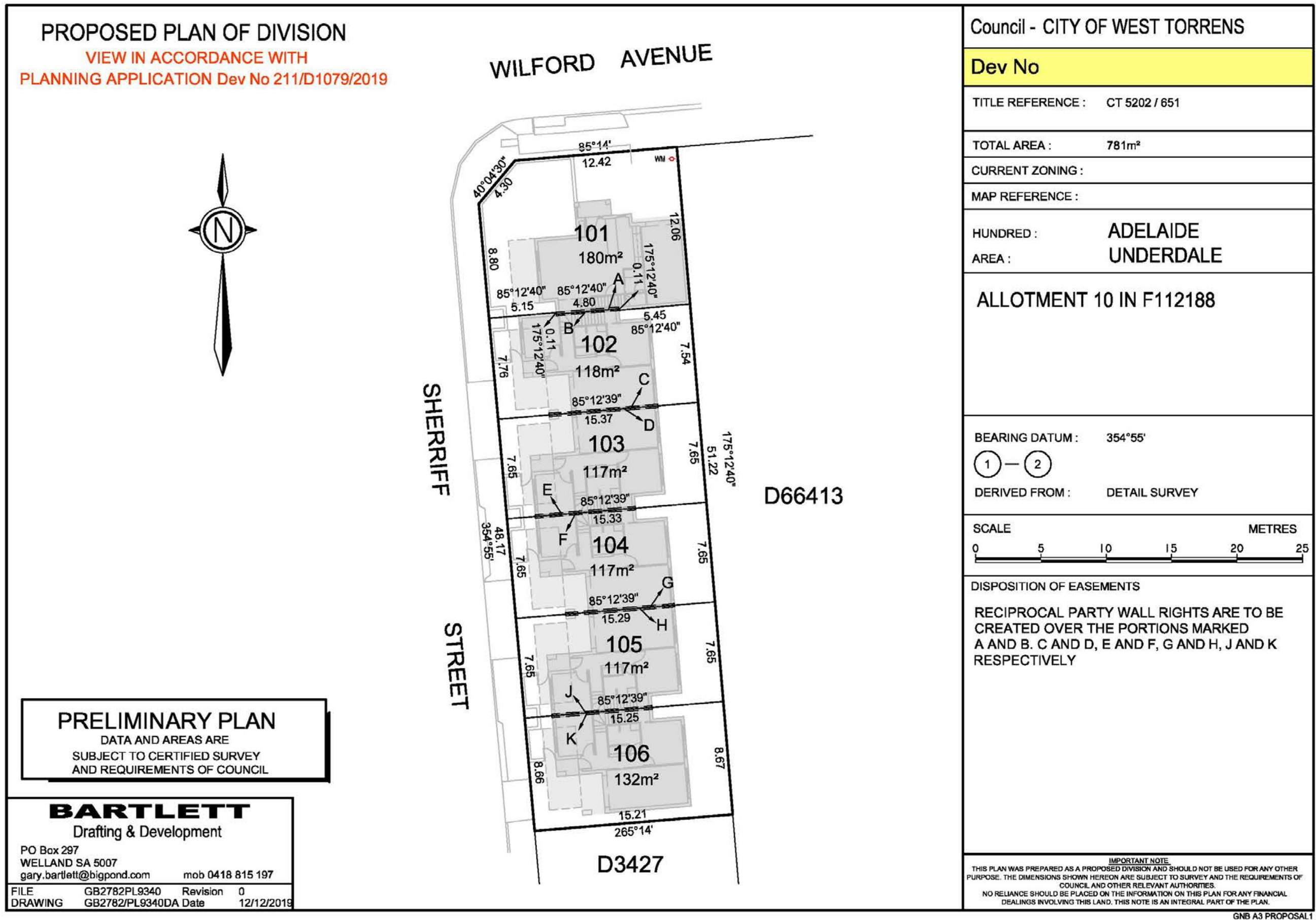


**Elinor Walker**  
(BA Urb.Reg.Planning)  
MPIA

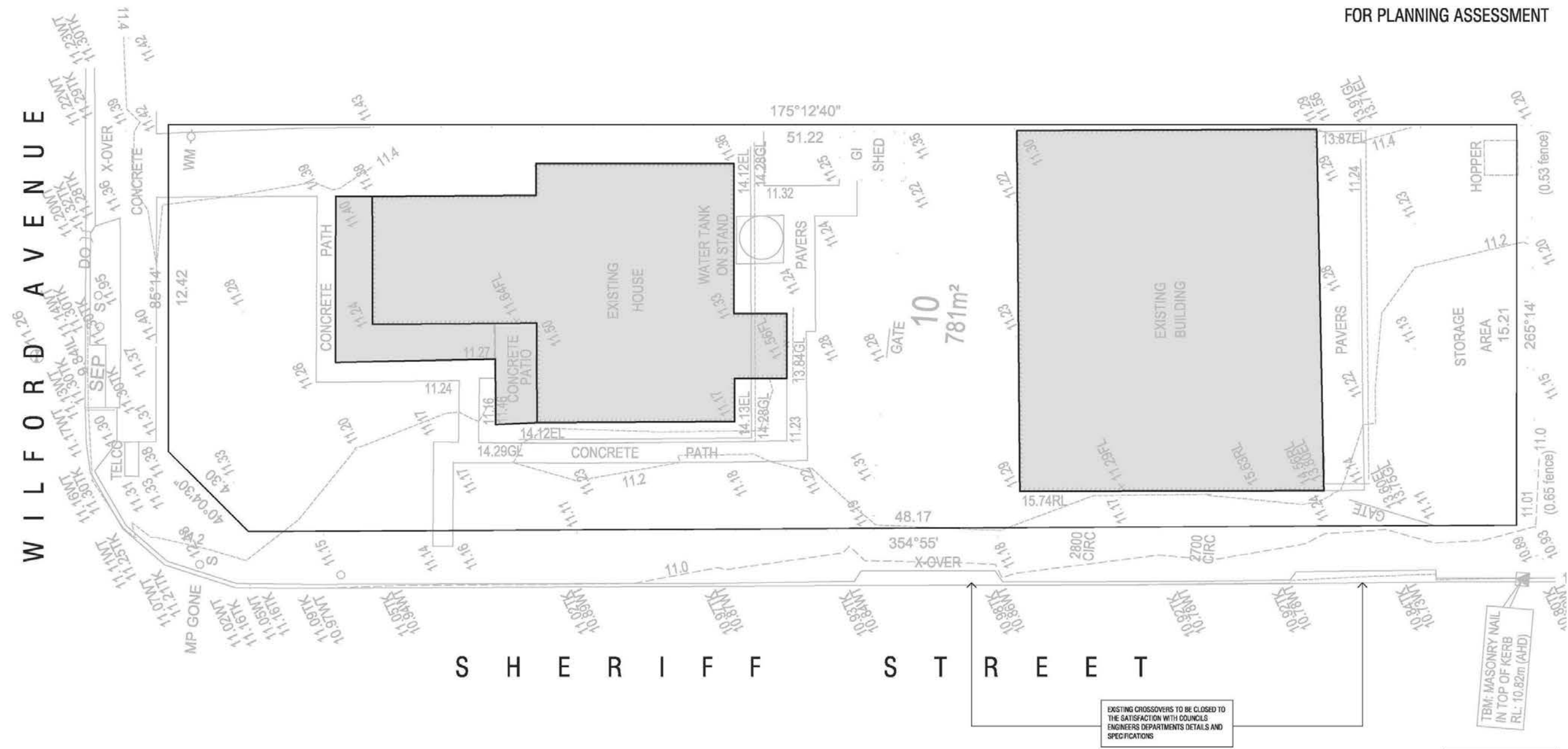


# APPENDIX A





FOR PLANNING ASSESSMENT



AREAS :	
TO BE DEMOLISHED	
RESIDENCE	108.81
VER	21.23
GARAGE	157.20
TOTAL	287.24 SQ.M.

DEMOLITION PLAN

SCALE 1:200 @ A2  
DEMOLITION OF STRUCTURE TO BE IN ACCORDANCE WITH  
AS2601-2011

AMENDMENTS		
Rev	Date	Description
A	12.06.19	PLANNING ISSUE
B	24.09.19	COUNCIL RFI
C	14.05.20	COUNCIL RFI

**SPECTRA**

SUITE 1 / 159 PORT ROAD  
HINDMARSH SA 5007  
T: 8538 2211 F: 8538 2168

PROJECT  
PROPOSED RESIDENTIAL  
DEVELOPMENT  
AT  
21 WILFORD AVENUE,  
UNDERDALE

CLIENT  
NOTTINGHAMSHIRE PTY LTD

DRAWN  
CI

DATE  
JUNE 2019

SCALE  
AS SHOWN

PROJECT NO.  
116.2018

SHEET NO.  
PA 03 OF 07

CONTRACTORS ARE TO VERIFY ALL DIMENSIONS AND  
LEVELS ON SITE BEFORE COMMENCING ANY WORK ON  
MARKING READY TO BE DEMOLISHED. FOR ALL DIMENSIONS  
SHALL TAKE PRECEDENCE OVER SCALED DIMENSIONS  
AND ANY DISCREPANCY SHALL BE REPORTED TO THE  
DESIGNER IMMEDIATELY



FOR PLANNING ASSESSMENT



VIEW FROM SHERIFF STREET



VIEW FROM WILFORD AVENUE



CLOSE UP VIEW

AMENDMENTS		
Rev	Date	Description
A	12.06.19	PLANNING ISSUE
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DATE  
JUNE 2019

SCALE  
AS SHOWN

PROJECT NO.  
116.2018

SHEET NO.  
PA 01 OF 07

CONTRACTORS ARE TO VERIFY ALL DIMENSIONS AND LEVELS ON SITE BEFORE COMMENCING ANY WORK OR BEFORE EACH SUBSEQUENT 1000MM DIMENSION. SHALL TAKE PREPARED CHECKED DIMENSIONS AND ANY DISCREPANCY SHALL BE REPORTED TO THE DESIGNER IMMEDIATELY.





