CITY OF WEST TORRENS

Notice of Panel Meeting

Notice is Hereby Given that a Meeting of the

COUNCIL ASSESSMENT PANEL

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

on

TUESDAY, 8 AUGUST 2023
at 5.00pm

Nicholas Timotheou
Assessment Manager (Acting)

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.

INDEX

1 MEETING OPENED

1.1 Acknowledgement of Country

1.2 Evacuation Procedures

2 PRESENT

3 APOLOGIES

4 CONFIRMATION OF MINUTES

RECOMMENDATION

That the Minutes of the meeting of the Council Assessment Panel held on 11 July 2023 be confirmed as a true and correct record.

5 DISCLOSURE STATEMENTS

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

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

a. must, as soon as he or she becomes aware of his or her interest, disclose the nature and extent of the interest to the panel; and

b. must not take part in any hearings conducted by the panel, or in any deliberations or decision of the panel, on the matter and must be absent from the meeting when any deliberations are taking place or decision is being made.

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

6 REPORTS OF THE ASSESSMENT MANAGER

6.1 TRANSITIONAL APPLICATIONS

Nil

6.2 PDI ACT APPLICATIONS

6.2.1 282-290 Henley Beach Road, Underdale

Application No 23010124

Appearing before the Panel will be:

Representors: **Max Glass** of 25/281 Henley Beach Road, Brooklyn Park wishes to appear in support of the representation.

Leah Cocks of Unit 4 280 Henley Beach Road, Underdale wishes to appear in support of the representation.

Michael Gramp of PO Box 708, Torrensville wishes to appear in support of the representation.

Applicant: **Tim Beazley** of Peregrine Corporation wishes to appear in response to the representations.

DEVELOPMENT APPLICATION DETAILS

DEVELOPMENT NUMBER	23010124
APPLICANT	PC Infrastructure Pty Ltd
ADDRESS	282-290 Henley Beach Road, Underdale
NATURE OF DEVELOPMENT	Alterations and additions to retail fuel outlet, including minor façade and treatment alterations, new drive-through facility, acoustic boundary fencing and illuminated freestanding pylon advertisement
ZONING INFORMATION	**Zones** • Housing Diversity Neighbourhood **Overlays** • Aircraft Noise Exposure • Airport Building Heights (Regulated) • Advertising Near Signalised Intersections • Affordable Housing • Building Near Airfields • Future Road Widening • Hazards (Flooding - Evidence Required) • Prescribed Wells Area • Regulated and Significant Tree • Stormwater Management • Traffic Generating Development • Urban Transport Routes • Urban Tree Canopy **Technical Numeric Variations (TNVs)** • Maximum Building Height (Metres) (Maximum building height is 16.5m) • Minimum Frontage (Minimum frontage for a detached dwelling is 9m; semi-detached dwelling is 9m; row dwelling is 9m; group dwelling is 9m; residential flat building is 15m)

	• Minimum Site Area (Minimum site area for a detached dwelling is 270 sqm; semi-detached dwelling is 270 sqm; row dwelling is 270 sqm; group dwelling is 270 sqm; residential flat building is 270 sqm) • Maximum Building Height (Levels) (Maximum building height is 4 levels)
LODGEMENT DATE	19th April 2023
RELEVANT AUTHORITY	Council Assessment Panel
PLANNING & DESIGN CODE VERSION	2023.5
CATEGORY OF DEVELOPMENT	Code Assessed - Performance Assessed
NOTIFICATION	Yes
REFERRALS STATUTORY	• Department of Infrastructure and Transport (DIT)
REFERRALS NON-STATUTORY	• City Assets • Waste Management
DELEGATION	• A representor has lodged a valid representation and wishes to be heard.
RECOMMENDING OFFICER	Karen Mitrovic
RECOMMENDATION	Grant consent with conditions

SUBJECT LAND AND LOCALITY

The subject land is formally described as Allotment 2 Filed Plan 122796 in the area named Underdale, Hundred of Adelaide, Volume 5803 Folio 781, more commonly known as 282-290 Henley Beach Road, Underdale. The subject site is irregular in shape with primary frontage to Henley Beach Road of approximately 38 metres, a secondary frontage to Holbrooks Road of approximately 44 metres and a site area of 2145 square metres (m^2).

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

The site currently contains a retail fuel outlet including a control building, fuel canopy, 4 fuel bowsers with 8 fill filling positions, 3 freestanding pylon signs, on-site parking and trailer storage / hire service. 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 a variety of residential land uses to the north, east and west. The built form of these land uses varies from residential flat buildings, to freestanding dwelling and associated outbuildings. Land on the southern side of Henley Beach Road is located within the Urban Corridor Zone and contains a mix of retail, commercial and residential development in the form of residential flat buildings.

The amenity of the locality is consistent with its location along a major road corridor, with existing built form largely having been in place for many years, and slowly being redeveloped and/or upgraded.

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

PROPOSAL

The proposal seeks additions and alterations to an existing Retail Fuel Outlet currently operating from the subject land.

Minor alterations and façade changes to the existing control building are proposed, along with the introduction of a 24 hour convenience drive-through, and a 3.3m pylon with a double-sided digital signage panel. The drive-through will be for convenience items only. There will be no co-branded quick service restaurant.

There is to be no change to the siting, layout or floor area of the existing control building. The existing façade treatments will be replenished using a mix of contemporary finishes and materials including glazing, face brickwork, rendered tilt up concrete and fibre cement weatherboard cladding. A pick-up window supporting the proposed drive through facility will be added to the northern elevation of the control building.

Access and egress to the site will remain the same, with modifications occurring on site to the location and configuration of car parking. The re-configuration will result in 12 parking spaces remaining on the site.

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

Elements	Application Category
Retail Fuel Outlet	Performance Assessed
Advertisement	Performance Assessed
Fencing	Performance Assessed

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

PUBLIC NOTIFICATION

The application required public notification because it is a Performance Assessed form of development and not exempt from notification by *Table 5 - Procedural Matters* of the Housing Diversity Neighbourhood Zone in the Planning and Design Code (The Code).

Properties notified	269 properties were notified during the public notification process.
Representations	4 representations were received.
Persons wishing to be heard	3 representors who wish to be heard. • Max Glass • Leah Cocks • Michael Gramp
Summary of representations	Concerns were raised regarding the following matters: • Impacts during construction • Disturbance from light spill generated by drive-through and 3.3 metre pylon with double sided LED panel. • Potential for additional traffic and noise impacts at the site and locality due to the introduction of the drive-through. • Clarification of the location and extent of acoustic fencing along eastern boundary • Potential for increased instances of crime and anti-social behaviour. • Negative impacts on property values.
Applicant's response to representations	• Construction activities will be undertaken in a manner to minimise impacts upon adjoining property • Light spill will be managed on site to appropriate levels • Traffic impacts have been considered in the Traffic Impact Assessment prepared by Stantec • Noise impacts have been considered in the acoustic report prepared by Sonus • Clarification has been provided in relation to the proposed acoustic fencing • There is no evidence to suggest that crime and antisocial behaviour will occur as a result of the proposed development • An impact upon property values is not a planning consideration, however there is no evidence to suggest that this would be the case as a result of the proposed development

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

INTERNAL REFERRALS

Department	Comments
City Assets	• The existing floor area and access point arrangement remains unchanged • The proposed number of carparks is considered to be appropriate • Satisfactory access and manoeuvring area is provided for the largest vehicle proposed to access the site • The existing stormwater system is appropriate to accommodate the proposed development
Waste Management	• Council's waste management team consider that the applicant has addressed waste matters for the development and do not have any concerns

EXTERNAL REFERRALS

Department	Comments
DIT	• The response from the Commissioner of Highways did not contain advice, however included conditions for inclusion should the application receive consent. • Condition number 5 applied by the Commissioner of Highways indicated that the final advertisement sign location should be further considered and approved by DIT. The Applicant has since provided amended plans to the Department for consideration which have satisfied their requirement. The plans before the Panel are considered appropriate by DIT.

A copy of the relevant referral response is contained in **Attachment 3**.

RELEVANT PLANNING & DESIGN CODE PROVISIONS

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

ASSESSMENT

Given the nature of the proposed development being largely for alterations to an existing commercial building within the Housing Diversity Neighbourhood Zone (the Zone), there are few quantitative policies applicable. Instead, the merits of the proposal are assessed against the relevant qualitative policies Planning and Design Code, which are further discussed below.

The proposed development is therefore discussed under the following sub headings:

Land Use

The Desired Outcome (DO) 1 for the Zone seeks medium-density housing that supports a range of needs and lifestyles and is located within easy reach of a diversity of services and facilities. The proposed development maintains the current land use of retail fuel outlet and introduces additional facility to the site in the form of a drive through facility for groceries.

Performance Outcome (PO) 1.1 encourages a diverse range of compatible non-residential uses to support an active, convenient and walkable neighbourhood, with PO 1.2 encouraging commercial activities which improve community access to services which are of a scale and type to maintain residential amenity.

Whilst not specifically envisaged as an appropriate land use, it is considered that the introduction of a drive through facility for groceries to an existing retail fuel outlet is consistent with the Desired Outcome and Performance Outcomes which seek to provide improved commercial facilities without negatively impacting upon residential amenity in the area. The development represents reasonable alterations and additions to an existing, longstanding non-residential land use which aims to serve the day-to-day needs of the locality.

Amenity

The proposed development would increase vehicle movement in a previously rarely utilised space within the site. As a result, the Applicant has engaged Sonus to provide an acoustic report and recommendations to minimise impact upon neighbouring residential properties.

Sonus concluded the following:

> *The predicted noise level from the new activity at the facility will achieve the relevant requirements of the Environment Protection (Noise) Policy 2007 with a specific boundary fence construction and a canopy over the drive through.*
>
> *Based on the assessment, the facility has not unreasonably impact the amenity of sensitive receivers, thereby achieving the relevant provisions of the South Australian Planning and Design Code related to environmental noise.*

In accordance with the recommendations of the Sonus report, the Applicant has incorporated a canopy, including noise absorption material, over both the ordering station and the turning point of the drive through, along with a 3.3m high Colorbond fence to be located along the northern property boundary.

The impact of noise upon residential amenity was of concern to a number of the representors. Several policies within the General Development Policies - Interface between Land Uses module relate to the potential impact of noise. Specifically relevant are PO 1.2 which encourages that development adjacent to a site containing a sensitive receiver (or lawfully approved sensitive receiver) or zone primarily intended to accommodate sensitive receivers is designed to minimise adverse impacts, and PO 4.1 which states that development that emits noise (other than music) does not unreasonably impact the amenity of sensitive receivers (or lawfully approved sensitive receivers).

The measures proposed to be incorporated into the development are considered to satisfy the relevant performance outcomes by mitigating the potential for impact and incorporating design techniques specifically designed for the site to reduce the impact upon neighbouring residential development.

Also of concern to a number of representors was the introduction of new light sources to the site. The Applicant has advised that all new lighting would incorporate spill guards to minimise any potential impacts and direct light within the site. The maximum light spill on all boundaries of the site including from the proposed 3.3 metre pylon would be installed and operated to comply with the criteria outlined in AS 4282 and AS 1158.

PO 6.1 of the General Development Policies - Interface between Land Uses module identifies that external lighting is should be positioned and designed to not cause unreasonable light spill impact on adjacent sensitive receivers (or lawfully approved sensitive receivers). The measures put in place are considered appropriate to satisfy this Performance Outcome.

Given the drive-through facility is only intended to offer convenience items, the development is not considered to emit unreasonable odours upon nearby sensitive receivers. As such, any preparation of convenience items are not considered to produce any unreasonable impacts in this regard.

Landscaping

Currently, landscaping is relatively sparse on the subject land, but this would be improved by the landscaping proposed with this development. The General Development Policies - Design in Urban Areas module encourages the inclusion of appropriate landscaping into the design of proposed developments. PO 3.1 encourages that soft landscaping and tree planting be incorporated to:

a) minimise heat absorption and reflection
b) maximise shade and shelter
c) maximise stormwater infiltration
d) enhance the appearance of land and streetscapes.

The Desired Outcome also encourages on site landscaping to improve community health, urban heat, water management, environmental performance, biodiversity and local amenity and to minimise energy consumption.

The landscaping plan drafted by Oxigen includes three new landscaped areas on the site, identifying a variety of trees and shrubs to be planted. It is considered that the proposed landscaping is consistent with the relevant PO and DO for landscaping on a commercial site.

Traffic, Parking and Access

The existing three crossovers to the site from Holbrooks Road and Henley Street Road will be retained and will be used without modification. Internal traffic movements will be altered by the proposal due to the introduction of the drive through facility. On site traffic movements have been reviewed by Council's engineering staff and are considered to be appropriate. The refuelling of tanks on the site is a potential interference with the drive through operations, however this is a relatively low frequency occurrence which will be controlled on site by staff to ensure that vehicles utilising the drive through facility are not blocked from exiting the site. In addition, the Applicant has advised that refuelling will occur outside of peak periods when the drive through is unlikely to be in demand. The tanker is likely to be on site once per week for no more than 30 minutes. Parking spaces are available on the site for visitors to utilise and physically enter the building in the event the drive-through facility is inaccessible.

The area to be utilised for the drive through is currently a trailer hire storage area. This facility on the site is to be condensed in order to allow for the drive through facility. The proposed development also includes the slight re-configuration of car parking on the site. This will result in 12 spaces remaining, which exceeds the 7 spaces required by the Planning and Design Code. Given the nature of the site and the introduction of a drive through facility, it is expected that the 12 car parks provided will be sufficient to accommodate staff and customers wishing to park and spend extended periods of time in the control building on site.

The subject land is located within a number of traffic related Overlays which meant that referral to the Commissioner of Highways (CoH) was required.

Advertising Near Signalised Intersections Overlay

The development proposes the commencement of the display of a 3.3m freestanding signage pylon including a double-sided LED digital panel to be located in the southern corner of the site adjacent to the intersection of Henley Beach Road and Holbrooks Road. The signage would be located within 100m of the signalised intersection of Holbrooks Road and Henley Beach Road. The LED panels have been assessed as complying with DIT guidelines for LED signage adjacent roads under the control of the CoH and would display static advertisements that will not flash, scroll, move or contain animation.

Future Road Widening overlay

This Overlay affects the whole of the site. It impacts on the southern and western sides by approximately 4.4m with regards to potential widening of Henley Beach Road and Holbrooks Road. In the event that either of these roads are widened in the future, the development on site will likely need to alter its operations or relocate.

Traffic Generating Development Overlay

The development site is located at the intersection of Henley Beach Road and Holbrooks Road, both of which are State Government classified roads under the care and management of the Commissioner of Highways. The proposed development utilises existing crossovers without amendment. Notwithstanding this, Stantec have been engaged to prepare a Traffic Impact Assessment to ensure the proposed development will continue to provide safe and convenient access to Henley Beach Road without disruption to the normal flow of traffic. Stantec have stated that "When considered against the existing traffic volumes operating on the surrounding road network, the nominal increase in traffic generated during the network peak is not anticipated in impact the safety or efficiency of the surrounding road network". It is therefore considered that the relevant Performance Outcomes of the Overlay are satisfied.

Urban Transport Routes Overlay

The proposed development will rely on existing vehicle access points without amendment. The on-site parking and fuel tanker circulation are not proposed to change as a result of the redevelopment of the site. Stantec have been engaged to assess any impacts of the proposed drive-through facility. Refuelling is expected to occur for 30 minutes once per week and is not expected to impact upon the operation of the proposed development, any potential impacts will be resolved by on site management. Stantec have advised that the operation of the site is unlikely to change significantly as a result of the proposed development, with customers who would have otherwise used the in store facility now able to use the drive through facility as an alternate option. It is considered unlikely that this change would result in significant changes on site.

Waste Management

Waste management on the site is currently undertaken by a private contractor. The designated refuse storage area will be located adjacent to the northern boundary of the site. The refuse area is proposed to be screened from sight by a 2.1 metre high slatted fence.

The Applicant has indicated that waste management on site will continue to be provided by a private service. Council's Waste Management team have advised that the continuing arrangements are appropriate for the site.

Stormwater Management

The subject land is located in the Hazards (Flooding - General) Overlay which encourages that any impacts on people, property, infrastructure and the environment from general flood risk are minimised through the appropriate siting and design of the development. The proposed development does not change the finished floor level of the existing control building, whilst the stormwater collected by the proposed canopies is accommodated by the existing stormwater systems on site. As a result of this, Council's engineers have advised that the proposal is considered appropriate.

Advertisements

A new 3.3m pylon with a double sided 2.5m x 2m high LED panel is proposed to replace the existing freestanding light pole signage located in the southern corner of the site at the intersection of Henley Beach and Holbrooks Road. The two existing freestanding OTR pylons fronting Holbrooks and Henley Beach Roads will be retained.

As the subject land is located within a residential type zone, there are no advertisement policies specifically relevant to the zone. The proposed pylon sign has been considered against the Advertisements section of the General Development Policies module though.

A number of policies in this section relate to the restriction of advertising on sites to avoid proliferation. Although existing signage is located on the site, the inclusion of a 3.3m high pylon sign alongside the existing refuelling area is not considered to be an unreasonable proliferation of signage on the site and is considered to satisfy the relevant policies for advertisements on a commercial type site.

PO 1.1 encourages advertisements that are compatible and integrated with the design of the building and/or land they are located on. The location of the proposed sign has been selected to integrate within the existing built form well whilst also providing an appropriate location for advertising material.

PO 3.1 states that advertisements should be limited to information relating to the lawful use of the land. The proposed pylon sign will satisfy this requirement and a condition is proposed to enforce this.

Given the location and intended advertising material, it is considered that the proposed advertisements are consistent with the relevant policies.

CONCLUSION

The proposal for alterations and additions to the existing retail fuel outlet are considered to be an appropriate addition to the existing land use, with the potential impacts arising from the land use adequately addressed.

The expected noise levels should not be at a level that would cause unreasonable nuisance to nearby sensitive receivers. The signage proposed in association with the land use is also considered to be reasonable within the context of the site and the locality generally.

Having considered all the relevant provisions of the Planning and Design Code, the proposal is considered to be not seriously at variance with the Planning and Design Code Version 2023.5 dated 30 March 2023.

On balance, the proposal reasonably satisfies the relevant provisions of the Planning and Design Code Version 2023.5 and therefore the application warrants the granting of Planning Consent, subject to specified conditions.

RECOMMENDATION

It is recommended that the Council Assessment Panel resolve that:

1. Pursuant to Section 107 (2)(c) of the *Planning Development and Infrastructure Act 2016*, and having undertaken an assessment of the application against the Planning and Design Code, the application is NOT seriously at variance with the provisions of the Planning and Design Code Version 2023.5 .

2. Application No. 23010124 by PC Infrastructure Pty Ltd to carry out Alterations and additions to retail fuel outlet, including minor façade and treatment alterations, new drive-through facility, acoustic boundary fencing and illuminated freestanding pylon advertisement (CT- 5803/781) is GRANTED Planning Consent 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:

2. All planting and landscaping shall be completed within six (6) months of occupation or the next available planting season and be maintained in a reasonable condition at all times. Any plants that become diseased or die will be replaced with a suitable species.

3. All loading and unloading of vehicles associated with the subject premises shall be carried out entirely upon the subject land.

4. All car parking spaces shall be line marked, in accordance with the approved plans and in accordance with AS 2890.1, 2004 Parking Facilities, Part 1, Off Street Carparking, prior to the occupation of the proposed development. Line marking and directional arrows shall be clearly visible at all times.

5. All external lighting must be designed and constructed in accordance with Australian Standard (AS 4282-1997).

6. The advertisement(s) and supporting structure(s) shall be maintained in good repair at all times.

7. The content of the advertisement(s) shall relate only to the lawful use of the land and no third-party advertising shall be displayed.

Commissioner of Highways Conditions

8. All access to the development shall be gained in accordance with the site plan produced by Stantec, drawing no. 301401112-1190-01-P4-AT01 and 301401112-1190-01-P4-AT02, dated 18/05/2023.

9. All vehicles shall enter and exit the site in forward direction only. All on-site vehicle manoeuvring areas shall remain clear of any impediments.

10. The access points, loading bays and all parking areas shall be suitably line marked and signed to achieve the desired flow through the site.

11. Stormwater run-off shall be collected on-site and discharged without impacting the adjacent road network. Any alterations to the road drainage infrastructure required to facilitate this shall be at the applicant’s cost.

12. The final location of the LED sign shall be to the satisfaction of the Commissioner of Highways to ensure that the sign will not result in driver distraction or a hazard to road users.

13. The led sign shall be permitted to display one self- contained message every 45 seconds. The time taken for consecutive displays to change shall be no more than 0.1 seconds. The sign shall not flash, scroll or move. Furthermore, the sign shall not be permitted to display or imitate a traffic control device in any way. Animated effects such as 'fade', 'zoom' or 'fly in/out' shall not be used.

14. Signage shall not be permitted to operate in such a manner that could result in impairing the ability of a road user by means of high levels of illumination or glare. Accordingly, all illuminated signs visible from the arterial road network shall be limited to a low level of illumination (i.e. < 150Cd/m2), except in the case of electronic signage, which shall be limited to the following stepped luminance levels:

    Ambient Conditions Sign Illuminance Vertical Component (Lux) Sign Luminance (Cd/m2)

    Sunny Day 40000 6300
    Cloudy Day 4000 1100
    Twilight 400 200
    Dusk 40 100
    Night <4 60

15. The operational system for the LED sign shall incorporate an automatic error detection system which will turn the display off or to a blank, black screen should the screen or system malfunction. The screen shall only be reactivated in the next available off-peak period.

16. All other illuminated signs shall be limited to a low level of illumination so as to minimise distraction to motorists (≤150cd/m2).

Advisory Note 1

The Metropolitan Adelaide Road Widening Plan shows that a strip of land up to 4.5 metres in width may be required from the Holbrooks Road and Henley Beach Road frontages of this site along with additional land at the Holbrooks Road and Henley Beach Road corner for future road purposes. The works in the subject development is clear of this requirement. The consent of the Commissioner of Highways under the Metropolitan Adelaide Road Widening Plan Act 1972 is required to all building works on or within 6.0 metres of the possible requirements.

Attachments

1. Plans and Documentation
2. Representations and Response
3. Referrals

OTR UNDERDALE

282 HENLEY BEACH ROAD,
UNDERDALE SA 5032

PLANNING PROPOSAL

Sheet Number	Sheet Name	Current Revision
A100	COVER SHEET	6
A103	PROPOSED SITE PLAN	6
A104	PROPOSED EXTERNAL ELEVATIONS	5
A105	PROPOSED EXTERNAL ELEVATIONS	4

Revision 6:
- UPDATED SURVEY UNDERLAYED IN SITE PLAN.

ISSUE	DATE	AMENDMENTS
4	29/09/2022	ISSUED FOR PLANNING APPROVAL - INCORPORATING TRAFFIC AND ACOUSTIC ADVICE
5	21.06.2023	ISSUED FOR PLANNING APPROVAL - INCORPORATING DIT ADVICE
6	07.07.2023	ISSUED FOR PLANNING APPROVAL - WITH UPDATED SURVEY UNDERLAY

ISSUED FOR PLANNING APPROVAL

COVER SHEET

TITLE: COVER SHEET
SITE: OTR UNDERDALE
282 HENLEY BEACH ROAD
UNDERDALE SA 5032.

6

Scale: @A3 | Date: 21.06.2023 | Dwg No: OTR188-181 | A100

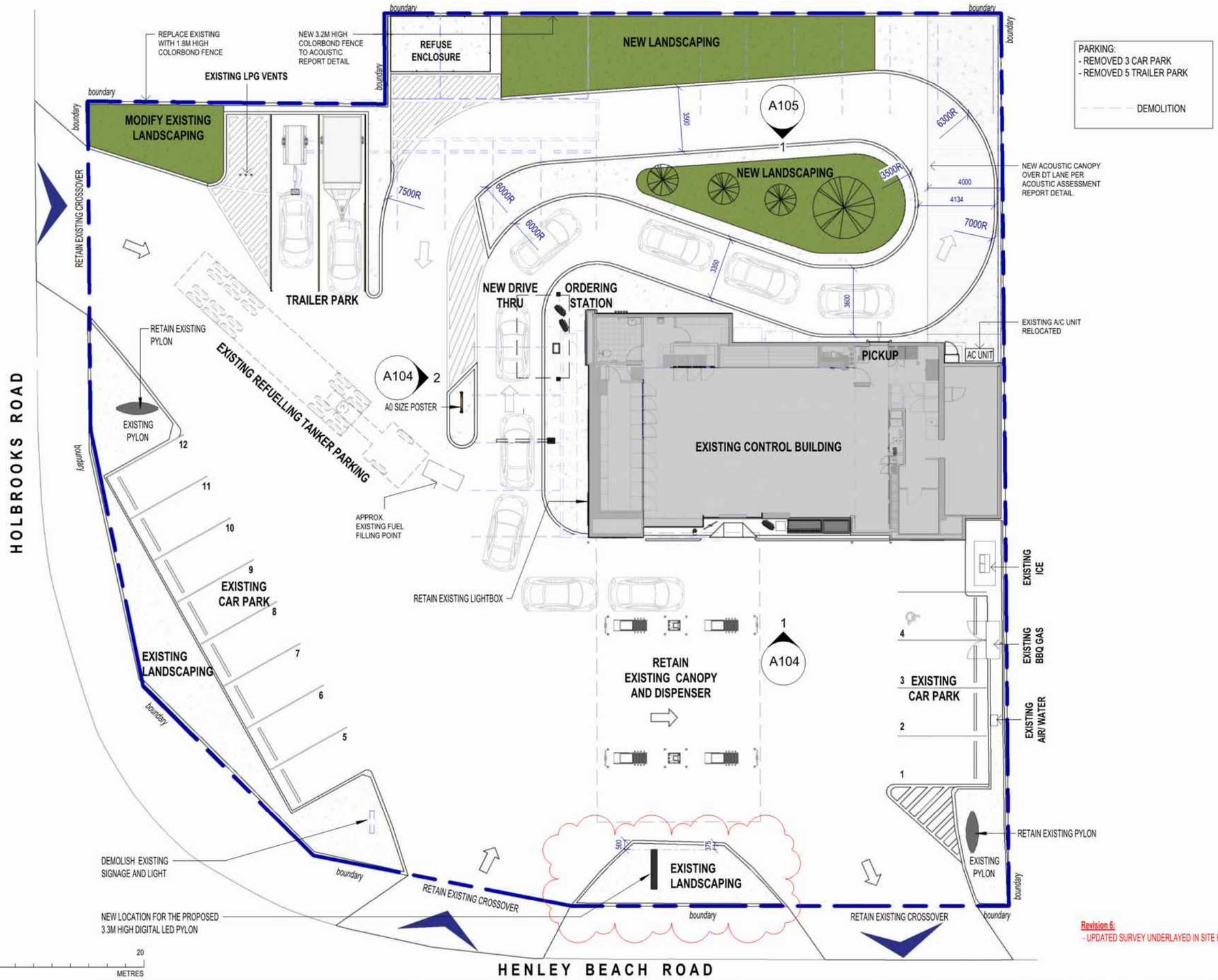
PC Infrastructure Pty Ltd
270 THE PARADE, KENSINGTON PARK SA 5068
PHONE: (08) 8333 9777 FACSIMILE: (08) 8333 9744

1) Existing LPG Vents on the North West Corner of the Site

2) Existing Pylon on the West boundary of theSite.