**LANDSCAPING:**



1 Common Name: Silver Banksia  
Plant Height: 5-6



2 Common Name: Black-anthered flax lily  
Plant Height: 1.0



3 Common Name: South Australian bluegum  
Plant Height: 7.0



4 Common Name: Running Postman  
Spread: 2.0



5 Common Name: Dodonaea viscosa  
Spread: 2.0

**SITE PLAN**  
SCALE 1:200 @ A2  
STORMWATER TO BE IN ACCORDANCE WITH ENGINEERS DETAILS & RECOMMENDATIONS AND DIRECTED TO STREET WATER TABLE IN 90MM Ø PVC STORMWATER PIPE

**AREAS :**

D 1	D 2	D 3
LM. LIVING 53.28	LM. LIVING 41.88	LM. LIVING 41.56
UM. LIVING 69.63	UM. LIVING 60.57	UM. LIVING 60.54
BALCONY 9.84	BALCONY 15.27	BALCONY 15.27
GARAGE 21.25	GARAGE 20.72	GARAGE 20.72
PORCH 3.32	PORCH 2.14	PORCH 2.14
<b>TOTAL 157.32 SQ.M.</b>	<b>TOTAL 140.58 SQ.M.</b>	<b>TOTAL 140.23 SQ.M.</b>
POS 73.58	POS 46.60	POS 46.40
SITE AREA 180.99	SITE AREA 117.86	SITE AREA 117.59


  

D 4	D 5	D 6
LM. LIVING 41.56	LM. LIVING 41.56	LM. LIVING 41.56
UM. LIVING 60.54	UM. LIVING 60.54	UM. LIVING 61.46
BALCONY 15.27	BALCONY 15.27	BALCONY 12.44
GARAGE 20.72	GARAGE 20.72	GARAGE 21.45
PORCH 2.14	PORCH 2.14	PORCH 2.14
<b>TOTAL 140.23 SQ.M.</b>	<b>TOTAL 140.23 SQ.M.</b>	<b>TOTAL 139.05 SQ.M.</b>
POS 46.20	POS 46.20	POS 46.73
SITE AREA 117.29	SITE AREA 116.19	SITE AREA 132.08

**CONSTRUCTION MATERIALS:**

- STANDARD BRICK VENEER CONSTRUCTION TO LOWER
- HEBEL POWER PANEL CONSTRUCTION TO UPPER
- SCYON AXON CLADDING TO BALCONY SURROUNDS
- REVOLUTION ROOFING MAX. INF 340
- WALL AND ROOF CLADDING WHERE SHOWN FINISHED IN MATT SLEATH
- BOTH LEVELS FINISH AS SHOWN
- FLAT ROOF CONSTRUCTION
- ALUMINIUM WINDOWS AND DOORS
- CONCRETE SLAB
- CONCRETE PAVING TO AROUND DWELLING AND DRIVEWAY

**DETAILS OF THE REQUIRED RAINWATER TANK (MIN 1000 LITRES) COLLECTING A MINIMUM OF 50 m2 OF ROOF CATCHMENT AREA AND PLUMBED TO A WATER CLOSET, WATER HEATER OR LAUNDRY COLD WATER OUTLETS. THE TANK MUST ALSO BE FITTED WITH MOSQUITO PROOF, NON DE-GRADABLE SCREENS, FORMED FROM NOT LESS THAN 315MM DIAMETER MATERIAL AND HAVE A MINIMUM OF 6 X 7 OPENINGS PER CM2. IN THE EVENT THAT THE TANK IS TO BE SUPPORTED ON A STAND THE STAND SHALL BE DESIGNED TO BE ABLE TO ACCOMMODATE THE IMPOSED DEAD LOADS, WIND LOADS AND WHERE APPLICABLE THE EARTHQUAKE LOADS AS REQUIRED BY CLAUSE 3.11.2 OF THE BCA (APPLICABLE AS OF JULY 1ST 2006 BCA-SA 2.1**

 DENOTES PRIVATE OPEN SPACE AREAS

**AMENDMENTS**

Rev	Date	Description	Drawn
A	12.06.19	PLANNING ISSUE	CI
B	24.09.19	COUNCIL RFI	CI
C	14.05.20	COUNCIL RFI	CI

**SPECTRA**

SUITE 1 / 158 PORT ROAD  
HINDMARSH SA 5007  
T: 8538 2211 F: 8538 2168

PROJECT  
PROPOSED RESIDENTIAL DEVELOPMENT  
AT  
21 WILFORD AVENUE,  
UNDERDALE

CLIENT  
NOTTINGHAMSHIRE PTY LTD

DATE  
JUNE 2019

SCALE  
AS SHOWN

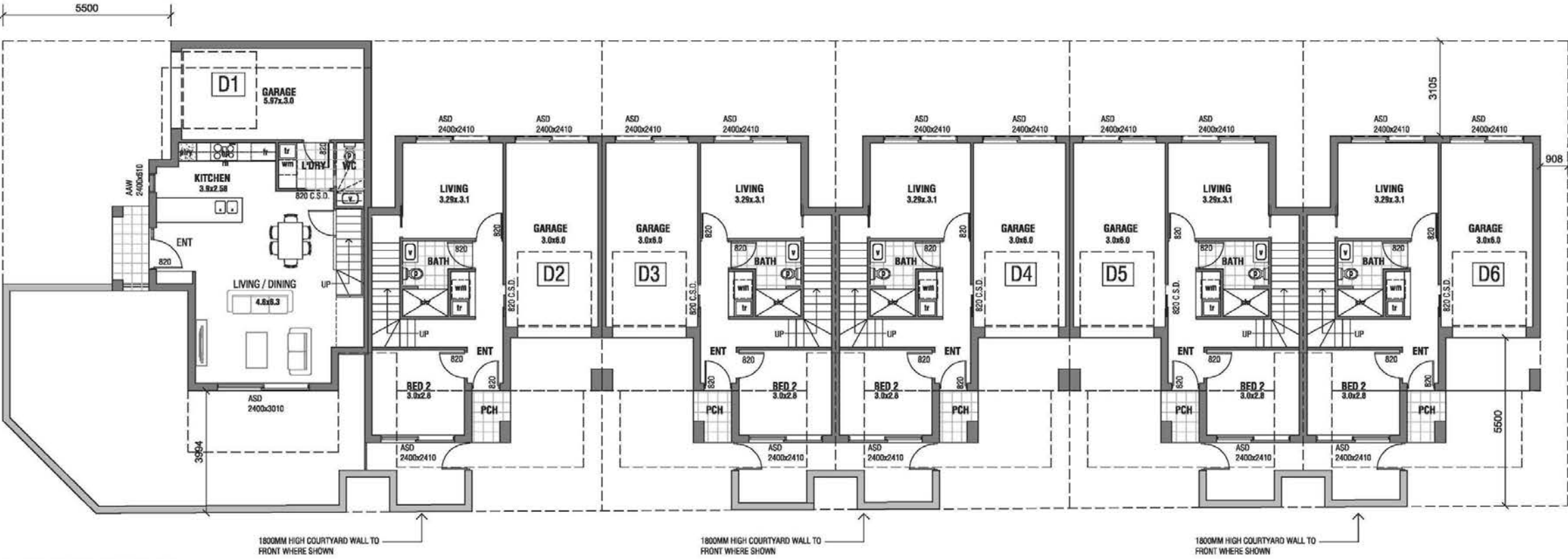
PROJECT NO.  
116.2018

SHEET NO.  
PA 02 OF 07

CONTRACTORS ARE TO VERIFY ALL DIMENSIONS AND LEVELS ON SITE BEFORE COMMENCING ANY WORK ON EXISTING EXISTING DIMENSIONS. ALL DIMENSIONS SHALL TAKE PRECEDENCE OVER SCALED DIMENSIONS AND ANY DISCREPANCY SHALL BE REPORTED TO THE DESIGNER IMMEDIATELY



FOR PLANNING ASSESSMENT

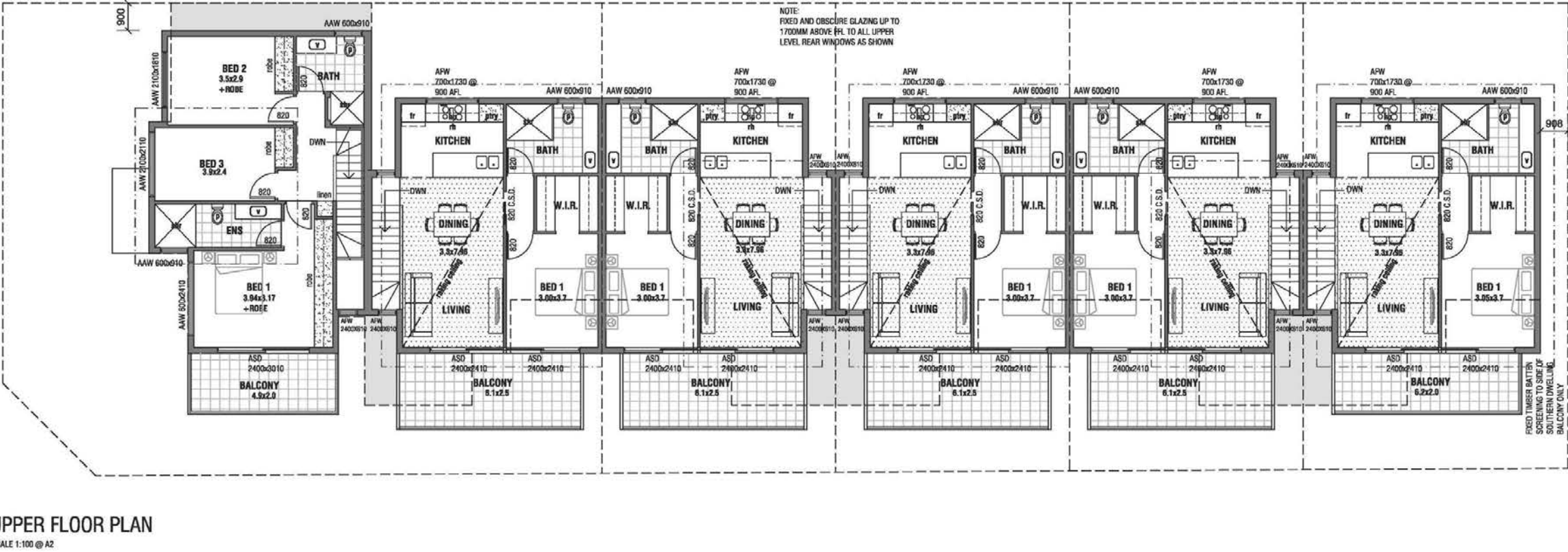


AREAS :

D 1	D 2
LM. LIVING 53.28	LM. LIVING 41.86
UM. LIVING 69.83	UM. LIVING 60.57
BALCONY 9.84	BALCONY 15.27
GARAGE 21.25	GARAGE 20.72
PORCH 3.32	PORCH 2.14
TOTAL 157.32 SQ.M.	TOTAL 140.58 SQ.M.
POS 73.58	POS 46.60
SITE AREA 180.99	SITE AREA 117.86

D 3	D 4
LM. LIVING 41.56	LM. LIVING 41.56
UM. LIVING 60.54	UM. LIVING 60.54
BALCONY 15.27	BALCONY 15.27
GARAGE 20.72	GARAGE 20.72
PORCH 2.14	PORCH 2.14
TOTAL 140.23 SQ.M.	TOTAL 140.23 SQ.M.
POS 46.40	POS 46.20
SITE AREA 117.59	SITE AREA 117.29

D 5	D 6
LM. LIVING 41.56	LM. LIVING 41.56
UM. LIVING 60.54	UM. LIVING 61.46
BALCONY 15.27	BALCONY 12.44
GARAGE 20.72	GARAGE 21.45
PORCH 2.14	PORCH 2.14
TOTAL 140.23 SQ.M.	TOTAL 139.05 SQ.M.
POS 46.20	POS 46.73
SITE AREA 118.19	SITE AREA 132.08



AMENDMENTS

Rev	Date	Description	Drawn
A	12.06.19	PLANNING ISSUE	CI
B	24.09.19	COUNCIL RFI	CI
C	14.05.20	COUNCIL RFI	CI

SPECTRA

SUITE 1 / 158 PORT ROAD  
HINDMARSH SA 5007  
T: 8338 2211 F: 8338 2168

PROJECT  
PROPOSED RESIDENTIAL  
DEVELOPMENT  
AT  
21 WILFORD AVENUE,  
UNDERDALE

CLIENT  
NOTTINGHAMSHIRE PTY LTD

DESIGN  
CI DATE  
JUNE 2019

SCALE  
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PROJECT NO.  
116.2018 SHEET NO.  
PA 04 OF 07