3) Existing Light pole with Signage on the South West boundary of the Site.

4) Existing Pylon and Air/Water point on the South East Corner of the Site



SITE PLAN - PROPOSED

1 : 200 @ A3

SCALE 1:200 — METRES

ISSUE	DATE	AMENDMENTS
5	21.06.2023	ISSUED FOR PLANNING APPROVAL - INCORPORATING DIT ADVICE
6	07.07.2023	ISSUED FOR PLANNING APPROVAL - WITH UPDATED SURVEY UNDERLAY

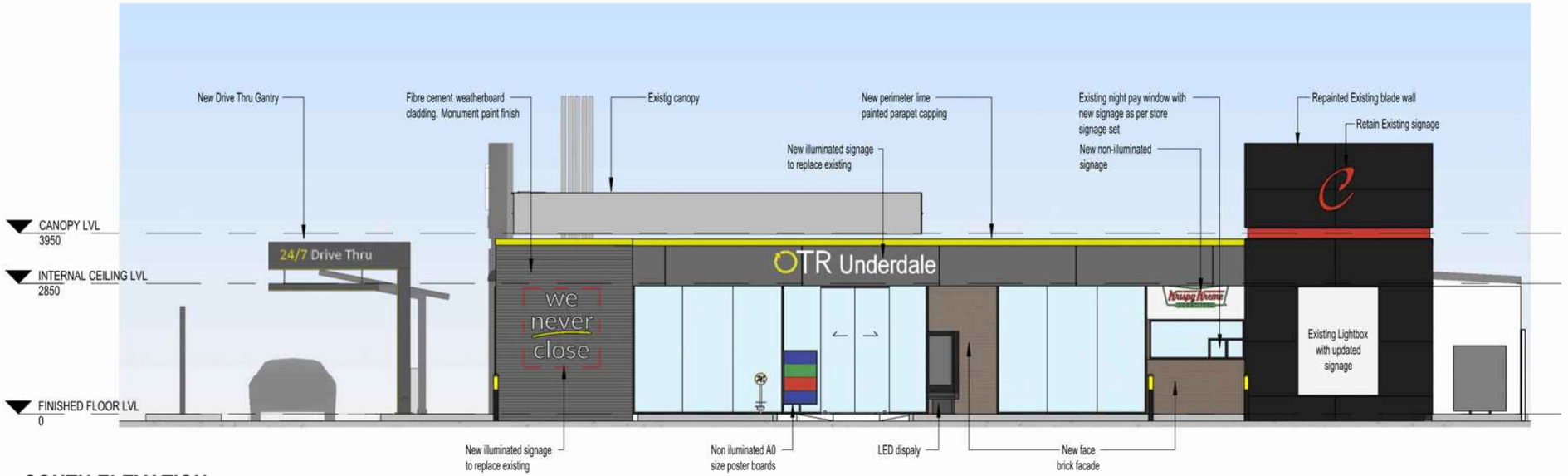
ISSUED FOR PLANNING APPROVAL

PROPOSED SITE PLAN

Revision 6:
- UPDATED SURVEY UNDERLAYED IN SITE PLAN.

TITLE: PROPOSED SITE PLAN
SITE: OTR UNDERDALE
282 HENLEY BEACH ROAD
UNDERDALE SA 5032.
6
Scale: 1 : 200@A3 | Date: 21.06.2023 | Dwg No: OTR188-181 | A103

PC Infrastructure Pty Ltd
270 THE PARADE, KENSINGTON PARK SA 5068
PHONE: (08) 8333 9777 FACSIMILE: (08) 8333 9744



SOUTH ELEVATION
1 : 100 @ A3

WEST ELEVATION
1 : 100 @ A3

Revision 5:
- RELOCATED THE PROPOSED 3.3M HIGH LED PYLON PER ADVCE FROM DIT.

0 1 2 3 4 5 10
SCALE 1:100 METRES

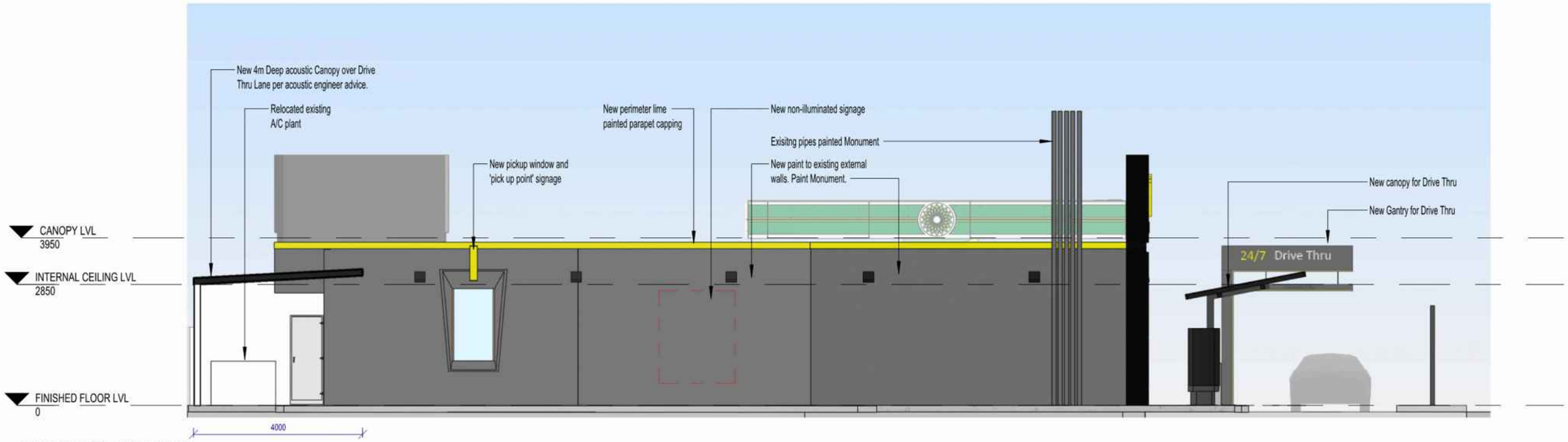
ISSUE	DATE	AMENDMENTS
4	29/09/2022	ISSUED FOR PLANNING APPROVAL - INCORPORATING TRAFFIC AND ACOUSTIC ADVICE
5	21.06.2023	ISSUED FOR PLANNING APPROVAL - INCORPORATING DIT ADVICE

ISSUED FOR PLANNING APPROVAL

PROPOSED EXTERNAL ELEVATIONS

TITLE: PROPOSED EXTERNAL ELEVATIONS
SITE: OTR UNDERDALE
282 HENLEY BEACH ROAD
UNDERDALE SA 5032.
5
Scale: 1 : 100@A3 | Date: 21.06.2023 | Dwg No: OTR188-181 | A104

PC Infrastructure Pty Ltd
270 THE PARADE, KENSINGTON PARK SA 5068
PHONE: (08) 8333 9777 FACSIMILE: (08) 8333 9744



NORTH ELEVATION
1 : 100 @ A3

0 1 2 3 4 5 10
SCALE 1:100 METRES

ISSUE	DATE	AMENDMENTS
3	03/08/2022	ISSUED FOR PLANNING APPROVAL - UPDATE TO DRIVE THRU LANE
4	29/09/2022	ISSUED FOR PLANNING APPROVAL - INCORPORATING TRAFFIC AND ACOUSTIC ADVICE

ISSUED FOR PLANNING APPROVAL

PROPOSED EXTERNAL ELEVATIONS

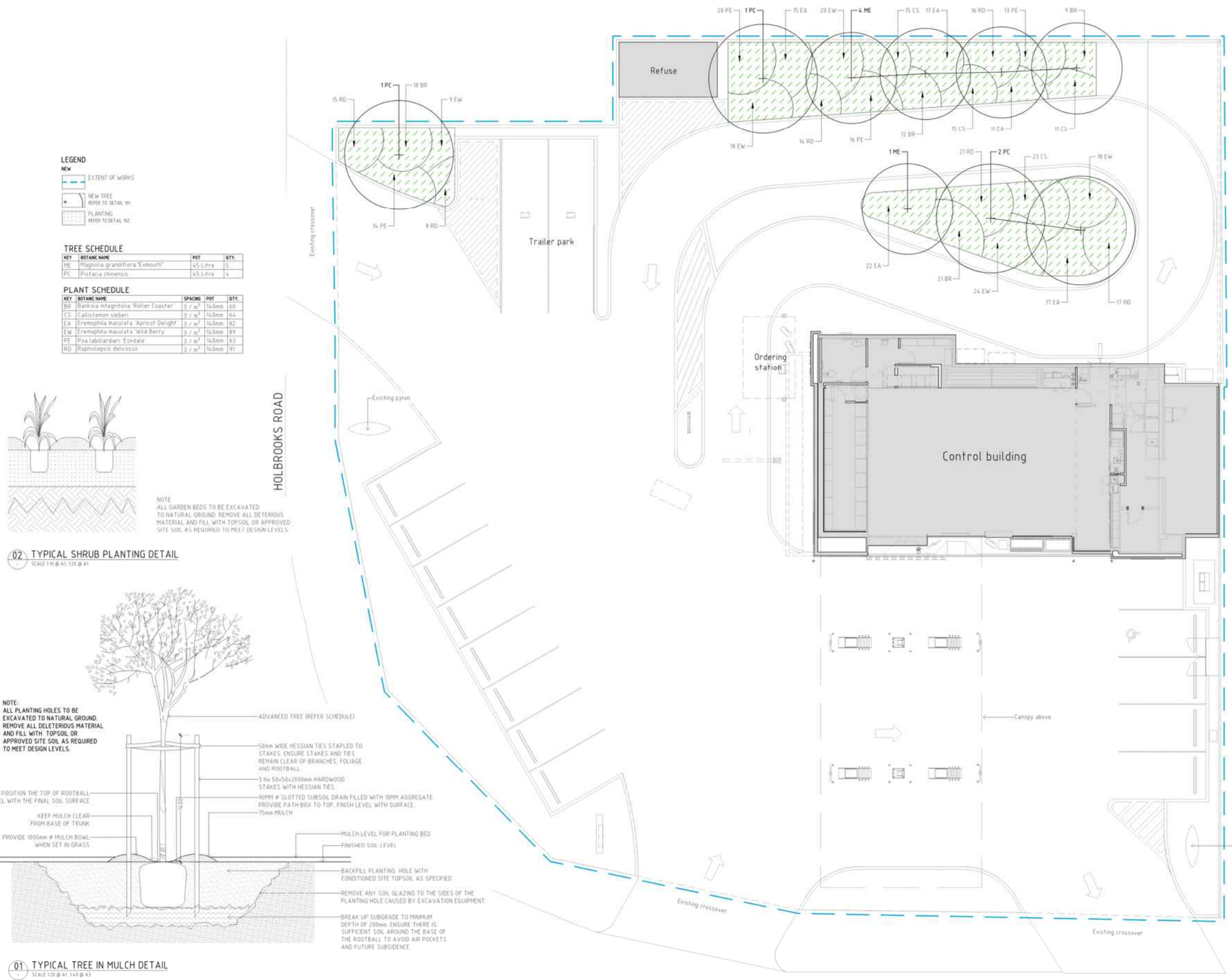
Revision 4:
- Incorporates traffic and acoustic assessment advice
- Additional landscaping to the proposal

TITLE: PROPOSED EXTERNAL ELEVATIONS
SITE: OTR UNDERDALE
282 HENLEY BEACH ROAD
UNDERDALE SA 5032.

4

Scale: 1 : 100@A3 | Date: 29.09.2022 | Dwg No: OTR188-181 | A105

PC Infrastructure Pty Ltd
270 THE PARADE, KENSINGTON PARK SA 5068
PHONE: (08) 8333 9777 FACSIMILE: (08) 8333 9744



LEGEND

NEW

EXTENT OF WORKS

NEW TREE
REFER TO DETAIL 101

PLANTING
REFER TO DETAIL 102

TREE SCHEDULE

KEY	BOTANIC NAME	POT	QTY.
ME	Magnolia grandiflora 'Exmouth'	45 Litre	5
PC	Pistacia chinensis	45 Litre	4

PLANT SCHEDULE

KEY	BOTANIC NAME	SPACING	POT	QTY.
BR	Banksia integrifolia 'Roller Coaster'	3 / m²	140mm	60
CS	Callistemon sieberi	3 / m²	140mm	64
EA	Eremophila maculata 'Apricot Delight'	3 / m²	140mm	82
EW	Eremophila maculata 'Wild Berry'	3 / m²	140mm	89
PE	Poa labillardieri 'Eskdale'	3 / m²	140mm	63
RD	Raphiolepis delicossa	3 / m²	140mm	91

NOTE
ALL GARDEN BEDS TO BE EXCAVATED TO NATURAL GROUND. REMOVE ALL DETERIOUS MATERIAL AND FILL WITH TOPSOIL OR APPROVED SITE SOIL AS REQUIRED TO MEET DESIGN LEVELS.

02 TYPICAL SHRUB PLANTING DETAIL
SCALE 1:10 @ A1, 1:20 @ A1

01 TYPICAL TREE IN MULCH DETAIL
SCALE 1:20 @ A1, 1:40 @ A3

SCALE
1:100 (A1), 1:200 (A3)
0 1 2 3 4 5m

NOTES

EXISTING SERVICES
THE CONTRACTOR MUST LOCATE AND MARK ALL UNDERGROUND SERVICES BEFORE COMMENCING WORK ON SITE.

TREE PLANTING
PREPARE TREE HOLES TO A MINIMUM SIZE OF THE DEPTH OF THE ROOTBALL x 1m WIDE AND BREAK THE SUBGRADE TO A MINIMUM DEPTH OF 200MM BELOW.

TAKE PARTICULAR CARE TO BREAK UP ANY GLAZING TO SIDES OF TREE HOLE.

FINISH THE ROOTBALL LEVEL WITH THE FINAL SURROUNDING SOIL LEVEL AND BACKFILL THE PLANTING HOLE WITH IMPORTED SANDY-LOAM TOPSOIL (80%-20% SANDY-LOAM) MIXED THOROUGHLY PRIOR TO PLACING WITH 20% ORGANIC COMPOST).

PROVIDE A 1m DIAMETER MULCHED WATERING BOWL TO THE BASE OF THE TREE.

STAKE TREES WITH 2No. 2500x50x50 HARDWOOD STAKES AND TIE WITH 50mm HESSIAN TIES SECURELY STAPLED TO THE STAKES. ENSURE STAKES AND TIES REMAIN CLEAR OF BRANCHES, FOLIAGE AND ROOTBALL.

PLANTING BEDS
CULTIVATE EXISTING GROUND TO A MINIMUM DEPTH OF 300 MM AND PLACE 300MM IMPORTED SANDY-LOAM TOPSOIL (80%-20% SANDY-LOAM) MIXED THOROUGHLY PRIOR TO PLACING WITH 20% ORGANIC COMPOST).

PLACE PLANTS IN THE CENTRE OF THE PLANTING HOLE AND FINISH THE TOP OF THE ROOT BALL LEVEL WITH THE FINISHED SURFACE OF THE SURROUNDING SOIL.

APPLY TERRACOTTEM FERTILISER TO MANUFACTURERS RATES AT TIME OF PLANTING AND AFTER PLANTING.

PLACE A 100MM MINIMUM DEPTH OF FINE PEATS COTTAGE MULCH. THOROUGHLY WATER PLANTS BEFORE AND IMMEDIATELY AFTER PLANTING, AND AS REQUIRED TO MAINTAIN HEALTH AND VIGOUR.

IRRIGATION
PROVIDE AN AUTOMATIC IN-LINE DRIP IRRIGATION SYSTEM TO ALL PLANTING BEDS AND TREES.

DRIP IRRIGATION SPECIFIED AS NETAFIM TECHLINE 16 POLY TUBE 1.6Lph @ 0.5M SPACINGS.

FOR ALL TREE PLANTING INSTALL AT BASE OF TREE 4No 4Lph PC DRIP EMITTERS ON 13MM POLY LOOP JOIN INLINE EQUIVALENT.

ALL POLY TUBING TO BE LAID ON SURFACE AND COVERED WITH MULCH.

PROVIDE BACKFLOW PREVENTION, AUTOMATIC CONTROLLER AND OTHER DEVICES AS REQUIRED.

oxigen

Oxigen Pty Ltd
98-100 Halifax Street
Adelaide SA 5000

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

CLIENT
PEREGRINE CORPORATION

ARCHITECTS
ADS ARCHITECTS

PROJECT
UNDERDALE OTR

drawing title
LANDSCAPE PLAN

15.047.118

issue
DRAFT

A

ISSUE	DATE	ISSUE	DWN	CHK	APP
A	31.03.23	DRAFT	EH		JH

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

March 22, 2023
Stantec Ref: 301401112

Attention: Tim Beazley
Peregrine Corporation
270 The Parade, Kensington
Adelaide
SA 5068

Dear Tim,

REFERENCE: OTR Underdale – Traffic Impact Assessment

BACKGROUND

Peregrine is seeking to modify an existing OTR Petrol Station/Convenience Store located at 282 Henley Beach Road Underdale to provide a drive thru facility adjacent the existing control building.

Stantec has been engaged by Peregrine Corporation to prepare a transport impact assessment for the proposed development to support the Development Application.

SUBJECT SITE

The subject site is located at 282 Henley Beach Road in Underdale. The site of approximately 2,160 sq.m has frontages of approximately 38 metres to Holbrooks Road and approximately 45 metres to Henley Beach Road.

The site is located within a Housing Diversity Neighbourhood zone of the South Australian Planning and Design Code.

The site is currently an OTR service station/convenience store. The surrounding properties include a mix of retail, commercial and residential dwellings.

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

Reference: **OTR Underdale – Traffic Impact Assessment**

Figure 1 Subject Site and Surrounding Environs

Source: NearMap.

ROAD NETWORK

HENLEY BEACH ROAD

Henley Beach Road is a four lane sub-arterial road aligned in an east to west direction and is owned and maintained by the Department of Infrastructure and Transport (DIT). It comprises of two lanes and a bicycle lane in each direction, separated by a raised median. Each carriageway is approximately 7.1m wide, separated by a 3.6m wide median (excluding turning lanes at signalized intersection), set within a 24.8m wide road reserve.

The road has a maximum speed limit of 60 km/h and has an average daily traffic volume of approximately 38,800 vehicles per day.

Reference: **OTR Underdale – Traffic Impact Assessment**

HOLBROOKS ROAD

Holbrooks Road is two lane arterial road aligned in a north to south direction and is owned and maintained by the Department of Infrastructure and Transport (DIT). Holbrooks Road primarily is a 12.6m wide two lane road, widening out to 3 southbound lanes at the signalized intersection adjacent the subject site.

The road has a maximum speed limit of 60 km/h and has an average daily traffic volume of approximately 24,000 vehicles per day. On road bicycle lanes operate at all times on both sides of the road adjacent to the site with no car parking permitted.

CRASH STATISTICS

A review of the reported crash history for the most recent five years (2017-2021) have been sourced from Location SA. It is noted that crashes have been recorded in the vicinity of the adjacent signalised intersection and the site access points.

Figure 2 Crash Data

Source: LocationSA.

March 22, 2023
Tim Beazley
Page 4 of 8

Reference: **OTR Underdale – Traffic Impact Assessment**

PROPOSED DEVELOPMENT

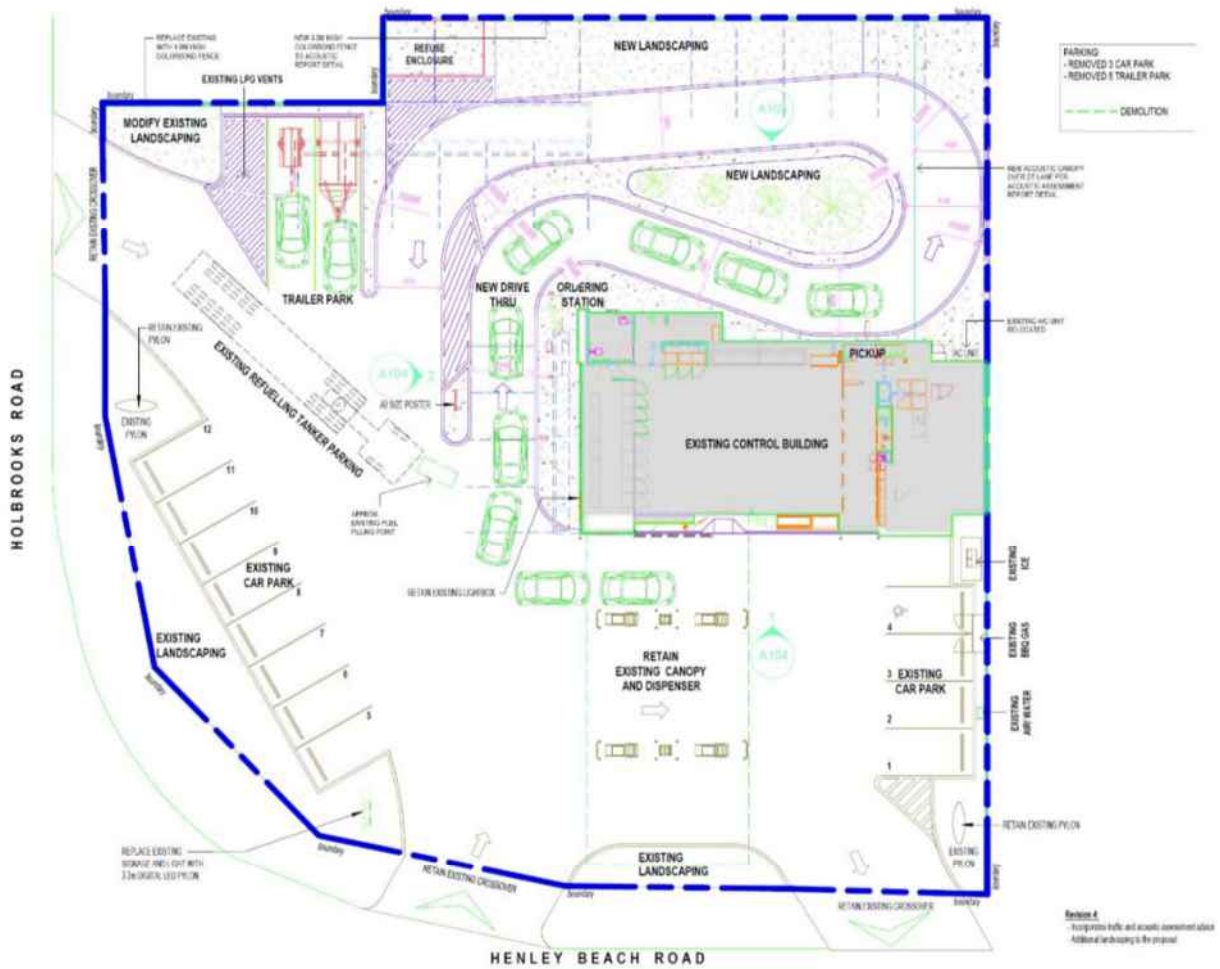
The proposed modifications include the following:

- Modification of Drive Thru lane to allow minimum intervention to existing fuel infrastructure on site.
- Updated location of DT Gantry, away from Fuel fill points.
- New refuse enclosure located at the existing enclosure location.

The development proposal does not seek to modify existing access arrangements. All vehicle access and circulation will remain as per the existing site layout.

The proposed site layout is shown in Figure 3.

Figure 3 Proposed Site Layout



Design with community in mind

Reference: **OTR Underdale – Traffic Impact Assessment**

CAR PARKING

The proposed development seeks to maintain the existing control building size, with no nett increase in the overall floor area of the building. As a result, the site is not considered to result in any additional car parking demand. Vehicle storage associated with the additional drive thru facility will be accommodated within the drive thru lane.

The location of the drive thru lane results in a theoretical reduction of 3 car parking spaces across the site, resulting in 12 car parking spaces being retained. Based on a Planning and Design code requirement of 3 spaces per 100sq.m, the existing control building of approximately 235sq.m, would result in a car parking requirement of 7 car parking spaces.

Therefore, the provision of the drive thru facility and the resultant provision of 12 car parking spaces across the site is considered to be appropriate.

A swept path assessment of a B99 vehicle accessing the drive thru facility is outlined in Figure 4.

Figure 4 B99 Drive Thru Access

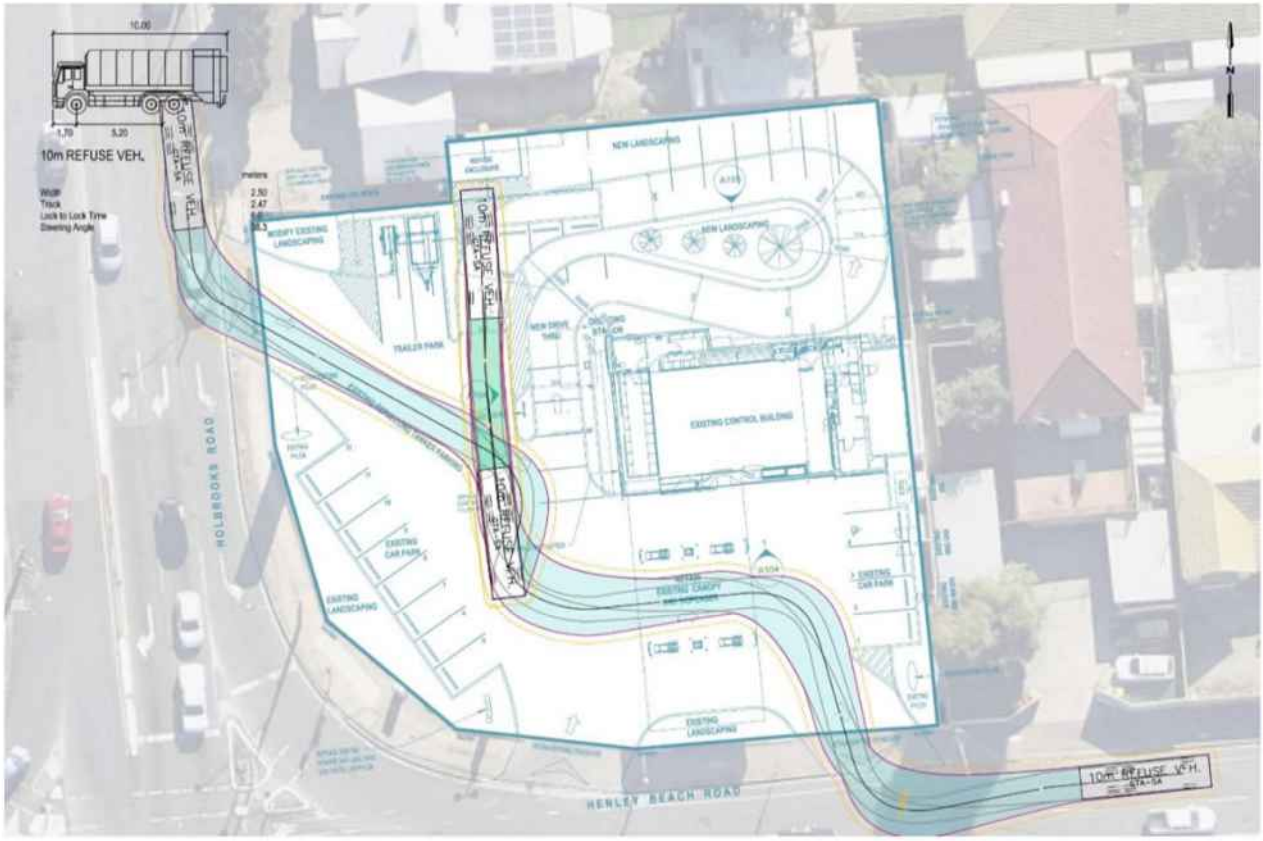
Reference: **OTR Underdale – Traffic Impact Assessment**

LOADING

The proposed development provides an updated bin area that is accessed via the exit portion of the drive thru lane. It is understood that waste collection would occur outside of the peak periods for the drive thru facility to minimise conflicts between the waste vehicle and drive thru vehicles.