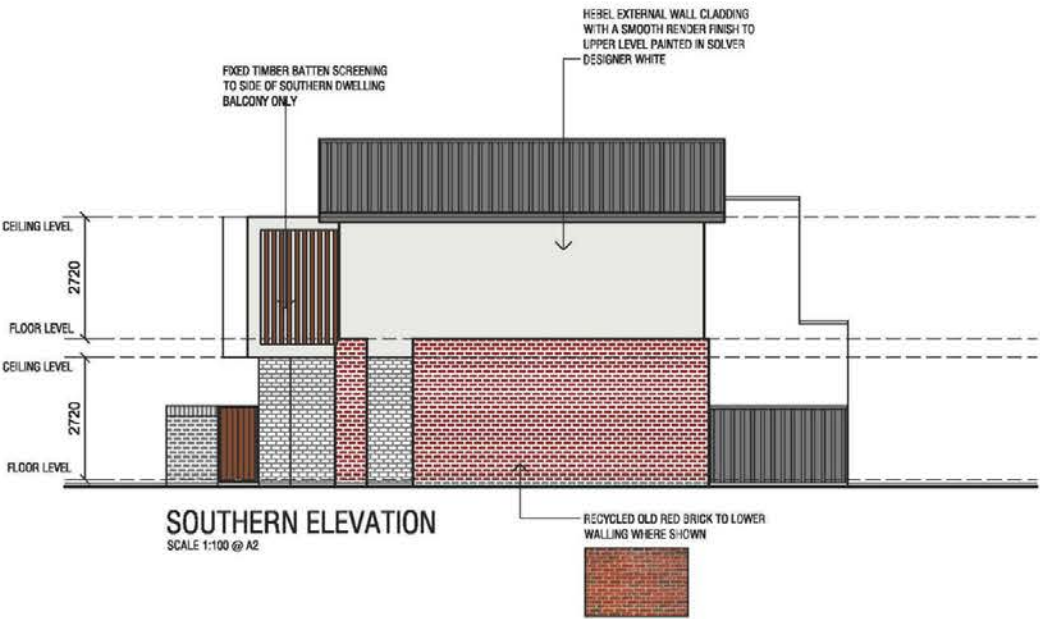
CONTRACTORS ARE TO VERIFY ALL DIMENSIONS AND  
LEVELS ON SITE BEFORE COMMENCING ANY WORK ON  
MARKING READY TO BE LAYED OUT DIMENSIONS  
SHALL TAKE PRECEDENCE OVER SCALED DIMENSIONS  
AND ANY DISCREPANCY SHALL BE REPORTED TO THE  
DESIGNERS IMMEDIATELY







FOR PLANNING ASSESSMENT



EXTERNAL FINISHES

AMENDMENTS		
Rev	Date	Description
A	12.06.19	PLANNING ISSUE
B	24.09.19	COUNCIL RFI
C	14.05.20	COUNCIL RFI
SPECTRA		
SUITE 1 / 158 PORT ROAD HINDMARSH SA 5007 T: 8338 2211 F: 8338 2168		
PROJECT PROPOSED RESIDENTIAL DEVELOPMENT AT: 21 WILFORD AVENUE, UNDERDALE		
CLIENT NOTTINGHAMSHIRE PTY LTD		
DESIGN CI	DATE JUNE 2019	
SCALE AS SHOWN	COPYRIGHT	
PROJECT NO. 116.2018	SHEET NO. PA 07 OF 07	
CONTRACTORS ARE TO VERIFY ALL DIMENSIONS AND LEVELS ON SITE BEFORE COMMENCING ANY WORK OR BEFORE EACH DIMENSIONED WALLING OR FINISHES SHALL TAKE PRECEDENCE OVER SCALED DIMENSIONS AND ANY DISCREPANCY SHALL BE REPORTED TO THE DESIGNER IMMEDIATELY		



FOR PLANNING ASSESSMENT



SHADOW DIAGRAMS  
NTS

AMENDMENTS		
Rev	Date	Description
A	12.06.19	PLANNING ISSUE
B	24.09.19	COUNCIL RFI
C	14.05.20	COUNCIL RFI

**SPECTRA**

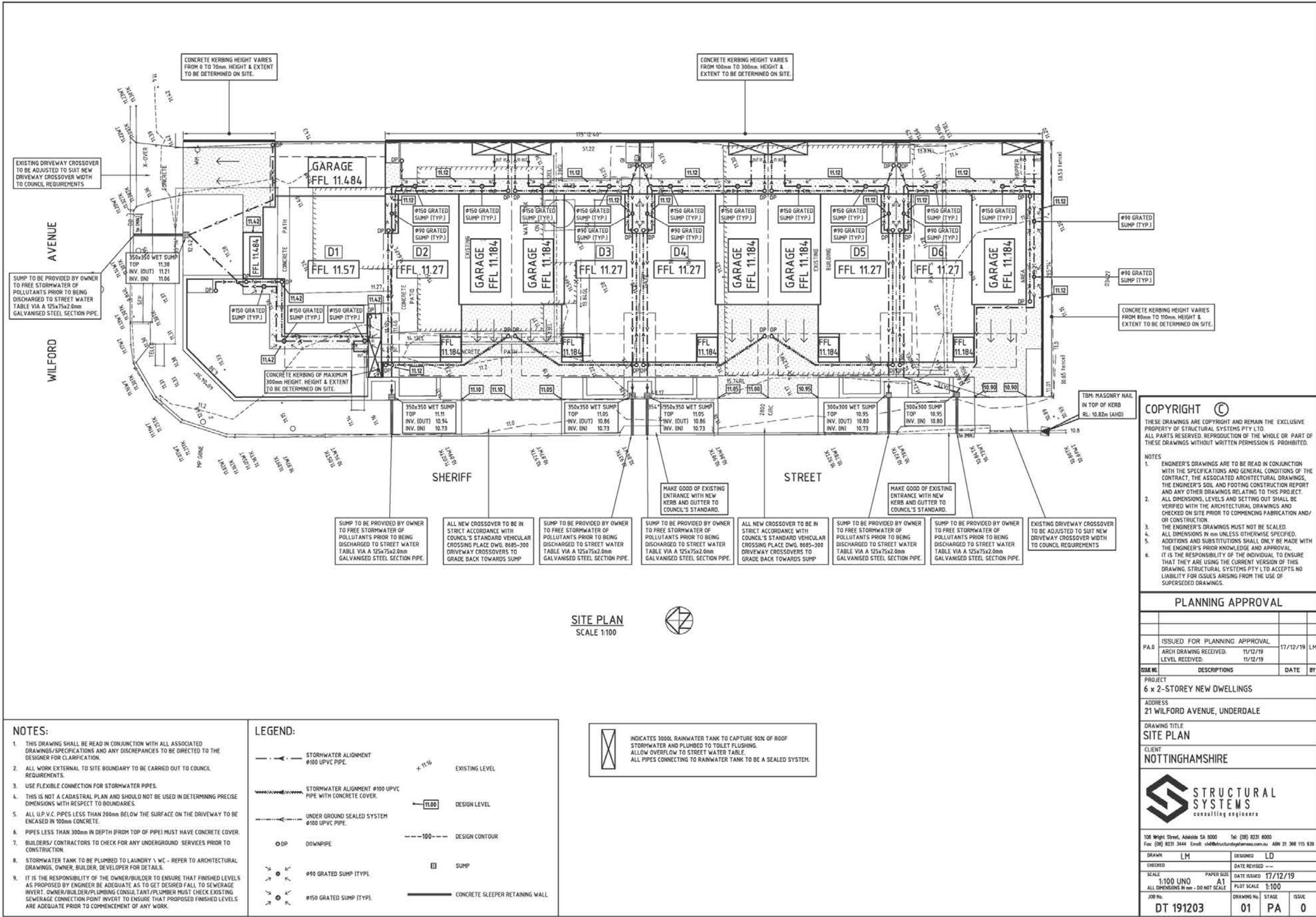
SUITE 1 / 158 PORT ROAD  
HINDMARSH SA 5007  
T: 8538 2211 F: 8538 2188

PROJECT  
PROPOSED RESIDENTIAL  
DEVELOPMENT  
AT  
21 WILFORD AVENUE,  
UNDERDALE

CLIENT  
NOTTINGHAMSHIRE PTY LTD

DATE	JUNE 2019
SCALE	AS SHOWN
PROJECT NO.	116.2018
SHEET NO.	PA 05 OF 07

CONTRACTORS ARE TO VERIFY ALL DIMENSIONS AND LEVELS ON SITE BEFORE COMMENCING ANY WORK ON SITES. ANY DISCREPANCIES, OMISSIONS OR ERRORS SHALL BE REPORTED TO THE DESIGNER IMMEDIATELY.





21 Wilford Avenue

# Residential Development

Environmental Noise Assessment

November 2019

S6278C2

sonus.

Chris Turnbull  
Principal  
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**21 Wilford Avenue – Residential Development  
Environmental Noise Assessment  
S6278C2  
November 2019**

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**Document Title:** 21 Wilford Avenue – Residential Development  
Environmental Noise Assessment

**Document Reference:** S6278C2

**Date:** November 2019

**Author:** Alexander Lee

**Reviewer:** Chris Turnbull, MAAS

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**21 Wilford Avenue – Residential Development  
Environmental Noise Assessment  
S6278C2  
November 2019**

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## **INTRODUCTION**

An environmental noise assessment has been made of the proposed residential development at 21 Wilford Avenue, Underdale. The development consists of 6 row dwellings across an existing residential allotment.

The Environment Protection Authority (**EPA**) has requested an assessment of the noise associated with licensed activities within the vicinity of the site. Three specific activities have been identified within the applicable “evaluation distances”. These being, Electronic Recycling Australia<sup>1</sup> (licence 41102) to the west on Holbrooks Road, South Pacific Laundry (licence 50562) to the east between Hardys Road and Stephens Avenue and BLK MRKT Coffee<sup>2</sup> (licence 50575) to the north on Vintage Road.

Appendix A shows the subject site and the sites of the EPA licensed activities. The proposed site is well situated from an acoustic perspective, with other residences to the north, south and east, which are closer to or more exposed to the licensed activities. Therefore, any noise which achieves relevant criteria at existing residences will inherently achieve the criteria at the proposed residences. Notwithstanding, the potential noise associated with the licensed activities has been predicted and compared with appropriate criteria to protect the licensed activities in the event of a future complaint and to ensure reasonable levels of amenity will be achieved at the proposed residences.

The assessment has been based on:

- Spectra drawings of the proposal for project “116.2018” and dated June 2019.
- observations conducted around the subject land and the EPA licensed activities on 24 and 30 October and 8 November 2019;
- Council Conditions for 141 to 149 Holbrooks Road Underdale, as outlined in City West Torrens Minutes for the Development Assessment Panel on 11 June 2013; and,
- previous measurements of noise sources similar to those operating under the EPA licensed activities.