Access to the bin area has been designed to accommodate a 10m Refuse Collection vehicle entering the site in a forward direction, accessing the bin area, then exiting the site in a forward direction. A swept path assessment for a 10m Refuse Collection vehicle is outlined in Figure 5

Figure 5 10m Refuse Collection Vehicle Access



As part of the proposed works, there is no change to the access arrangements associated with the fuel delivery vehicle, which will remain as per the status quo.

Reference: **OTR Underdale – Traffic Impact Assessment**

TRAFFIC IMPACT

Based on traffic surveys completed at comparable sites and outlined in OTR's 'Generic Parking and Traffic Updated Traffic Management Report', Issue 3, dated 29/11/2017, the following trip generation rates have been determined:

- 0.6 per sq. m GLFA of the control building
- 120 trips with the addition of a Drive Thru facility

Based on the above, the control building is to remain as per the status quo, the addition of the drive thru facility is anticipated to be no more than 120 trips (approx. 60 vehicles in and out the petrol station) during the peak period.

The nature of petrol stations to capture passing trade already present on the road network, therefore most of the trips associated with the development proposal will not be additional trips on the network but rather a share of vehicles passing on Henley Beach Road and Holbrooks Road.

Notwithstanding, when existing traffic volumes on the network surrounding the site are considered, the nominal increase in traffic expected to be generated by the site during the network peak period is not expected to impact the safety or efficiency of the surrounding road network.

Reference: **OTR Underdale – Traffic Impact Assessment**

CONCLUSION

Following a review of the proposed drive-thru expansion at OTR Underdale, the following conclusions are made:

1. The proposed development includes the provision of a new drive thru facility, with no increase to the existing control building area.
2. Based on the SA Planning and Design Code, there is no additional parking requirement to the site as there is no change to the existing petrol station floor area.
3. The proposal maintains 12 car parking spaces across the site, which meets the Planning and Design Code requirement for the existing fuel outlet (7 spaces). The proposed parking layout remains substantially unchanged.
4. The development proposal does not seek to modify the access to the site. Waste collection movement has been designed to accommodate vehicles up to a 10m Refuse Collection vehicle, entering and exiting the site in a forward direction. Fuel delivery vehicle movements to the site will remain as per the status quo.
5. The provision of a drive thru facility is anticipated to generate a maximum of 120 trips (approximately 60 vehicles in and out) during the road network peak with much of this anticipated to be passing trade.
6. The nature of petrol stations is to catch passing trade already present within the road network. When considered against the existing traffic volumes operating on the surrounding road network, the nominal increase in traffic generated during the network peak is not anticipated in impact the safety or efficiency of the surrounding road network.

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

Regards,

Stantec Australia Pty Ltd

Timothy Jones
Senior Transportation Planner
Direct Phone: (08) 8334 3600
Mobile: 0408 901 494
timothy.jones@stantec.com

OTR Underdale – Drive Through

Environmental Noise Assessment

S7448C4

April 2023

sonus.

17 Ruthven Avenue
Adelaide SA 5000
Phone: (08) 8231 2100
Email: info@sonus.com.au
www.sonus.com.au

OTR Underdale – Drive Through
Environmental Noise Assessment
S7448C4
April 2023

sonus.

Document Title	: OTR Underdale – Drive Through Environmental Noise Assessment
Document Reference	: S7448C4
Prepared For	: PCI
Date	: April 2023
Author	: Chris Turnbull, MAAS

TABLE OF CONTENTS

INTRODUCTION

An environmental noise assessment has been undertaken for the proposed changes to the existing OTR Underdale at 282-290 Henley Beach Road.

The current site comprises a control building and a petrol filling forecourt with 24 hour operation.

The proposal is to incorporate a drive through facility at the north eastern corner of the site. The assessment considers noise levels resulting at nearby sensitive receivers from new activity at the site, including:

- Drive through activity such as vehicle movements, vehicles idling and people talking as they wait in their cars; and,
- Use of the order speaker.

The closest sensitive receivers to the site are the existing residences located to the north and east. The subject site and locality are shown in Figure 1.

The assessment has been based on:

- *PC Infrastructure* drawing set for "OTR Underdale", Drawing Numbers "OTR188-181 A103" to "OTR188-181 A105", Revision 3, dated 3 August 2022;
- An inspection of the existing site conducted on 19 August 2022;
- Traffic survey data "*OTR Drive-Thru Analysis – Various Locations*" provided by *GTA,* now *STANTEC*, dated 20 July 2021;
- Continuous noise logging conducted at the rear of the site, at a location representative of the residences to the north and east between 19 and 23 August 2022;
- Previous noise measurements and sound power level data obtained from similar sites for car parking activity, vehicle movements, and general drive through activity; and,
- There being no changes made to the existing mechanical plant.

Figure 1: Subject site and locality

CRITERIA

Planning and Design Code

The proposed development is located within the City of West Torrens local government area and is subject to the provisions of the South Australian Planning and Design Code[1] (the **Code**) under the *Planning, Development and Infrastructure Act 2016*.

The subject site and all sensitive receivers in the locality are within the *Housing Diversity Neighbourhood Zone* of the Code. The Code has been reviewed and the provisions considered relevant to the assessment are included in Appendix A.

Performance Outcome 4.1 (PO4.1) of the Interface between Land Uses section of the Code specifically relates to noise from developments *not unreasonably impact*[ing] *the amenity of sensitive receivers (or lawfully approved sensitive receivers)*. The Deemed-to-Satisfy / Designated Performance Feature provision for PO4.1 reference achieving the criteria of the *Environment Protection (Noise) Policy 2007* (the **Policy**).

Environment Protection (Noise) Policy 2007

The Policy provides objective noise criteria to assess environmental noise from a proposed development. The noise criteria provided by the Policy are based on the *Guidelines for Community Noise (1999)* published by the *World Health Organisation*, to prevent annoyance, sleep disturbance and unreasonable interference on the amenity of an area. Therefore, compliance with the Policy is considered to also satisfy the subjective provisions in the Code which are related to environmental noise.

The Policy provides goal noise levels to be achieved at sensitive receivers based on the principally promoted land use of the zones in which the noise source (the development) and the sensitive receivers (the residences) are located. For an upgrade to an existing facility, the Policy provides more onerous criteria (by 5 dB(A)), which apply to the new noise sources.

[1] Version 2022.16, dated 1 September 2022

When considering the principally promoted land uses, the following goal noise levels are provided by the Policy for the additional noise sources associated with the proposed development:

- An average noise level (L_{eq}) of 47 dB(A) during the day (7:00am to 10:00pm);
- An average noise level (L_{eq}) of 40 dB(A) during the night (10:00pm to 7:00am); and,
- A maximum instantaneous noise level (L_{max}) of 60 dB(A) during the night (10:00pm to 7:00am).

When measuring or predicting noise levels for comparison with the Policy, adjustments may be made to the average noise levels for each "annoying" characteristic of tonality, impulsiveness, low frequency and modulation of the noise source. The characteristic must be dominant in the acoustic environment and therefore the application of a penalty varies depending on the assessment location, time of day, the noise source being assessed, and the measured or predicted noise level. The application of penalties is discussed further in the Assessment section of this report.

ASSESSMENT

Noise Sources

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

- 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; and,
- General vehicle movements on site.

The sound power levels for the noise sources detailed above are provided in Appendix B.

Operational Assumptions

The predictions of noise from activity at the site have been based on the following operational assumptions for the level of activity in any 15-minute[2] period:

- Daytime (7:00am to 10:00pm)
    - 15 vehicle movements through the drive through;
    - Use of the drive through ordering speaker for half the assessment period, with a single vehicle idling continuously at the speaker (while ordering or waiting to order);
    - Use of the drive through pick up window for half the assessment period with two vehicles idling continuously (while paying, collecting an order or waiting); and,
- Night time (10:00pm to 7:00am)
    - 10 vehicle movements through the drive through;
    - Use of the driver through ordering speaker and a single vehicle idling (while ordering or waiting to order) for half the assessment period;
    - Use of the drive through pick up window for half the assessment period with a single vehicle idling continuously (while paying, collecting an order or waiting); and,

A noise model of the site and noise sensitive receivers has been developed using SoundPlan V8.2 software. The noise model considers the level of activity at the site described above, the sound power level of each source, the distance to receivers, the effect of barriers such as fences and buildings and meteorological conditions which result in the highest noise level at receivers.

[2] The default assessment period under the Policy.

Recommended Acoustic Treatments

Based on the predictions, the noise criteria under the Policy would be exceeded without incorporating specific acoustic treatment to the site. The following treatments are therefore recommended:

Drive Through

- Construct a solid boundary fence to a height of at least 3.2m above ground level for the extent shown in **RED** in Figure 2. The fence should be constructed as follows:
  - Minimum 50mm thick steel structure; and,
  - A layer of 0.35BMT sheet steel (*COLORBOND* or similar) on both sides of the structure.
- Construct a canopy over the drive through area that extends 4m out from the eastern boundary fence, as shown in **ORANGE**. The canopy should be constructed from a material such as 0.42BMT sheet steel (*COLORBOND* or similar) and seal airtight with the control building and the boundary fence.
- Install acoustic absorption material, such as 50mm thick insulation with a minimum density of 32 kg/m^3, to the underside of the canopy as detailed in Figure 3.
- Ensure that the ground surface of the new drive through arrangement is smooth and all inspection points, grated trenches, etc. are correctly fixed to remove the potential for impact noise being generated when driven over.

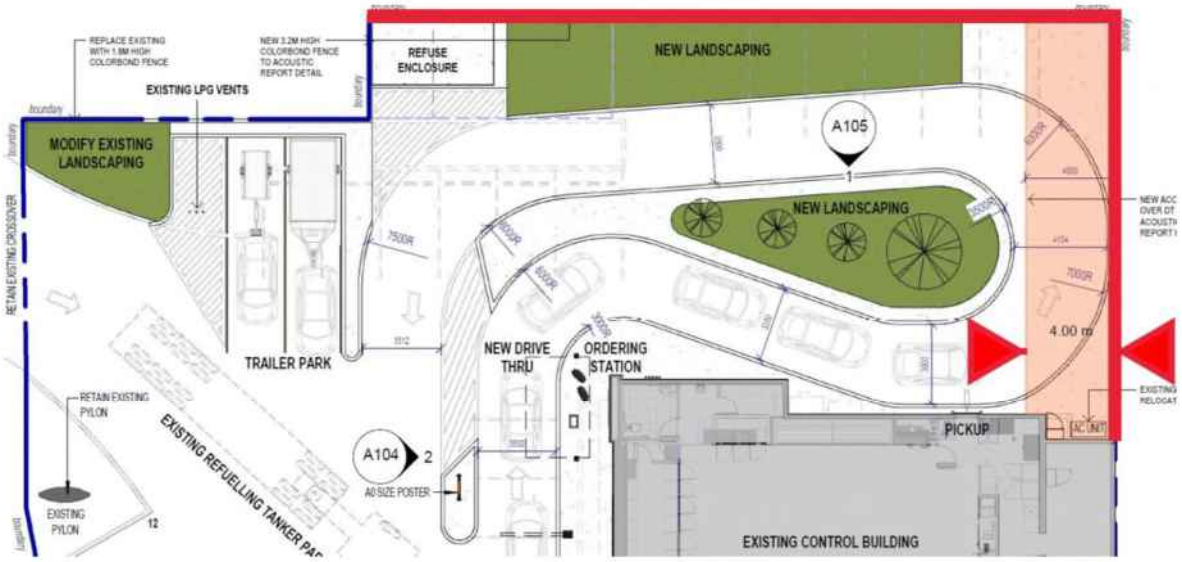


Figure 2: Acoustic treatment extents

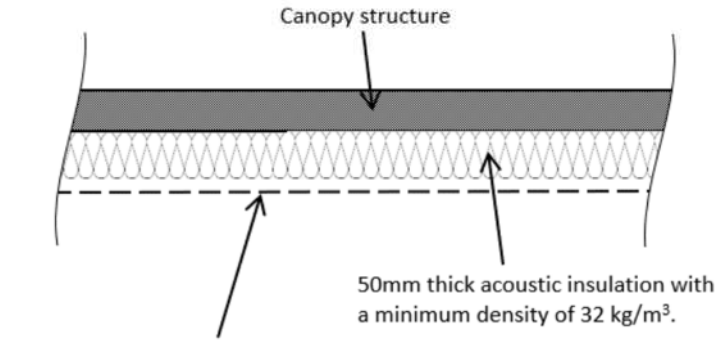


Figure 3: Detail of acoustic absorption installation to canopy

Predicted Noise Levels

Based on the assumed levels of activity and the recommended acoustic treatments being incorporated, the predicted average noise levels at sensitive receivers will be no higher than 40 dB(A) at night (10:00pm to 7:00am) and no higher than 42 dB(A) during the day (7:00am to 10:00pm).