<sup>1</sup> Licensed as “S.A. Group Enterprises Incorporated”

<sup>2</sup> Licensed as “First Cracken PTY LTD”



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## **DEVELOPMENT PLAN**

The subject site and nearby EPA licensed activities are located within the Urban Renewal Zone of the West Torrens Council Development Plan. The West Torrens Council Development Plan (consolidated 12 July 2018) has been reviewed, and the following provisions considered relevant to the assessment:

### ***Interface between Land Uses***

#### **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 impacts on existing and potential future land uses desired in the locality.*
4. *Residential development adjacent to non-residential zones and land uses should be located, designed and/or sited to protect residents from potential adverse impacts from non-residential activities.*
5. *Sensitive uses likely to conflict with the continuation of lawfully existing developments and land uses desired for the zone should be designed to minimise negative impacts.*

### ***Urban Renewal Zone***

#### **PRINCIPLES OF DEVELOPMENT CONTROL**

5. *Sensitive development, within the evaluation distance of an active Environment Protection Act 1993 licenced [sic] activity should seek to mitigate impacts of noise and air quality including, odour from the licenced activity, through built form, landscaping, design and orientation.*

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- 7 Sensitive development that increases the overall net density (other than non-habitable structures such as garages, carports and the like) including land division for residential purposes, should not occur where the site(s) are located within the evaluation distance of an active licenced [sic] activity (under the Environment Protection Act 1993) unless, the following minimum impact requirements are met to mitigate potential risk to human health and the environment:*

<b>Type of Impact</b>	<b>Threshold Criteria</b>
Noise	where noise levels measured at the boundary of the development site(s) not exceeding 57dB(A) between 7am and 10pm and 50dB(A) between 10pm and 7am measured and adjusted in accordance with the Environment Protection (Noise) Policy 2007

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## CRITERIA

To achieve the requirements of the West Torrens Council Development Plan, it should be ensured that the proposed row dwellings are designed such that they:

- protect existing licensed activities from future complaint, and;
- protect residents from potential adverse impacts.

Urban Renewal Zone PDC 7 provides the appropriate noise criteria to be achieved at the proposed site, to ensure that both negative impact on the existing licensed activities is avoided and ensures there is no adverse impact on the amenity at residences.

The PDC states that noise levels from the EPA licensed activities shall be no more than the following when measured and adjusted in accordance with the *Environment Protection (Noise) Policy 2007* (the **Policy**):

- An average ( $L_{Aeq}$ ) noise level of 57 dB(A) during the day (7am to 10pm); and,
- An average ( $L_{Aeq}$ ) noise level of 50 dB(A) during the night (10pm to 7am).

It is noted that in the event of a noise complaint regarding a licensed activity within the Urban Renewal Zone, the above noise criteria are consistent with the Policy and will therefore protect the licensed activity from any further obligation under the *Environment Protection Act 1993*.

Notwithstanding, where the external noise criteria cannot be achieved, the Policy would also allow for acoustic treatment to be incorporated into the construction of a dwelling to achieve appropriate internal noise level criteria. These being the higher of 20 dB(A) less the external noise levels or those provided by Australian/New Zealand Standard AS/NZS2107<sup>3</sup> (the Australian Standard). This approach is consistent with other PDC's of the Development Plan.

Under the Policy, the noise level from an activity is "adjusted" for each characteristic of tone, impulse, low frequency and modulation that the noise source exhibits. To apply a penalty, these characteristics must be dominant in the context of the existing acoustic environment and therefore their application is dependent on other activity in the environment and the level of the character. Their application is discussed further in the Assessment section of this report.

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<sup>3</sup> Australian/New Zealand Standard AS/NZS2107 "Acoustics – Recommended design sound levels and reverberation times for building interiors"



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## **ASSESSMENT**

The subject site and nearby licensed activities have been inspected on three separate occasions at various times of the day. The observations indicated that there was no significant noise being generated by activity at the sites which was able to be measureable above that of the ambient environment at the subject site at these times. Consideration has therefore been given to the potential noise that might be produced by the licensed activities.

Previous noise measurements of activities, similar to those which are licensed, have also been used to determine the noise level at the site of the proposed row dwellings. These include:

- Mechanical plant and equipment operation;
- Trucks delivering or collecting waste bins, idling and moving through a site;
- Small and large forklift activity;
- Waste transfer activity within industrial buildings; and,
- A recyclable product baler in operation and loading.

Sound power levels for the above activities are provided in Appendix B of this report.

Based on the above, a noise model of the subject site and surrounding area has been developed using the SoundPlan noise modelling software. The model has been used to predict the noise level from each of the EPA licensed activities at the proposed row dwellings based on the separation distance, local topography/buildings and worst case meteorological conditions (resulting in the highest noise level).

### ***Electronic Recycling Australia***

Based on the City of West Torrens Development Assessment Panel minutes, dated 11 June 2013, the 141 to 149 Holdbrooks Road site is approved to operate only during the daytime hours (7:00am to 10:00pm). The predicted noise level from the site has therefore been compared to the less onerous day time criterion of 57 dB(A) only.

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The noise level at the 21 Wilford Avenue from activity at Electronic Recycling Australia has been predicted based on the following level of activity occurring within a 15 minute period<sup>4</sup>:

- 3 trucks entering or exiting the site, including reversing;
- 1 truck idling continuously while being loaded or unloaded using a large forklift;
- A baler being filled and operating continuously; and,
- Continuous waste transfer activity within the main building.

Based on the above, a noise level of 46 dB(A) is predicted at the subject site. Noise at this level is unlikely to be dominant in the existing noise environment, particularly during the day time operating hours. A penalty for noise character is therefore unlikely to be warranted. However, even if a penalty were to be applied, the 57 dB(A) noise criterion will be achieved without any specific acoustic treatment of the row dwellings.

***South Pacific Laundry***

It is understood that the existing approval for South Pacific Laundry does not restrict operation to the day time hours. The predicted noise level from activity at the site is therefore compared against the more onerous night time criterion of 50 dB(A).

Predictions of noise from the site have been based on the following level of activity occurring within any 15 minute period:

- 3 trucks entering or exiting the site, including reversing;
- Continuous loading or unloading activity by a small forklift within the portion of site closest to Wilford Avenue; and,
- Continuous operation of all mechanical plant (including dryers) within the main building.

Based on the above, a noise level of 40 dB(A) is predicted at 21 Wilford Avenue. Noise at this level is unlikely to be dominant in the existing noise environment and therefore a character penalty is unlikely to be warranted. However, even if a penalty were to be applied, the night time noise criterion of 50 dB(A) will be achieved without any specific acoustic treatment of the row dwellings.

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<sup>4</sup> The default assessment period under the Policy.

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### ***BLK MRKT Coffee***

The operating hours and constraints of BLK MRKT Coffee are not known and therefore it has been assumed that the licensed activity may occur at any time of the day or night. The predicted noise levels are therefore conservatively assessed against the night time criterion.

The noise level from BLK MRKT Coffee has been predicted based on the following level of activity occurring within any 15 minute period;

- Continuous roasting of coffee within the building;
- Continuous operation of 3 evaporative cooling units on the building roof; and,
- A van idling continuously in the driveway while conducting a delivery (by hand).

Based on the above level of activity occurring at the site, a noise level of less than 25 dB(A) is predicted at 21 Wilford Avenue. Noise levels as low as this will not be dominant in the existing noise environment and therefore a character penalty is not warranted. The night time noise criterion of 50 dB(A) will therefore be easily achieved without any specific acoustic treatment of the row dwellings.

### ***Recommendations***

Notwithstanding the predicted noise levels above and compliance with the relevant noise criteria, it is recommended that a minimum of 6.38mm thick laminated glass be used for all habitable rooms to further reduce any potential impact on the amenity from the licensed activities and other noise sources.



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## **CONCLUSION**

An assessment has been made of the noise from EPA licensed activities in the vicinity of the proposed row dwellings at 21 Wilford Avenue, Underdale.

The noise from the licensed activities has been assessed against the noise criteria provided by the West Torrens Council Development Plan and *Environment Protection (Noise) Policy 2007*.

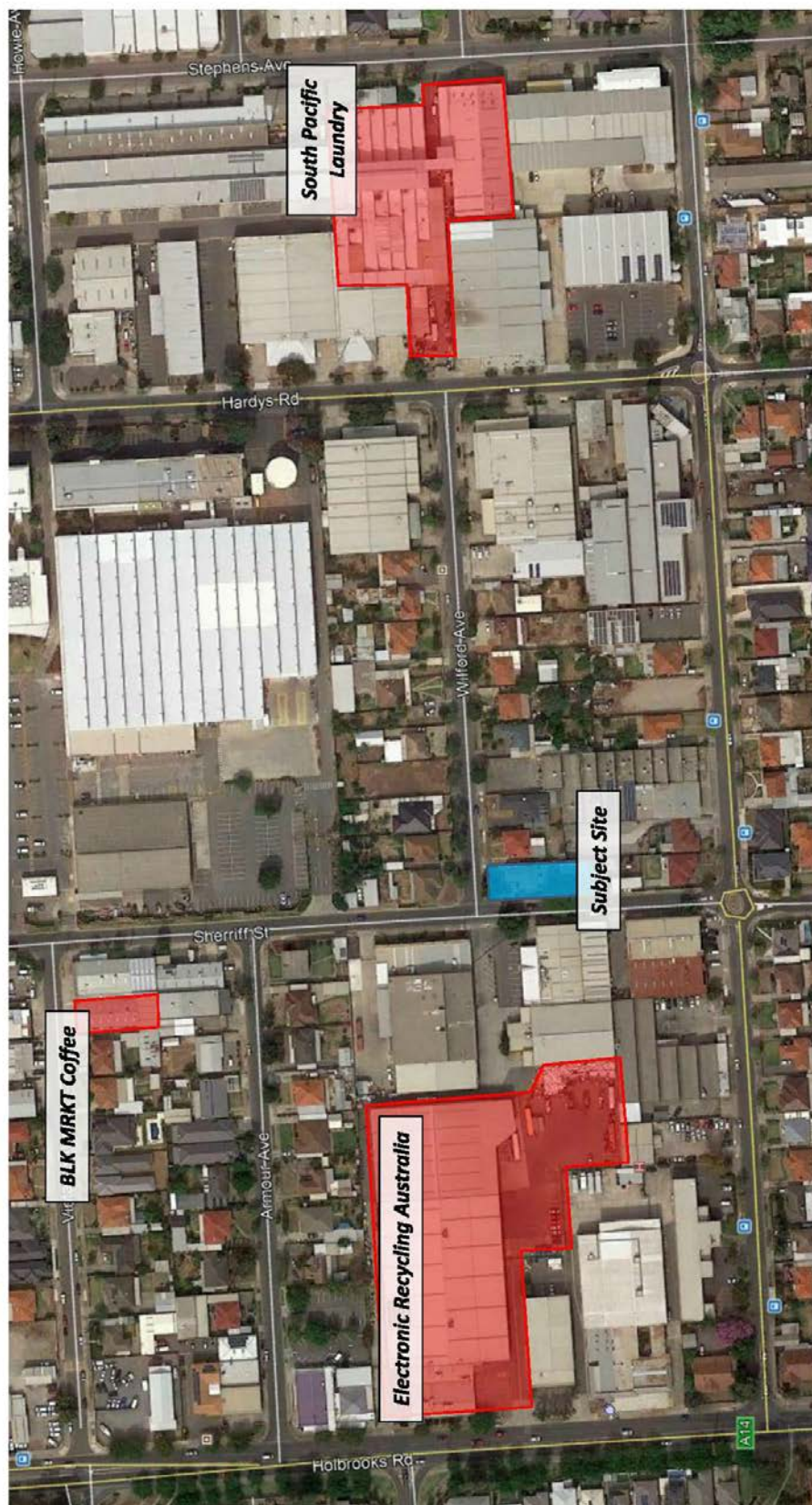
Observations indicated that there was no significant noise at the subject site being generated by the activities and therefore a model has been used to predict the potential noise from the licensed activities. The predicted noise levels indicate that the noise at the subject site will achieve the project noise criteria without any specific acoustic treatment.

Achieving the project noise criteria will ensure an adequate level of amenity for the residences while protecting the continuation of the lawfully existing licensed activities; thereby satisfying the relevant provisions of the West Torrens Council Development Plan. Notwithstanding, a recommendation has been made to install a minimum of 6.38mm glass to habitable rooms to further reduce the potential for noise impacts.

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#### APPENDIX A: Site Locality



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**APPENDIX B: Noise Level Data**

<b>Equipment/Activity</b>	<b>Noise Level</b>
Small Truck Idling	96 dB(A) SWL
Small Truck (Slow) Movement	96 dB(A) SWL
Small Truck Reversing	102 dB(A) SWL
Large Forklift	99 dB(A) SWL
Small Forklift	89 dB(A) SWL
Evaporative Cooling Unit	80 dB(A) SWL
Idling Van	75 dB(A) SWL
South Pacific Mechanical Plant	92 dB(A) SWL
Baler Operating and Being Filled	103 dB(A) SWL
Noise Level within Small Waste Transfer Station	75 dB(A) SPL



## Preliminary Traffic, Flooding & Stormwater Assessment

**Development Application No:** 211/1079/2019

**Assessing Officer:** Phil Smith  
**Site Address:** 21 Wilford Avenue, UNDERDALE SA 5032  
**Certificate of Title:** CT-5202/651  
**Description of Development:** Construction of six (6) two storey row dwellings

### TO THE TECHNICAL OFFICER - CITY ASSETS

Please provide your comments in relation to:

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

.....  
.....

**PLANNING OFFICER - Phil Smith**

**DATE 8 November, 2019**



## Memo

To Phil Smith  
 From Richard Tan  
 Date 08-Nov-2019  
 Subject 211/1079/2019, 21 Wilford Avenue, UNDERDALE SA 5032

Phil Smith,

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

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

- 1.1 Based on the survey information provided on 'Demolition Plan' (Spectra, Ref: 116.2018-03/07-B, dated 24/09/2019), minimum FFL for the proposed dwelling as following table would be required.

Dwelling	Minimum FFL required
D1	11.57
D2	11.27
D3	11.22
D4	11.22
D5	11.17
D6	11.13

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

### 2.0 Verge Interaction

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

New driveways and stormwater connections are typically desired to be located a minimum 1.0 metre offset from other existing or proposed driveways, stormwater connections, stobie poles, street lights, side entry pits and pram ramps, etc. (as measured at the kerb line, except



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for driveway separation which will be measured from property boundary). An absolute minimum offset of 0.5m from new crossovers and stormwater connections to other existing road verge elements is acceptable in cases where space is limited.

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

**2.1.1 In the absence of a detailed civil plan with proposed stormwater connection and existing verge features, it is recommended that all existing and proposed verge features should comply with the above offset requirements.**

**2.1.2** Proposed crossover is directly in conflict with existing street trees.

**It is recommended that further assessment from Council's Arboriculture team is required.**

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

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

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

**2.3** It is noted that the portion of existing crossover will be made redundant. This redundant portion of crossover should be reinstated to vertical kerb prior to the completion of any building works at the applicant's expense. 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.**

**2.4** Crossover to D1 has been proposed to be retained.





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### **3.0 Traffic Requirements**

- 3.1** The proposed crossover location seems reasonable. Generally for D2/D3 and D4/D5, a 6m wide crossover with 0.3m flaring on both sides will be supportable. For D6, a 3m wide crossover with 0.3m flaring on both sides will be supportable.

**It is recommended that revised plans showing crossovers dimension as above be provided to Council.**

- 3.2** The garage dimension as indicated in 'Lower Floor Plan' (Spectra, Ref: 116.2018-04/07-B, dated 24/09/2019) has been assessed as satisfying minimum requirements.
- 3.3** The garage setback distance as indicated in 'Site Plan' (Spectra, Ref: 116.2018-02/07-B, dated 24/09/2019) has been assessed as satisfying minimum requirements.

### **4.0 Waste Management**

- 4.1** The public kerbside space available for bin presentation has been assessed as satisfying minimum requirement.

### **5.0 Stormwater**

- 5.1** For this scale and nature of proposed development, Council's City Assets Department would consider acceptable an alternate approach to the provision of conventional stormwater detention calculations and implementation.

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

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

- Installation of a 3,000 litre rainwater tank (no detention element).
- Rainwater tank plumbed to deliver recycled water all toilets and laundry cold water outlet. (Can also be connected to Hot Water Service if desired).
- A minimum of 90% of the dwelling roof area is to have its stormwater runoff directed to the rainwater tank.
- Mains water backup, pump and plumbing arrangements as typically required to support such an installation are to be



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compliant with the standard Building Code requirements associated with a compulsory rainwater tank installation.

- The stormwater collection and re-use system is to be installed and operational prior to occupancy of the dwelling.

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

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

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

**It is recommended that revised plans and supporting calculations (if necessary) clearly and accurately indicating satisfaction of the above criteria be provided to Council.**

Regards  
Richard Tan  
Civil Engineer

**From:** [Peter Richardson](#)  
**To:** [Enio Trombetta](#); [Rachel Knuckey](#)  
**Cc:** [Phil Smith](#); [Joseph Ielasi](#); [Hannah Bateman](#); [Angelo Catinari](#)  
**Subject:** RE: 21 Wilford Ave Underdale - tree removal 211/117/2020  
**Date:** Wednesday, 29 April 2020 7:25:15 AM  
**Attachments:** [image001.jpg](#)

Hi Enio & Rachel

At the end of the day I believe the trees should be removed due to the change in residential zoning and the need to build infrastructure to accommodate the impact that will have.

The trees also pose future risks to the current infrastructure.

I am however a little bit confused as to who makes the decision to remove the trees, my understanding is that it's a planning decision to approve a DA, based on information provided by City Ops and City Assets.

Please correct me if I'm wrong! and if I am, and it's my decision, then based on the information I have been given from planning (damage to existing infrastructure) and assets (future needs to build infrastructure), then I would be happy for the DA to be approved.

Please enlighten me

Peter

**From:** Enio Trombetta  
**Sent:** Tuesday, 28 April 2020 1:51 PM  
**To:** Peter Richardson  
**Subject:** Fwd: 21 Wilford Ave Underdale - tree removal 211/117/2020

Hello Peter

What do you want to do about this?

Cheers

Enio

Sent from my iPhone

Begin forwarded message:

**From:** Rachel Knuckey  
**Date:** 28 April 2020 at 1:06:18 pm ACST  
**To:** Enio Trombetta, Andrew King  
**Cc:** Phil Smith, Rick Johnston  
**Subject:** 21 Wilford Ave Underdale - tree removal 211/117/2020

Hello Enio and Andrew

I am sending this email in frustration that we cannot seem to get a straight answer from either City Ops or City Assets as to whether the said trees can be removed. I understand there is some interplay between the City Ops and City Assets as there is footpath and road improvements scheduled to be undertaken in the future of which city Assets is driving. I respectfully ask that someone make a definitive call here.

This application along with the DA for redevelopment of the site need to be finalised and we cannot do so without some direction on whether the trees can be removed. To assist in facilitating our assessment can Phil please have some advice back as a matter of urgency advising that the trees can go. We have gone well beyond our statutory assessment timeframes here and I request that this be addressed ASAP as we have the applicant on our backs and the matter will be escalated by them if we don't sort it out.

I appreciate this being resolved. Any questions please ask.

Cheers

**Rachel Knuckey**  
**Team Leader Planning**  
City of West Torrens  
165 Sir Donald Bradman Drive  
Hilton SA 5033



## 6.4 603 Burbridge Road, WEST BEACH

Application No 211/302/2020

### DEVELOPMENT APPLICATION DETAILS

DESCRIPTION OF DEVELOPMENT	Land division - Torrens Title; SCAP No. 211/D030/20; Creating one (1) additional allotment.
APPLICANT	C Reynolds
LODGEMENT DATE	23 April 2020
ZONE	Residential Zone
POLICY AREA	Low Density Policy Area 21
APPLICATION TYPE	Merit
PUBLIC NOTIFICATION	Category 1
REFERRALS	Internal <ul style="list-style-type: none"> <li>• City Assets</li> </ul> External <ul style="list-style-type: none"> <li>• State Commission Assessment Panel (SCAP)</li> <li>• South Australian Water Corporation (SA Water)</li> </ul>
DEVELOPMENT PLAN VERSION	Consolidated 12 July 2018
DELEGATION	<ul style="list-style-type: none"> <li>• The relevant application proposes a merit form of development which does not meet the minimum site area requirements in the relevant Zone or Policy Area by 7.5% or more.</li> </ul>
RECOMMENDATION	Support with conditions
AUTHOR	Amelia De Ruvo

### BACKGROUND

This application was originally lodged as a combined application for a land division and the construction of two (2) two storey detached dwellings. Council administration was generally supportive of the land division component of the proposal, however had some concerns with the built form and the request for staging of the application. Through the negotiation process, the dwellings were amended from detached to two semi-detached dwellings and the request for staging was presented as follows:

*Stage 1: Land Division, and*

*Stage 2: Demolition of all structures on site and construction of two, two storey semi-detached dwellings.*

The purpose of staging the application would allow for the applicants to obtain Development Approval for the land division component and allowing the Certificates of Titles to be issued for the new allotments. The dwelling component could then be finalised. This approach presents some administrative issues in that there is no assurance that the dwelling component will ever be finalised. There has been past instances where this staged approach has been adopted, and the allotments have then been on sold. The second stage has then never been completed and the new owners have lodged separate Development Applications for their individual dwellings. Not only does this leave the application incomplete, the applicant has had the benefit of the application having been assessed against the reduced site area requirements in the Development Plan due to the combined nature of the proposal.

Having regard for these complexities, the staging arrangements were changed to reflect the following:

*Stage 1: Land Division, demolition of all structures on site and construction of footings and*

*Stage 2: Superstructure and balance of works.*

This approach would provide Council with some certainty that the dwellings would be constructed. This staging option was however not viable for the applicant. Taking this all into account the applicant decided to remove the built form component from the application. Should the land division be approved, subsequent dwelling applications could then be lodged. To assist in the consideration of the land division, the applicant has provided indicative dwelling footprints to demonstrate the suitability of the allotments for future development.

## **SUBJECT LAND AND LOCALITY**

The subject land is formally described as Allotment 95 in Deposited Plan 6945 in the area named West Beach Hundred of Adelaide, Volume 5357 Folio 392, more commonly known as 603 Burbridge Road, West Beach. The subject site is irregular in shape, and tapers to the rear of the property. The subject site has a 27.28 metre (m) wide frontage to Burbridge Road (slip road), and depth that varies between 33.48m to 38.53m. The overall site area is 740 square metres (m<sup>2</sup>). It is noted that there are no encumbrances or Land Management Agreements on the Certificate of Title.

The subject site is an existing residential property located on the southern side of Burbridge Road. Currently on the subject site is a single storey detached dwelling with ancillary verandah and carport along with an outbuilding along the eastern boundary. The site is relatively flat and is moderately vegetated specifically within the rear yard. There is no vegetation of regulated status on the site.

The subject site is located off both of the Tapleys Hill Road and Burbridge Road slip roads due to the close proximity to the intersection of Tapleys Hill Road, Burbridge Road and Sir Donald Bradman Drive. The locality is predominantly residential in nature and consists of a range of single and double storey detached dwellings. To the east of the subject site is the Adelaide Airport Precinct which contains a variety of land uses including an indoor recreation centre, supermarket, warehousing and aircraft hangers. Further south of the locality is a Government owned Recreation Reserve.