In some instances, a character penalty for modulation may be applied when background noise levels are low. In order to assess the application of any penalties, continuous noise monitoring was conducted at the site from 19 to 23 August 2022. The results of the noise monitoring indicated that the background noise level (L_{90}) was never less than 39 dB(A), the equivalent (L_{eq}) noise level was never less than 49 dB(A), and maximum noise levels were typically in excess of 60 dB(A). As the noise level predicted at residences is no greater than 40 dB(A) at night and 42 dB(A) during the day, it is significantly lower than the existing noise in the acoustic environment. Therefore, the character of noise from activity at the site cannot dominate the acoustic environment and therefore no character penalties are warranted. The results of the noise monitoring are shown in Appendix C.

Maximum Instantaneous Noise Levels

The maximum instantaneous noise levels (L_{max}) have also been predicted. Predictions have been made based on measurements performed at a variety of similar sites and include short term transient events such as raised voices and vehicles accelerating. The highest maximum instantaneous noise level at a sensitive receiver from such activity is 52 dB(A).

On this basis, the 60 dB(A) criterion will be achieved at all sensitive receivers.

Where the Policy is satisfied, it is considered that all relevant Performance Outcomes of the Planning and Design Code related to environmental noise will be satisfied.

CONCLUSION

An environmental noise assessment has been made of the proposed changes to the OTR Underdale site at 282-290 Henley Beach Road. Specifically, the assessment considers the noise impact from the addition of a drive through facility to the existing site.

The assessment utilises the methodology provided by the *Environment Protection (Noise) Policy 2007* to ensure the proposed changes to the site do not unreasonably interfere with the amenity of the closest sensitive receivers.

The predicted noise level from the new activity at the facility will achieve the relevant requirements of the *Environment Protection (Noise) Policy 2007* with a specific boundary fence construction and a canopy over the drive through.

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

APPENDIX A: Subject Site and Locality

Part 4 – General Development Policies – Interface between Land Uses

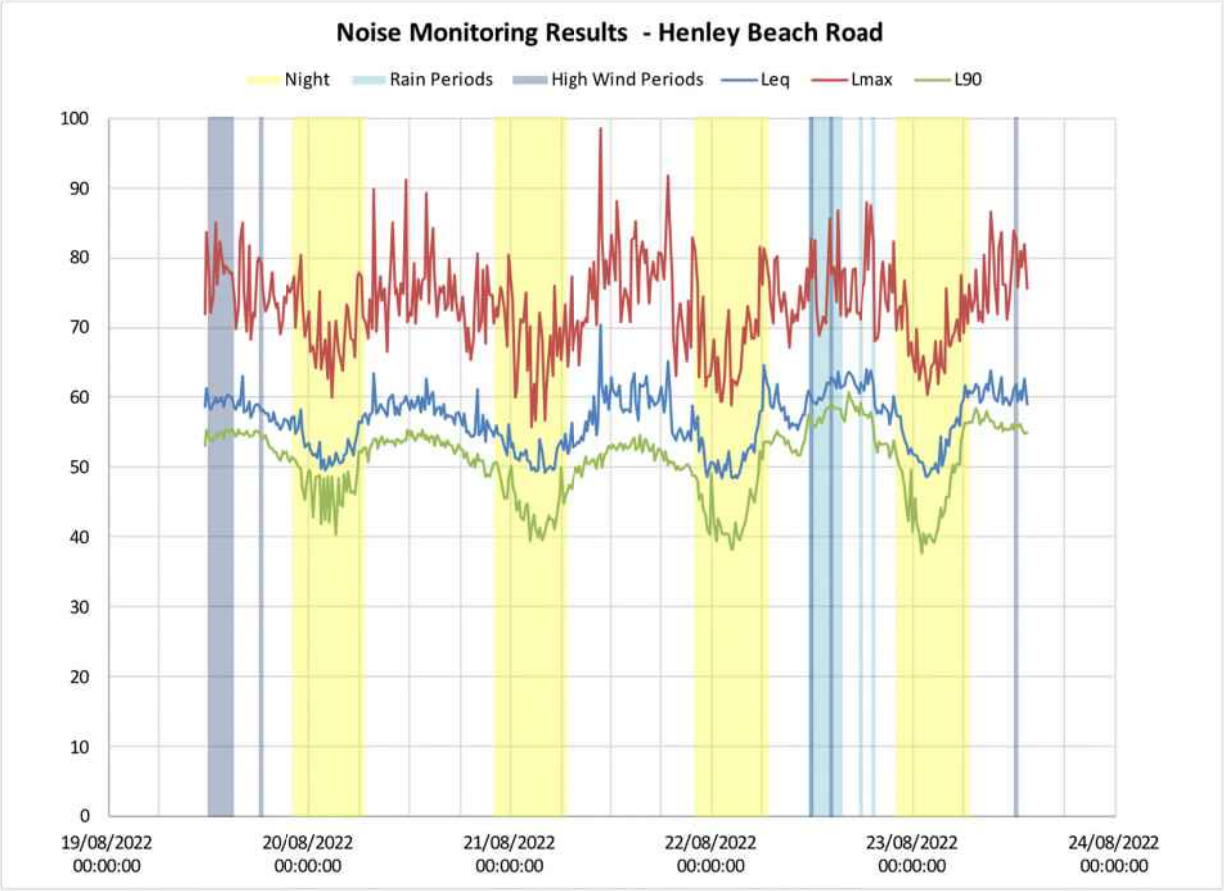
Desired Outcome	
D01	Development is located and designed to mitigate adverse effects on or from neighbouring and proximate land uses.

Performance Outcome	Deemed-to-Satisfy Criteria / Designated Performance Feature
General Land Use Compatibility	
PO 1.2 Development adjacent to a site containing a sensitive receiver (or lawfully approved sensitive receiver) or zone primarily intended to accommodate sensitive receivers is designed to minimise adverse impacts.	DTS/DPF 1.1 None are applicable.
Activities Generating Noise or Vibration	
PO 4.1 Development that emits noise (other than music) does not unreasonably impact the amenity of sensitive receivers (or lawfully approved sensitive receivers).	DTS/DPF 4.1 Noise that affects sensitive receivers achieves the relevant Environment Protection (Noise) Policy criteria.
PO 4.2 Areas for the on-site manoeuvring of service and delivery vehicles, plant and equipment, outdoor work spaces (and the like) are designed and sited to not unreasonably impact the amenity of adjacent sensitive receivers (or lawfully approved sensitive receivers) and zones primarily intended to accommodate sensitive receivers due to noise and vibration by adopting techniques including: (a) locating openings of buildings and associated services away from the interface with the adjacent sensitive receivers and zones primarily intended to accommodate sensitive receivers (b) when sited outdoors, locating such areas as far as practicable from adjacent sensitive receivers and zones primarily intended to accommodate sensitive receivers (c) housing plant and equipment within an enclosed structure or acoustic enclosure (d) providing a suitable acoustic barrier between the plant and / or equipment and the adjacent sensitive receiver boundary or zone.	DTS/DPF 4.2 None are applicable.

APPENDIX B: Sound Power Data

Activity		Sound Power Level (dB(A))
Car Park	General activity	83
	Moving car	82
	Vehicles accelerating (L_{max})	93
	People shouting (L_{max})	96
Drive Through	Ordering speaker	78
	Payment/collection window	78

APPENDIX C: Noise Monitoring Results



PEREGRINE
CORPORATION

4 April 2023

Planning Department
City of West Torrens

Lodged online via SA Planning Portal

Dear Sir or Madam,

Application for alterations and additions to existing retail fuel outlet – 282-290 Henley Beach Road, Underdale SA 5032

Accompanying this letter and comprising our development application to be lodged via the PlanSA portal are the following documents:

- Site Plan (1 sheet) and Elevations (1 sheet) prepared by ADS Architects.
- Copy of the Certificate of Title Registered Book Volume 5803 Folio 781
- Traffic Impact Assessment prepared by Stantec, dated March 2023.
- Environmental Noise Assessment by Sonus, dated April 2023.
- Landscape Plan by Oxigen, dated March 2023.

I trust that the material provided with this letter is sufficient to allow Council to commence its assessment of the proposed development.

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

EXECUTIVE SUMMARY

Site Address	The address of the site is 282-290 Henley Beach Road, Underdale SA 5032  The subject land is described in Certificate of Title of Volume 5803 Folio 781 as being Lot 2 Filled Plan 122796.
Local Government	City of West Torrens
Current use	The site is used as an OTR Retail Fuel Outlet.
Existing Improvements	A Control Building, fuel canopy, 4 fuel bowsers with 8 fill filling positions, 3 freestanding pylon signs, on-site parking and trailer storage / hire service.
Zoning	 The site is located within the Housing Diversity Neighbourhood Zone. Land on the southern side of Henley Beach Road is zoned Urban Corridor (Main Street). Land adjacent to the site on the western side of Holbrooks Road is located

	within the General Neighbourhood Zone. Land to the north and east of the site is located within the Housing Diversity Neighbourhood Zone.
Subzone	N/A
Local Variation (TNV)	• Maximum Building Height (metres): 16.5 metres • Minimum Frontage: (9m detached dwelling, semi-detached dwelling, row dwelling, group dwelling; 15m residential flat building) • Minimum Site Area: 270m^2 detached dwelling, semi-detached dwelling, row dwelling, group dwelling, residential flat building) • Maximum Building Height (levels): 4 levels
Overlays	• Aircraft Noise Exposure (ANEF 20) • Airport Building Heights (Regulated) (All structures over 15 metres) • Advertising Near Signalised Intersections • Affordable Housing • Building Near Airfields • Future Road Widening • Hazards (Flooding - Evidence Required) • Prescribed Wells Area • Regulated and Significant Tree • Stormwater Management • Traffic Generating Development • Urban Transport Routes • Urban Tree Canopy

DEVELOPMENT DESCRIPTION

The proposed development involves continuation of the use of the land as an OTR Retail Fuel Outlet and, for the purpose of that use, the following buildings and works:

Control Building	There is to be no change to the siting, layout or floor area of the existing control building. The existing façade treatments will be replenished using a mix of contemporary finishes and materials including glazing, face brickwork, rendered tilt up concrete and fibre cement weatherboard cladding. Details of the finishes and materials are shown on the supporting elevation plans. A pick-up window supporting the proposed drive thru facility will be added to the northern elevation of the control building.
Canopy and fuelling facilities	The existing canopy and 4 fuel pumps providing a total of 8 fuel filling positions will be retained.
Fuel Tanks	No change to the existing underground fuel storage tanks.
Access, car parking and forecourt	The existing three crossovers to the site from Holbrooks Road and Henley Street Road will be retained and will be used without modification.

	The site will provide 12 shared car parking spaces including 1 disability access parking adjacent to the control building entrance. Two additional trailer storage spaces are proposed to be located at the northern end of the site. It is expected that the majority of customers will park at the bowsers or use the convenience drive-thru when not purchasing fuel. The designated refuse storage area will be located adjacent to the northern boundary of the site. The refuse area is proposed to be screened from sight by a 2.1 metre high slatted fence. The surrounding forecourt and driveway areas will be lit, and spill guards will be used on all new lighting to ensure light spill is retained within the site. New landscaping will be provided surrounding the proposed drive thru. The proposed landscaping represents a significant improvement to the existing landscaping offer at the site. A landscape plan has been prepared by Oxigen Landscape Architects and is included with this correspondence.
Signage	A new 3.3m pylon with a double sided 2.5m x 2m high LED panel is proposed to replace the existing freestanding light pole signage located in the southern corner of the site at the intersection of Henley Beach and Holbrooks Road. The two existing freestanding OTR pylons fronting Holbrooks and Henley Beach Roads will be retained.
Drive-thru facility	An OTR convenience drive-thru is to be sited in the northern portion of the site behind the existing control building. The drive-thru service will offer groceries, coffee and pre-prepared food. There is to be no co-branded quick service restaurant at this site.
Drive-thru order point Canopy	A small canopy is proposed for the drive-thru at the order point on the western side of the control building.
Gantry at the entrance of drive-thru	A gantry is proposed at the entrance of the drive-thru on the western side of the control building.
Acoustic boundary fencing	An assortment of acoustic fences exceeding 2.1 metres in height are required for 24 hour operation of the drive-thru to comply with the *Environment Protection (Noise) Policy 2007*. Details of the acoustic fences are provided on the attached Environmental Noise Assessment and application plans.