Within the locality, the allotment pattern is currently under transition with a number of recent examples of land divisions approved, similar to that proposed in this application. Allotment site areas within the locality vary between 340m<sup>2</sup> and 1000m<sup>2</sup>. The newer dwellings observed tend to be two storey with double garaging.

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





**RELEVANT APPLICATIONS**

<b>Address</b>	<b>DA Number</b>	<b>Description of Development</b>	<b>Decision</b>	<b>Decision Date</b>
605A & 605B Burbridge Road	211/674/1994	Land Division - Boundary Readjustment	Development Approval	30 Aug 1994
610 & 610A Burbridge Road	211/831/2016	Land division - Torrens Title; DAC No. 211/D108/16 (Unique ID 55005); Create one(1) additional allotment	Development Approval	23 Nov 2016
2 & 4 Western Street	211/1256/2018	Land Division - Torrens Title; SCAP No. 211/D152/18; Create one (1) additional allotment	Development Approval	10 Dec 2018
8 & 8A Western Street	211/1043/2016	Combined Application: Land division - Torrens Title; DAC No. 211/D134/16; Create one (1) additional allotment; and construction of two x single-storey dwellings	Development Approval	27 October 2017; Built form component withdrawn 7 March 2019
9 Western Street	211/996/2019	Land Division - Torrens Title; SCAP No. 211/D065/19; Create one (1) additional allotment	Development Approval issued by CAP	8 Oct 2019
15 & 15A Western Street	211/939/1999	Land Division - Torrens Title	Development Approval	15 November 1999

The relevant applications are all land divisions within the defined locality of the subject site all of which have contributed to the transition in allotment pattern.

## PROPOSAL

The proposal seeks to create one additional Torrens Title allotment.

Both allotments present generous frontages and then taper to the rear due to the irregular shape of the existing allotment. The table below sets out the proposed site area and frontages for each resultant allotment.

Allotment	Site Area	Frontage Width
301	367m <sup>2</sup>	13.79m
302	373m <sup>2</sup>	13.49m

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

## PUBLIC NOTIFICATION

The application is a Category 1 form of development pursuant to Schedule 9 (2)(f) of the *Development Regulations 2008*. As the proposal is Category 1, public notification was not required to be undertaken.

## INTERNAL REFERRALS

Department	Comments
<b>City Assets</b>	City Assets have determined that access to proposed allotments 301 and 302 is able to be achieved whilst also satisfying the minimum requirements. Please note that the City Assets comments also included consideration of the built form which was later removed from the application.

## EXTERNAL REFERRALS

Department	Comments
<b>SCAP</b>	SCAP has raised no concerns with the proposal. Standard conditions of consent have been recommended should the application be supported.
<b>SA Water</b>	SA Water has raised no concerns with the proposal. The developer will be required to meet the requirements of SA Water for the provision of water and sewerages services. Standard conditions of consent have been recommended should the application be supported.

A copy of the relevant referral responses are contained in **Attachment 3**.

## RELEVANT DEVELOPMENT PLAN PROVISIONS

The subject land is located within the Residential Zone and, more specifically, Low Density Policy Area 21 as described in the West Torrens Council Development Plan.

The relevant Desired Character statements are as follows:

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

<b>Low Density Policy Area 21 - Desired Character</b>	
<p>This policy area will have a low density character. In order to preserve this, development will predominantly involve the replacement of detached dwellings with the same (or buildings in the form of detached dwellings).</p> <p>There will be a denser allotment pattern and some alternative dwelling types, such as semi-detached and row dwellings, close to centre zones where it is desirable for more residents to live and take advantage of the variety of facilities focused on centre zones. Battleaxe subdivision will not occur in the policy area to preserve a pattern of rectangular allotments developed with buildings that have a direct street frontage. In the area bounded by Henley Beach Road, Torrens Avenue and the Linear Park, where the consistent allotment pattern is a significant positive feature of the locality, subdivision will reinforce the existing allotment pattern.</p> <p>Buildings will be up to 2 storeys in height. Garages and carports will be located behind the front façade of buildings. Buildings in the area bounded by Henley Beach Road, Torrens Avenue and the Linear Park will be complementary to existing dwellings through the incorporation of design features such as pitched roofs, eaves and variation in the texture of building materials.</p> <p>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.</p>	
<i>Objectives</i>	1
<i>Principles of Development Control</i>	1 & 6



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

## QUANTITATIVE STANDARDS

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

DEVELOPMENT PLAN PROVISIONS	STANDARD	ASSESSMENT
ALLOTMENT AREA <i>Low Density Policy Area 21</i> PDC 6	420m <sup>2</sup> (min.)	Lot 301: 367m <sup>2</sup> Lot 302: 373m <sup>2</sup>  <b>Does Not Satisfy</b>
ALLOTMENT FRONTAGE <i>Low Density Policy Area 21</i> PDC 6	12m (min.)	Lot 301: 13.79m Lot 302: 13.49m  <b>Satisfies</b>

## ASSESSMENT

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

### Land Use

Residential development, in the form of detached and semi-detached dwellings, are envisaged forms of development in accordance with Principle of Development Control (PDC) 1 of Low Density Policy Area 21. It is noted that the size and configuration of the proposed allotments would enable the construction of a detached or semi-detached dwellings on the site. Accordingly, the proposed land division is considered to be an appropriate form of development within the Policy Area.

### Allotment Site Area and Frontage Widths

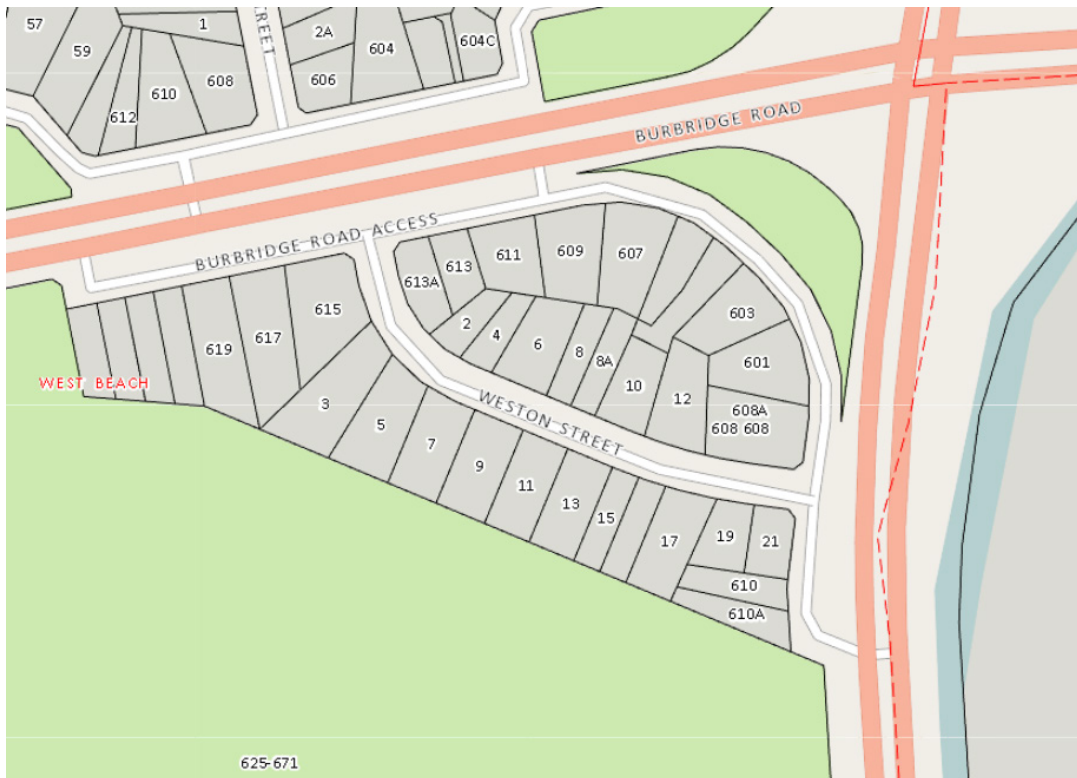
Principle of Development Control (PDC) 6 of Low Density Policy Area 21 seeks to create allotments with frontage widths greater than 12m and site areas greater than 420m<sup>2</sup>. Each of the respective allotments have provided a frontage width in excess of 13m, therefore satisfying the minimum frontage requirements. However each proposed allotments fail to satisfy the minimum site area requirements specified within the Policy Area on average by 50m<sup>2</sup> or 19%.

Building footprints have been provided that suitably demonstrate that the allotments can be functionally developed whilst satisfying the respective quantitative and qualitative requirements of the DP. The allotments are therefore considered appropriate for their intended use, satisfying General Section - Land Division PDC 5 (refer to **Attachment 2**).

### Pattern of Development

The reinforcement of the existing allotment pattern is a key provision set out in Objective (Obj) 1 and PDC 2 of Low Density Policy Area 21. The Desired Character Statement seeks to maintain a rectangular allotment pattern. Given that the locality consists predominantly of irregular shaped allotments given the current allotment pattern (see Figure 3 below), this particular component of the Desired Character Statement is not given much weighting to the assessment.

It is noted that the allotment pattern within the locality has changed significantly in the past 5 years. Due to this, the locality has transitioned presenting a denser allotment pattern, with numerous examples along Western Street and a few examples along Burbridge Road (slip road). The Development Plan does allow for a denser allotment pattern within 400m of a Centre Zone. While it is acknowledged that the subject site is not located within 400m of a Centre Zone, it is located within 600m of an ALDI as well as within 1 kilometre of Harbour Town, Bunnings and IKEA all of which are located on Airport land. Due to the accessibility of these facilities that are usually seen in Centre Zones it is considered that a denser allotment pattern can be supported.



## Access to services

## SUMMARY

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

## RECOMMENDATION

The Council Assessment Panel, having considered all aspects of the report, the application for consent to carry out development of land and pursuant to the provisions of the *Development Act 1993* resolves to GRANT Development Plan Consent, Land Division Consent and Development Approval for Application No. 211/302/2020 by C Reynolds to undertake a Land division - Torrens Title; SCAP No. 211/D030/20; Creating one (1) additional allotment at 603 Burbridge Road, West Beach (CT 5357/392) subject to the following conditions of consent:

### Development Plan Consent Conditions:

1. The Development is to take place in accordance with the plans prepared by John C Bested & Assoc Pty. Ltd. relating to Development Application No. 211/302/2020 (SCAP 211/D030/20).

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

### Land Division Consent Requirements

#### Council conditions

Nil

### State Commission Assessment Panel Conditions

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

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

On approval of the application, it is the developers/owners responsibility to ensure all internal pipework (water and wastewater) that crosses the allotment boundaries has been severed or redirected at the developers/owners cost to ensure that the pipework relating to each allotment is contained within its boundaries.

*Reason: To satisfy the requirements of the South Australian Water Corporation.*

3. Payment of \$7616 into the Planning and Development Fund (1 allotment(s) @ \$7616/allotment). Payment may be made by credit card via the internet at [www.edala.sa.gov.au](http://www.edala.sa.gov.au) or by phone (7109 7018), by cheque payable to the Department of Planning, Transport and Infrastructure and marked "Not Negotiable" and sent to GPO Box 1815, Adelaide 5001 or in person, at Level 5, 50 Flinders Street, Adelaide.