Construction and operation of the proposed development will consider and address the following matters:

Road Access	The road access and internal site configuration has been reviewed by Stantec Consultants for the purpose of ensuring that the site layout will allow safe and efficient access by all relevant classes of vehicle for fuel delivery, rubbish removal and customer access, as further detailed later in this letter. The Stantec Traffic Impact Assessment (TIA) will be provided submitted to the SA Planning Portal shortly.
Hours of Operation	24 hours per day, 7 days per week (no change).
Noise	In the operation of the site we will comply with the *Environment Protection (Noise) Policy 2007*. As set out later in this letter an Environmental Noise Assessment has been prepared by Sonus. The recommendations of that report have been taken into account in relation

	to the design and operation of the proposed development.
Environmental Practices	The proposal incorporates best environmental practices with respect to vehicle refuelling facilities. Fuel storage tanks are fitted with vapour stage 1 recovery systems that ensure air quality is not compromised. The fuel infrastructure consists of double-walled fibreglass tanks. The underground fuel and LPG tanks are sited to comply with AS/NZ S1596 and AS1940. These tanks carry a manufacturer warranty against internal and external corrosion of 40 years. Fuel variances are carefully monitored for signs of leakage. We utilise automatic tank gauging (ATG) which automatically detects discrepancies in the levels in the tanks, thereby allowing the operator to respond proactively to any anomalies. Our fuel lines are double walled and in respect of the fuel lines from the underground storage tanks to the dispensers, these fuel lines are fitted with a mechanical pressure leakage detection mechanism. The system tests the pressure within the fuel lines when the dispensers are not in use and should the system detect pressure anomalies, it will automatically shut off the fuel pump to prevent fuel from being pumped from the tanks and minimize any potential for fuel leakage. The fuel line from the tanker fill box to the underground storage tank is single walled and is not fitted with pressure leakage detection. We monitor the potential for leakage and spillage through visual inspection when fuel is dispensed from the fuel delivery vehicle to the tanker loading box and by submitting our daily fuel reconciliation data for Statistical Inventory Reconciliation Analysis, which is completed by a qualified third party. These measures enable us to identify and manage risks of leakage. We understand that all equipment installed at our sites is classified as Level 1 equipment pursuant to section 3, Table 3.1 of Australia Standard 4897: 2008.
Food Odour	The proposal will not generate any nuisance for neighbours through food odour or other air pollution impacts of food preparation or service. The proposed development will offer groceries and prepared food but will not offer “co-branded” quick-service restaurant food such as Oporto or Hungry Jacks. A large number of sites are operated by Peregrine across South Australia which require the preparation of food on-site. To date we have not received any food odour complaints from the EPA. The food preparation and service elements of the proposed development are not therefore expected to give rise to any material impacts. The mechanical design of canopies and kitchen extraction systems will be designed by a qualified engineer and will comply with the Building Code of Australia and the Australian Standard AS 1668.2:2012 (which is a building rules certification requirement). We adopt best industry practices in this regard to maintain the integrity of our franchise brands. Having regard to the EPA Guidelines for Separation Distances (December 2007), we note that this proposal will not generate the volume of deep frying and other food processing activities set by the Guidelines (30kg of

	deep frying per hour), such that any air separation distances apply.

SITE AND LOCALITY

The subject land is described in Certificate of Title Volume 5803 Folio 781. A copy of the Certificate of Title is attached.

The land has an irregular shape with frontages to Henley Beach Road (approximately 38 metres) and Holbrooks Road (approximately 44 metres) and an area of approximately 2143m2.

The land is currently developed with a service station facility consisting of a control building, fuel canopy, freestanding 2 pylon signs, a light pole with signage and on-site car parking and trailer storage / hire facility. Access to the site is provided via three crossovers. two of which are located on Henley Beach Road, with the other located on Holbrooks Road. There are currently 15 on-site car parks.

The site is located at the north-eastern corner of the intersection of Henley Beach Road and Holbrooks Road within a Housing Diversity Neighbourhood Zone which prevails over much of the locality on the eastern side of Holbrooks Road and northern side of Henley Beach Road. Land to the west is located within the General Neighbourhood Zone and land to the south is located within the Urban Corridor Main Street and Living Zones.

Land to the north and east of the subject site is characterised by a variety of residential land uses on small to medium allotment sizes. Land on the southern side of Henley Beach Road consistent with its Urban Corridor Zoning is developed with a mix of retail, commercial and residential development in the form of medium density residential flat buildings. Land immediately adjacent the subject land west of Holbrooks Road is developed with a retail / commercial office building before giving way to a mix of residential land uses on various allotment sizes.

Figure 1: View of the site looking north-east from the intersection of Holbrooks Road and Henley Beach Road (Google Streetview)

Figure 2: View of the site looking north-west from Henley Beach Road
(Google Streetview)

Figure 3: View of the site looking east from Holbrooks Road
(Google Streetview)

Planning Assessment

This section assesses the proposal against relevant provisions of the Planning and Design Code under the PDI Act 2016.

Land Use

The proposal seeks additions and alterations to an existing Retail Fuel Outlet currently operating from the subject land. A Retail Fuel Outlet is defined in the Land Use Definitions Table included in Part 7 of the Planning and Design Code as follows:

Means land use for:

(a) The fuelling of motor vehicles involving the sale by retail of petrol, oil, liquid petroleum gas, automotive distillate and any other fuels; and

(b) The sale by retail of food, drinks and other convenience goods for consumption on or off the land; and

Both are operated as and constitute one integrated facility where on-site facilities, systems and processes, car parking and access and egress are all shared.

The use may also include one or more of the following secondary activities:

(c) The washing and cleaning of motor vehicles;

(d) The washing of other equipment or things including dogs and other pets;

(e) The provision (on a paid or free basis) of facilities for charging electric vehicles;

(f) The hiring of trailers;

(g) Selling of motor vehicles accessories and/or parts; and

(h) The installation of motor vehicle accessories and/or parts.

As outlined in the development description section above the proposal is limited to minor alterations and façade changes to the existing control, and the introduction of a convenience drive-thru, and a 3.3m pylon with double sided digital signage panel. The drive-thru will be for convenience items only. There will be no co-branded quick service restaurant.

The addition of the convenience drive-thru fits within the definition of a Retail Fuel Outlet by providing another means for the *sale by retail of food, drinks and other convenience goods for consumption on or off the land.* Accordingly, there will be no change in land use.

The 3.3 metre pylon sign supports the operation of the Retail Fuel Outlet by informing passing customers of the products and services available from the site. The pylon sign is an advertisement and is a Code Assessed – Performance Assessment form of development.

Acoustic boundary fencing exceeding 2.1 metres in height is also proposed to ensure the development complies with the requirements of the EPA Noise Policy 2007 and the Planning and Design Code.

Consideration has been given to the key aspects of the assessment below.

Housing Diversity Neighbourhood Zone

The Desired Outcome (DO 1) for the zone seeks medium-density housing that supports a range of needs and lifestyles and is located within easy reach of the diversity of services and facilities. It encourages creating employment and establishing community service to contribute to making the neighbourhood a convenient place without compromising residential amenity.

Shops, offices, entertainment, community facility, recreation-related uses and other compatible non-residential land uses support an active, convenient, and walkable neighbourhood. (PO 1.1 & DTS/DPF 1.1). It also encourages establishing commercial activities that can improve community access to different types of services that can enrich the residential amenity (PO 1.2).

Non-residential development should be located and designed to improve community accessibility to services (PO 1.3). Development should complement existing land uses and reflect the residential character and amenity of the neighbourhood (PO 1.5).

Advertisements should identify the associated business activity, and not detract from the residential character of the locality (PO 11.1).

The proposed development complies with and furthers the relevant policies of the Housing Diversity Neighbourhood Zone in the following ways:

- It improves an existing facility which meets the needs of the surrounding neighbourhood for shopping and services.
- It will improve the existing facility so that it better provides a focus of retail and commercial services, including particularly for the day-to-day needs of the community.

- The redevelopment of the site will facilitate the replenishment of a dated control building and the inclusion of a drive-thru for convenience shopping. The result being an improvement in the visual amenity of the built form and efficiency of the existing retail offer.
- The proposed redevelopment will not result in any changes in built form setbacks to the site allotment boundaries.
- The refurbished control building will include a mixture of contemporary architectural elements to reduce bulk and create visual interest.
- Preliminary acoustic advice from Sonus confirms that the operation of the drive-thru will comply with the requirements of the EPA (Noise) Policy 2007 so as mitigate any interface impacts on the adjoining sensitive receivers.
- The proposed advertising signage is considered to be of an appropriate scale in the context of the size of the subject land and will be compatible with the form of development proposed. The subject land has a high degree of exposure to the public realm with two street frontages and calls for a reasonable configuration of signage. The additional 3.3 metre freestanding pylon sign is constant with other contemporary Retail Fuel Outlets in metropolitan Adelaide and is required to inform customers of the range of products and services available at the site.

Overlays

Advertising Near Signalised Intersections Overlay – The development proposes the commencement of the display of a 3.3m freestanding signage pylon including a double-sided LED digital panel to be located in the southern corner of the site adjacent to the intersection of Henley Beach Road and Holbrooks Road. The signage will be located within 100m of the signalised intersection of Holbrooks Road and Henley Beach Road and will therefore be referred to the Commissioner of Highways (CoH) for comment. The LED panels will comply with DIT guidelines for LED signage adjacent roads under the control of the CoH and will display static advertisements that will not flash, scroll, move or contain animation.

Hazards (Flooding - General) Overlay – Impacts on people, property, infrastructure and the environment from general flood risk are minimised through the appropriate siting and design of the development. It is appropriate to incorporate a floor finish level at least 300mm above form the highest point of the primary street (PO 1.1, DTS/DPF 1.1). There is to be no change to the existing siting or finished floor levels of the control building.

Future Road Widening overlay – This overlay affects the whole of the site. It affects on the southern and western sides by approximately 4.4m with regards to widening the Henley Beach Road and Holbrooks Road in future (SA Property and Planning Atlas). It will result in referral to the Commissioner of Highways in respect of any development proposal.

Traffic Generating Development Overlay – The development site is located at the intersection of Henley Beach Road and Holbrooks Roads which are state government classified roads under the care and management of the Commissioner of Highways. The proposed development will utilise existing crossovers without amendment. Notwithstanding this, Stantec have been engaged to prepare a Traffic Impact Assessment to ensure the proposed development will continue to provide safe and convenient access to Henley Beach Road without disruption to the normal flow of traffic.

Urban Transport Routes Overlay – The proposed development will rely on existing vehicle access points without amendment. The on-site parking and fuel tanker circulation will not change as a result of the redevelopment of the site. Stantec have been engaged to assess any impacts of the proposed drive-thru facility.

General Development Policies

Advertisements

The Desired Outcome for Advertisements (DO 1) seeks advertisements and advertising hoardings that are appropriate to context, efficient and effective in communicating with the public, limited in number to avoid clutter, and do not create a hazard. Advertising should be of a size and scale appropriate to the locality they are sited in (PO 1.5).

Advertisements are limited to information relating to the lawful use of land they are located on to assist is the ready identification of the activity or activities on the land and avoids unrelated content that contributes to visual clutter and untidiness (PO 3.1). Light spill from illuminated advertisement should be limited to ensure that impact to sensitive receivers is minimised (PO 4.1).

The proposed control building signage will be integrated into the design of the building and commensurate with previous signage elements attached to the old control building.

The signage is appropriate having regard to the guidance and site identification it will provide, to the size and frontages of the site and to the position of the proposed signage, which will prevent it from having any impact on nearby sensitive land uses.

All signage will be directly related to products and services available from the site, there will be no third party advertising.

The light spill of any illuminated signage will be minimised and retained within the boundaries of the subject land using directional lighting and spill guards.

Freestanding advertisements will be limited to the existing two OTR pylons and the proposed 3.3m pylon which is required to inform passing customers of the fuel offer, fuel pricing and range of products and services available from the site. The proposed 3.3m pylon is compatible with the scale of development and is similar in size to signage at other contemporary Retail fuel Outlets in the Adelaide.

A double sided 2.5m x 2m LED screen is proposed to be installed within the 3.3 metre pylon. The LED signage panels are compatible with the scale of development and range of products and services available from the subject land. The LED panels will inform customers of specific products and services available from the subject land. The LED panels will comply with DIT guidelines for LED signage adjacent roads under the control of the Commissioner of Highways and will display static advertisements that will not flash, scroll, move or contain animation. The luminance of the panels can be electronically limited to manage and mitigate any impacts on amenity through light spill on the surrounding sensitive land uses.

Design in Urban Areas

The Desired Outcome for Design in Urban Areas (DO 1) seeks a development that positively contributes to the character of the locality, is durable, integrated within the public realm for occupants and visitors and utilises sustainable techniques and materials to minimise energy consumption. Buildings reinforce corners through changes in setback, articulation, materials, colour and massing including height, width, bulk, roof form and slope (PO 1.1). The negative visual impacts of plant and equipment, service, loading and waste disposal areas should be screened from view to minimise their impacts (PO 1.4, 1.5).

The development should maximise the opportunities for passive surveillance by providing clear lines of site, appropriate lighting and visually permeable screening wherever practicable (PO 2.1). Soft landscaping and tree planting should be incorporated into the development to enhance the appearance of land and streetscapes (PO 3.1)

The proposed façade treatment changes to the control building will included a mix of contemporary architectural elements, materials, colours and finishes which, consistent with their functional purposes and operations, will add interest to the built form proposed. Differing articulation, with both vertical and horizontal components incorporated into the

design, will achieve a human scale for pedestrians while allowing drivers to easily interpret the use and address of the control building.

The development proposes to increase the amount of landscaping at the site by providing an additional garden bed within the drive-thru circulation area. The increased landscaping will assist in softening the interface of the proposed development with surrounding areas.

Oxigen Landscape Architects have been engaged to prepare a landscape plan in support of the development. The plan has been uploaded to the PlanSA Portal.