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

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

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

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## Attachments

1. Relevant Development Plan provisions
2. Plan of Division and Supporting Documents
3. Internal and External Referral reports



## Relevant Development Plan Provisions

<b>General Section</b>		
Land Division	<i>Objectives</i>	1, 2, 3 & 4
	<i>Principles of Development Control</i>	1, 2, 4, 5, 6, 8, 11, 12, 13, 14, 15, 16 & 17
Orderly and Sustainable Development	<i>Objectives</i>	1, 2, 3, 4 & 5
	<i>Principles of Development Control</i>	1
Residential Development	<i>Objectives</i>	1, 2, 4 & 5
	<i>Principles of Development Control</i>	1 & 3
Transportation and Access	<i>Objectives</i>	2, 3 & 4
	<i>Principles of Development Control</i>	1, 2, 8, 10, 11, 17, 18, 19, 23, 24 & 36



Product Register Search (CT 5357/392)  
Date/Time 05/12/2019 10:10AM  
Customer Reference  
Order ID 20191205002363



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



## Certificate of Title - Volume 5357 Folio 392

Parent Title(s) CT 2919/169  
Creating Dealing(s) CONVERTED TITLE  
Title Issued 23/08/1996 Edition 2 Edition Issued 28/04/2006

### Estate Type

FEE SIMPLE

### Registered Proprietor

HAZEL MAUD REYNOLDS  
OF 402 BURBRIDGE ROAD WEST BEACH SA 5024

### Description of Land

ALLOTMENT 95 DEPOSITED PLAN 6945  
IN THE AREA NAMED WEST BEACH  
HUNDRED OF ADELAIDE

### Easements

NIL

### Schedule of Dealings

NIL

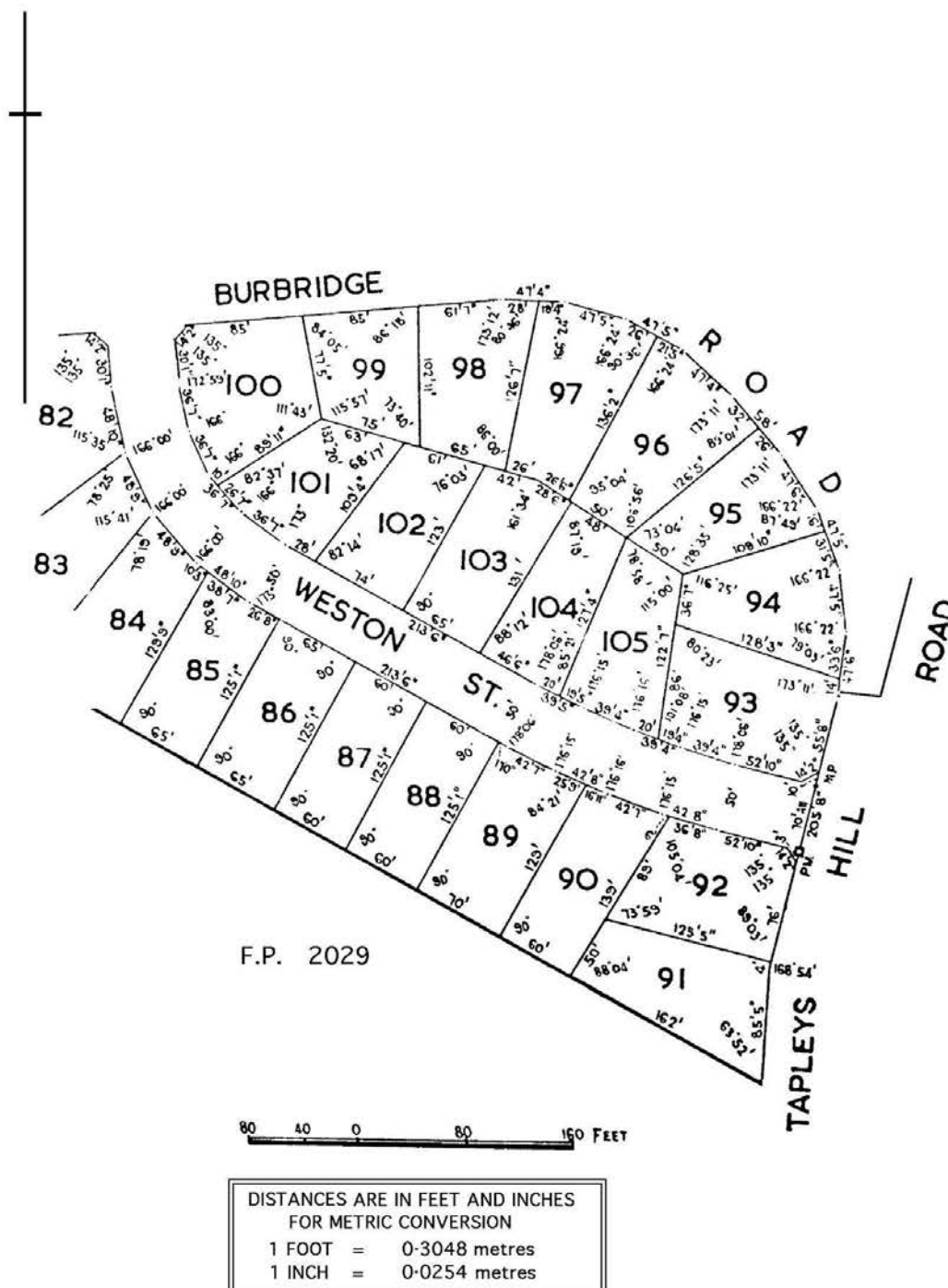
### Notations

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

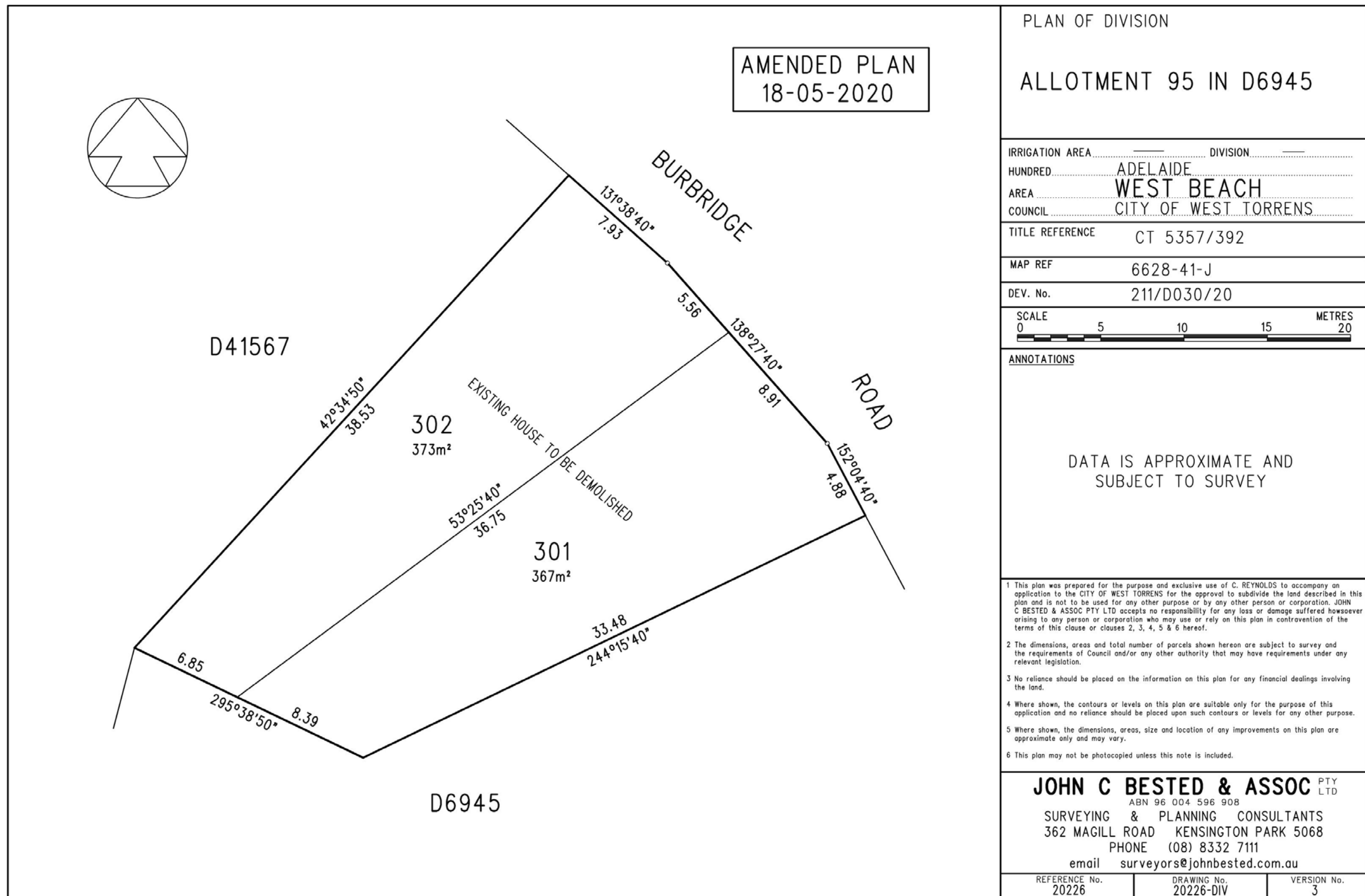


Product  
Date/Time  
Customer Reference  
Order ID

Register Search (CT 5357/392)  
05/12/2019 10:10AM  
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building designers  
pty ltd

phone

8365 0300

fax

8365 0415

90 glynburn road

hectorville sa 5073

ACN

008 082 853

© Copyright

client:

Hazel Reynolds

proposed:

Residential Development

site:

Lot 95 (No. 603)  
Burbridge Road  
West Beach

date:

March 2020

drawn:

ah

scale:

NTS

amendments:

job no: 899719

FOR PLANNING APPROVAL ONLY



Locality Plan  
NOT TO SCALE



PROPOSED  
RESIDENCE 2

PROPOSED  
RESIDENCE 1

locality plan

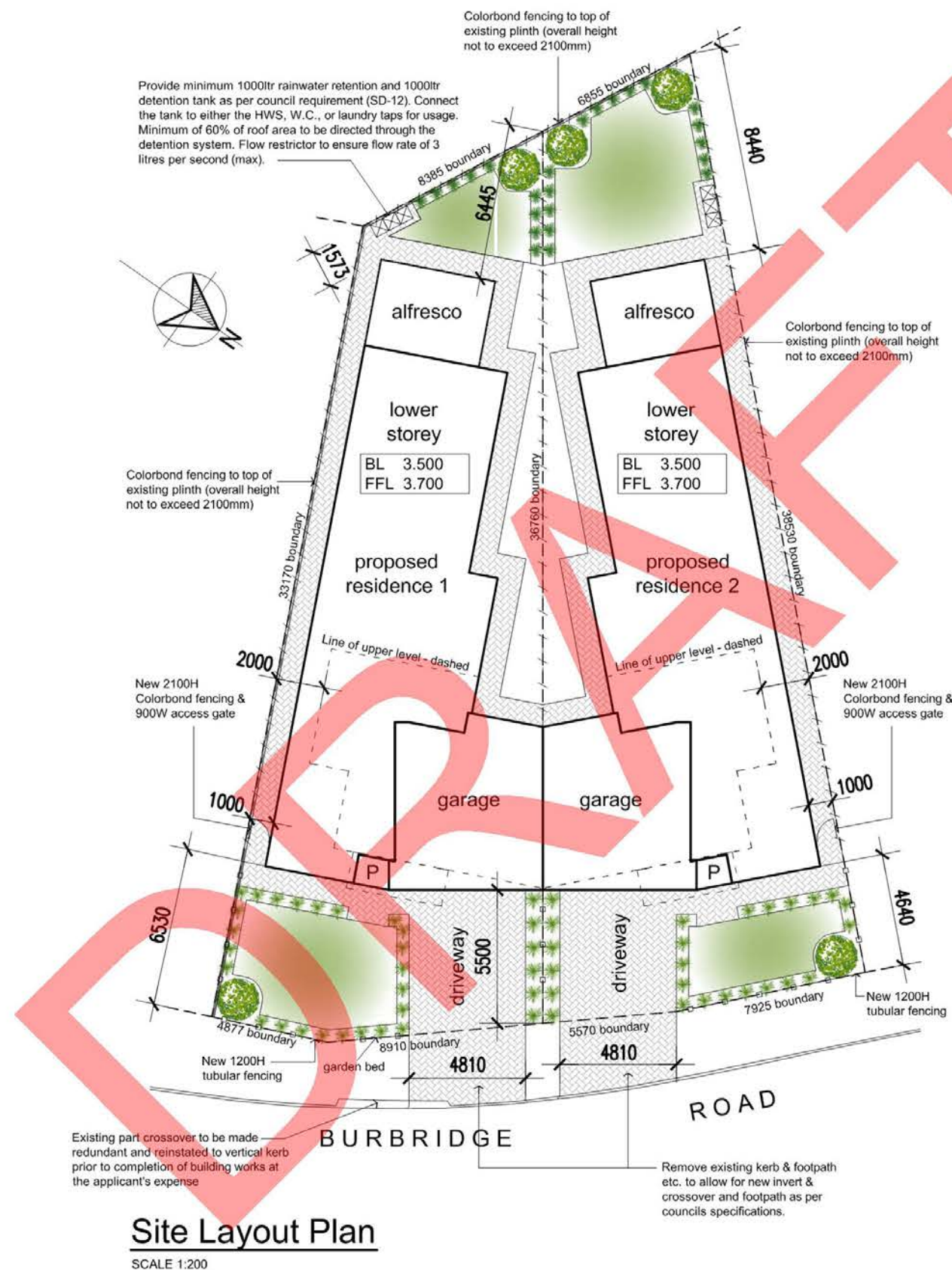
page 1 of 15



**ACN** 008 082 853

job no: 899719

FOR PLANNING APPROVAL ONLY



0m 2m 4m 6m 8m 10m  
SCALE 1:200

page 3 of 15



## Preliminary Traffic, Flooding & Stormwater Assessment

**Development Application No: 211/302/2020**

**Assessing Officer:** Amelia DeRuvo  
**Site Address:** 603 Burbridge Road, WEST BEACH SA 5024  
**Certificate of Title:** CT-5357/392  
**Description of Development:** Combined Application: Land division - Torrens Title; SCAP No. 211/D030/20; Demolition of existing dwelling and all other structures, create one (1) additional allotment and construction of two (2) two storey detached dwellings

### TO THE TECHNICAL OFFICER - CITY ASSETS

Please provide your comments in relation to:

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

.....  
.....

**PLANNING OFFICER - Amelia DeRuvo**

**DATE 30 April, 2020**



## Memo

To Amelia DeRuvo  
From Richard Tan  
Date 30-Apr-2020  
Subject 211/302/2020, 603 Burbridge Road, WEST BEACH SA 5024

Amelia DeRuvo,

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

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

- 1.1 Based on the survey information provided on 'Demolition Plan' (Artec, Ref: 899719, dated 03/2020) a minimum FFL of 3.53 would be required.

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

### 2.0 Verge Interaction

- 2.1 Verge interaction has been assessed as acceptable in accordance with the site layout shown in 'Site Layout Plan' (Artec, Ref: 899719, dated 03/2020)
- 2.2 It should also be nominated for the stormwater connection through the road verge area to be constructed of shape and material to satisfy Council's standard requirements
- 100 x 50 x 2mm RHS Galvanised Steel or
  - 125 x 75 x 2mm RHS Galvanised Steel or
  - Multiples of the above.

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

### 3.0 Traffic Requirements

- 3.1 The proposed crossover has been assessed as satisfying minimum requirements.



City of **West Torrens**

Between the City and the Sea

- 3.2** The internal garage length is currently proposed as 5.6m. Although not specified in the relevant Australian Standards (AS/NZS 2890.1:2004), traffic engineering best practice guides that the minimum internal length of an enclosed garage or enclosed carport space should be a minimum of 5.8m.

**It is recommended that revised plans be submitted, showing garage internal dimensions are stated above.**

- 3.3** The garage setback distance as indicated in 'Site Layout Plan' (Artec, Ref: 899719, dated 03/2020) has been assessed as satisfying minimum requirements.

#### **4.0 Waste Management**

- 4.1** The public kerbside space available for bin presentation has been assessed as satisfying minimum requirement.

#### **5.0 Stormwater Detention**

- 5.1** Stormwater detention is not required for this development.

Regards  
Richard Tan  
Civil Engineer





27 April 2020

Our Ref: H0097205

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

Dear Sir/Madam

**PROPOSED LAND DIVISION APPLICATION NO: 211/D030/20 AT WEST BEACH**

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

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

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

On approval of the application, it is the developers/owners responsibility to ensure all internal pipework (water and wastewater) that crosses the allotment boundaries has been severed or redirected at the developers/owners cost to ensure that the pipework relating to each allotment is contained within its boundaries.

Yours faithfully

ANN BOND  
for **MANAGER LAND DEVELOPMENT & CONNECTIONS**

SA Water  
Level 6, 250 Victoria Square  
ADELAIDE SA 5000  
Ph (08) 7424 1119  
Inquiries ANN BOND  
Telephone 7424 1119

Contact Planning Services  
Telephone 7109 7016  
Email [dldptipdc Clearanceletters@sa.gov.au](mailto:dldptipdc Clearanceletters@sa.gov.au)



27 April 2020

The Chief Executive Officer  
City of West Torrens

Dear Sir/Madam

**Re: Proposed Application No. 211/D030/20 (ID 67696)**  
**for Land Division by Mr Christopher Reynolds**

In accordance with Section 33 of the Development Act 1993 and Regulation 29 (1) of the Development Regulations 2008, and further to my advice dated 21 April 2020, I advise that the State Commission Assessment Panel (SCAP) has consulted with SA Water Corporation (only) regarding this land division application. A copy of their response has been uploaded in EDALA for your consideration. The Commission has no further comment to make on this application, however there may be local planning issues which Council should consider prior to making its decision.

I further advise that the State Commission Assessment Panel has the following requirements under Section 33(1)(c) of the Development Act 1993 which must be included as conditions of land division approval on Council's Decision Notification (should such approval be granted).

1. The financial requirements of SA Water shall be met for the provision of water supply and sewerage services.  
On receipt of the developer details and site specifications an investigation will be carried out to determine if the connections to your development will be standard or non-standard fees.  
On approval of the application, it is the developers/owners responsibility to ensure all internal pipework (water and wastewater) that crosses the allotment boundaries has been severed or redirected at the developers/owners cost to ensure that the pipework relating to each allotment is contained within its boundaries.
2. Payment of \$7616 into the Planning and Development Fund (1 allotment(s) @ \$7616/allotment).  
Payment may be made by credit card via the internet at [www.edala.sa.gov.au](http://www.edala.sa.gov.au) or by phone (7109 7018), by cheque payable to the Department of Planning, Transport and Infrastructure and marked "Not Negotiable" and sent to GPO Box 1815, Adelaide 5001 or in person, at Level 5, 50 Flinders Street, Adelaide.
3. A final plan complying with the requirements for plans as set out in the Manual of Survey Practice Volume 1 (Plan Presentation and Guidelines) issued by the Registrar General to be lodged with the State Commission Assessment Panel for Land Division Certificate purposes.

The SA Water Corporation will, in due course, correspond directly with the applicant/agent regarding this land division proposal.

**PLEASE UPLOAD THE DECISION NOTIFICATION FORM (VIA EDALA) FOLLOWING COUNCIL'S DECISION.**

Yours faithfully

A handwritten signature in blue ink, appearing to read 'Biljana B.', is written over a light blue horizontal line.

Biljana Prokic  
Land Division Coordinator - Planning Services  
as delegate of  
**STATE COMMISSION ASSESSMENT PANEL**

## 7 CONFIDENTIAL REPORTS OF THE ASSESSMENT MANAGER

Nil

## 8 SUMMARY OF COURT APPEALS

### 8.1 Summary of ERD Court matters, items determined by SCAP/Minister/Governor and deferred CAP items - June 2020

#### Brief

This report presents information in relation to:

1. any planning appeals before the Environment, Resources and Development (ERD) Court;
2. any matters being determined by the State Commission Assessment Panel (SCAP);
3. any matters determined by the Minister of Planning (Section 49);
4. any matters determined by the Governor of South Australia (Section 46); and
5. any deferred items previously considered by the Council Assessment Panel.

#### Development Application appeals before the ERD Court

Nil

#### Matters pending determination by SCAP

Reason for referral	DA number	Address	Description of development
Schedule 10	211/M030/18	192 ANZAC Highway, GLANDORE	Eight-storey residential flat building (40 dwellings) & removal of regulated tree
Schedule 10	211/M015/19	1 Glenburnie Terrace, PLYMPTON	Six-storey residential flat building (32 dwellings) & associated car parking
Schedule 10	211/M018/19	6 Ebor Avenue, MILE END	Mixed use building comprising ground floor shop & residential apartments  Note: A further application for a four-storey mixed use building has been determined by the Council Assessment Panel at its 12 May 2020 meeting.



**Matters pending determination by the Minister of Planning**

<b>Reason for referral</b>	<b>DA number</b>	<b>Address</b>	<b>Description of development</b>
Section 49	211/V039/20	3 Woodhead Street, WEST BEACH	Construction of a new lift and lift shaft
Section 49	211/V037/20	4 Hamra Avenue, WEST BEACH	Construction of a storage shed and internal works to existing building
Section 49	211/V035/20	19 Garden Terrace, UNDERDALE	Demolition of all transportable buildings, redundant toilet blocks and canteen and the construction of a new creative arts centre and canteen with associated landscaping and civil works. Building additions and internal refurbishments.
Section 49	211/V031/20	1 Barcoo Road, WEST BEACH	Change to road network to enable construction of new carrier/access into existing car park and boat launch area into West Beach Boat Ramp.
Section 49	211/V028/20	33-39 Richmond Road, KESWICK TERMINAL	Integrated emergency services sector headquarters precinct comprising a multi-storey office building, multi-desk car park, hardstand area, a storage building with landscaping and other ancillary works
Section 49	211/V007/12 V3	Lot 2 in FP 1000, West Beach Road WEST BEACH	Variation - removal of east-west internal road

**Matters pending determination by the Governor of South Australia**

Nil

**Deferred CAP Items**

Nil

**Conclusion**

This report is current as at 28 May 2020.

**RECOMMENDATION**

The Council Assessment Panel receive and note the information.

**Attachments**

Nil

**9 OTHER BUSINESS**

Nil

**10 MEETING CLOSE**