The continued 24 hour operation of the existing Retail Fuel Outlet will provide a well lit and inviting environment after dark as well as providing opportunities for passive surveillance which will help to discourage any instances of antisocial behaviour.

Interface Between Land Uses

The Desired Outcome for Interface Between Land Uses (DO 1) seeks development that is located and designed to mitigate adverse effects on or from neighbouring and proximate land uses. Development adjacent to a site containing sensitive receiver should be designed to minimise adverse impacts (PO 1.2). Non-residential development should not impact adjoining sensitive receivers primarily through its hours of operation and should have regard to the nature of the development, the measures taken to mitigate off site impacts and the extent to which the use is desired in the zone (PO 2.1).

Areas for the on-site manoeuvring of service and delivery vehicles, plant and equipment, outdoor workspaces and any roof top plant and equipment should be designed to reduce any unreasonable impacts on the amenity of adjoining sensitive receivers (PO 4.1, 4.2, 4.3).

Sonus acoustic engineers have been engaged to undertake an Environmental Noise Assessment of the proposed additions and alterations to determine the extent of any noise impacts on the locality which accompanies this application.

The Environmental Noise Assessment finds that:

- The closest noise-sensitive locations are the existing residences located to the north and east.
- Considering noise sources and activities at the site associated with proposal to incorporate a drive through facility including vehicle movements, vehicles idling, people talking while they wait in their cars and use of the order speaker, certain measures are recommended to ensure that noise from the development does not unreasonably impact on the amenity of surrounding residences.

The following measures are recommended in the Environmental Noise Assessment:

- Construction of a 3.2m high fence on the northern and eastern boundaries and a 4-metre-wide canopy over the drive-thru area that extends out from the eastern boundary fence. The extent of the fencing and canopy are shown on page of the assessment and should be constructed from no less than 0.35BMT and 0.42BMT sheet steel respectively and sealed airtight at all junctions.
- Install acoustic absorption material, such as 50mm thick insulation with a minimum density of 32 kg/m3, to the underside of the canopy.
- Ensure that the ground surface of the new drive through arrangement is smooth and all inspection points, grated trenches, etc. are correctly fixed to remove the potential for impact noise being generated when driven over.

The Environmental Noise Assessment finds that with these measures in place, the drive-thru has been located and design to prevent adverse impact and conflict between land uses, protect desired land uses and community health and amenity, thereby achieving the relevant provisions of the Planning and Design Code related to environmental noise.

The plans accompanying this application reflect the location and insulation measures recommended under the Environmental Noise Assessment. As far as the recommendations outlined in the Noise Assessment the applicant would abide by any conditions which might be included in a Development Plan Consent for the purpose of implementing these requirements.

The proposed development will be operated to ensure that there will be no detrimental impacts through odour or other air pollution on account of food prepared and sold through the associated OTR Convenience drive-thru. The mechanical design of canopies and extraction systems will be designed by a qualified engineer and will comply with the Building Code of Australia and the Australian Standard AS 1668.2:2012.

Transport, Access and Parking

The General Development Policies for Transport, Access and Parking seek to provide a comprehensive, integrated and connected transport system that is safe, sustainable, efficient, convenient and accessible to all users (DO 1). The development should be sited and designed so that loading, unloading and turning of all traffic avoids interrupting the operation of and queuing on public roads and pedestrian paths (PO 1.4).

Driveways, access points and parking areas are designed and constructed to allow adequate movement and manoeuvrability having regard to the types of vehicles that are reasonably anticipated (PO 3.8). On-site vehicle parking and specifically marked accessible car parking spaces should be provided in accordance with Transport, Access and Parking Table 1 - General Off-Street Car Parking Requirements (PO 5.1).

The provision of adequately sized on-site bicycle parking facilities encourages cycling as an active transport mode (PO 9.1).

The proposed development has been designed to meet OTR's standard traffic and access operational requirements, including in relation to internal vehicle circulation, car parking provision and layout, provision of disability access spaces and location of access points.

The site has been designed to accommodate the access and circulation of fuel tankers, other delivery vehicles and waste disposal trucks without material risk of conflict with any other users.

The applicant has engaged Stantec Traffic Engineers to prepare a Traffic Impact Assessment (TIA) which analyses the impact of the proposal on the surrounding area and provides comment on the reconfigured on-site car-parking. The report finds that:

- The proposed development seeks to maintain the existing control building size, with no nett increase in the overall floor area of the building. As a result, the site is not considered to result in any additional car parking demand.
- The retention of 12 existing parking spaces exceeds the parking demand calculated in accordance with the OTR generic parking rates and exceeds the SA Planning and Design Code demand of 7 spaces. The proposed parking layout remains substantially unchanged.
- The development proposal does not seek to modify the access to the site. The waste collection movement has been designed to accommodate vehicles up to a 10m refuse collection vehicle, entering and exiting the site in a forward direction. Fuel delivery vehicle movements to the site will remain as per the status quo.
- Turn paths provided with the TIA demonstrate that drive-thru has been designed to accommodate the safe and efficient movement of B99 vehicles.
- The traffic generation for the drive-thru is anticipated to be no more than 120 trips during the afternoon peak period (60 vehicles in and out).

- In reality most of the traffic to and from the site will be in the form of passing trade. Therefore the actual traffic generation will be lower than the trips estimated in the TIA.

A copy of Stantec's Traffic Impact Assessment has been uploaded to the PlanSA Portal.

Sufficient on-site bicycle parking facilities can be provided adjacent to the existing control building.

Conclusion

On balance and taking into consideration the site and its association with surrounding land uses, the proposed development will contribute materially to the Desired Outcome and policies of the Housing Diversity Neighbourhood Zone. The proposal is for the redevelopment and continued use of land as a Retail Fuel Outlet, which enjoys long standing existing use rights and will continue to support the neighbourhood through the improved supply of goods and services.

The modernised appearance of the refurbished control building and surrounding landscaping will improve the appearance of the site and its surrounds and the addition of a drive-thru is consistent with other contemporary Retail Fuel Outlets and will allow for the existing OTR to operate more efficiently.

The proposed new 3.3m pylon with double sided LED digital panel is becoming increasing commonplace at other contemporary Retail Fuel Outlets in metropolitan Adelaide. The LED panel will provide the applicant with an added degree of flexibility in the management of advertising associated with the operation of the business and will inform customers of the products and services available from the site.

The proposed signage pylon is considered appropriate and justified for the following reasons:

- The new pylon will support the continued operation of an existing employment generating business currently operating form the subject land, which is providing a service to the surrounding neighbourhood.
- The proposed signage pylon is considered to be of an appropriate scale and size and is compatible with the development of the site.
- The double LED digital panel will comply with all the relevant DIT and Australian Standards for electronic signage. The applicant is prepared to accept any suitably worded conditions to that effect.
- The brightness of the LED digital panel will be electronically limited so as not unreasonably compromise the amenity of the locality nor distract or create a hazard to drivers through excessive light spill or illumination.

The applicant's traffic consultants have found that the proposed provision of on-site car parking is sufficient to meet demand, that the dimensions and layout of on-site parking and vehicle manoeuvring areas are satisfactory for all kinds of vehicles that will access the site, and that the proposed site crossovers will improve on current conditions by minimising conflict and improving road safety. The proposed will not adversely affect the performance of the surrounding road network.

The applicant's acoustic consultants have measured existing noise conditions on and around the subject land and have determined that the proposed development will comply with applicable legislation and guidelines, provided specified design measures and operational controls are implemented. These are identified in the Acoustic Assessment accompanying this application, and will be adopted and complied with if a planning permit is issued for the proposed development.

The landscape plan shows landscaping designed to improve the presentation of the subject land and will soften and enhance the built form elements of the proposed development.

The proposed redevelopment accords with the provisions of the Housing Diversity Neighbourhood Zone and with the general policy provisions of the Planning and Design Code. Therefore, we submit the proposed development merits approval.

We trust that the information provided in this letter will assist in assessment of the proposed development. If you require any further information, please do not hesitate to contact me on 0439 883 977 or by email at t.beazley@peregrine.com.au

Yours Sincerely

Tim Beazley
Town Planner
Peregrine Corporation

Details of Representations

Application Summary

Application ID	23010124
Proposal	Alterations and additions to retail fuel outlet, including minor façade and treatment alterations, new drive-thru facility, acoustic boundary fencing and illuminated freestanding pylon advertisement
Location	282-290 HENLEY BEACH RD UNDERDALE SA 5032

Representations

Representor 1 - Dimitrios Kotsionis

Name	Dimitrios Kotsionis
Address	221 Holbrooks Road UNDERDALE SA, 5032 Australia
Submission Date	10/05/2023 09:57 AM
Submission Source	Online
Late Submission	No
Would you like to talk to your representation at the decision-making hearing for this development?	No
My position is	I support the development with some concerns

Reasons

Two concerns: - How temporary works during the construction will affect traffic (especially on Holbrooks Road). Will adequate traffic management be implemented that will not impede on me existing my driveway? This is a concern as I know construction projects always exceed their scheduled completion date significantly. - Is obtrusive lighting being assessed against AS4282 and other relevant standards. This will affect adjacent properties more so. Furthermore, headlights from vehicles using the drive through facility will be aimed at adjacent properties, notably more than current usage of the service station. An assessment of this obtrusive lighting also needs to be conducted, which may not necessarily come under AS4282. Also there appears to be an error on page 8 of the PDF, saying there is a bicycle lane on both sides on Holbrooks road.

Attached Documents

Representations

Representor 2 - Michael Gramp

Name	Michael Gramp
Address	PO Box 708 TORRENSVILLE SA, 5031 Australia
Submission Date	29/05/2023 09:46 AM
Submission Source	Over Counter
Late Submission	No
Would you like to talk to your representation at the decision-making hearing for this development?	Yes
My position is	I support the development with some concerns
Reasons see attached	

Attached Documents

23010124RepresentationMhGramp-5642991.pdf

REPRESENTATION ON APPLICATION – PERFORMANCE ASSESSED DEVELOPMENT

Planning, Development and Infrastructure Act 2016

Applicant: PC INFRASTRUCTURE PTY LTD

Development Number: 23010124

Nature of Development: ALTERATIONS AND ADDITIONS TO RETAIL FUEL OUTLET FOR NEW DRIVE-THRU FACILITY

Zone/Sub-zone/Overlay:

Subject Land:

Contact Officer:

Phone Number:

Close Date: 11.59 PM ON 30TH MAY 2023

My name*: MICHAEL H. GRAMP My phone number:

My postal address*: PO BOX 708 TORRENSVILLE SA 5031 My email:

* Indicates mandatory information

My position is:

- ☐ I support the development
- ☑ I support the development with some concerns (detail below)
- ☐ I oppose the development

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

TO ENSURE THAT THE PROPOSED NEW 3.2 METRE HIGH COLORBOND FENCE TO ACOUSTIC REPORT DETAILS (AS STATED ON THE PROPOSED SITE PLAN) IS FOR THE ENTIRE EASTERN BOUNDARY WHICH WOULD MAXIMIZE ACOUSTIC PROTECTION FOR THE RESIDENTS OF 280 HENLEY BEACH ROAD, UNDERDALE SA 5032; OF WHICH I AM ONE. I UNDERSTAND THAT THE 3.2 METRE HIGH COLORBOND FENCE MAY CEASE AT THE EXISTING PYLON AS IT IS TO BE RETAINED ACCORDING TO THE PROPOSED SITE PLAN.

[attach additional pages as needed]

Government of South Australia
Department for Trade and Investment

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

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

I: ☑ wish to be heard in support of my submission*

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

By: ☑ appearing personally

☐ being represented by the following person:

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

Signature: Michael H. Lynch Date: 28/05/2023

Return Address: *[relevant authority postal address]* or

Email: *[relevant authority email address]* or

Complete online submission: planninganddesigncode.plan.sa.gov.au/haveyoursay/

City of West Torrens
29 MAY 2023
City Development

Representations

Representor 3 - Leah Cocks

Name	Leah Cocks
Address	UNIT 4 280 HENLEY BEACH ROAD UNDERDALE SA, 5032 Australia
Submission Date	29/05/2023 09:50 AM
Submission Source	Over Counter
Late Submission	No
Would you like to talk to your representation at the decision-making hearing for this development?	Yes
My position is	I support the development with some concerns
Reasons see attached	

Attached Documents

23010124RepresentationLCocks-5643072.pdf

REPRESENTATION ON APPLICATION – PERFORMANCE ASSESSED DEVELOPMENT

Planning, Development and Infrastructure Act 2016

Applicant: PC INFRASTRUCTURE PTY LTD

Development Number: 23010124

Nature of Development: ALTERATIONS AND ADDITIONS TO RETAIL FUEL OUTLET FOR NEW DRIVE-THRU FACILITY

Zone/Sub-zone/Overlay:

Subject Land:

Contact Officer:

Phone Number:

Close Date: 11.59 PM ON 30TH MAY 2023

My name*: LEAM COCKS My phone number

My postal address*: 4/280 MENLEY BEACH RD UNDERDALE My email:

* *Indicates mandatory information*

My position is:

- ☐ I support the development
- ☒ I support the development with some concerns (detail below)
- ☐ I oppose the development

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

TO ENSURE THAT THE PROPOSED NEW 3.2 METRE HIGH COLORBOND FENCE TO ACOUSTIC REPORT DETAILS (AS STATED ON THE PROPOSED SITE PLAN) IS FOR THE ENTIRE EASTERN BOUNDARY WHICH WOULD MAXIMIZE ACOUSTIC PROTECTION FOR THE RESIDENTS OF 280 MENLEY BEACH ROAD, UNDERDALE SA 5032; OF WHICH I AM ONE. I UNDERSTAND THAT THE 3.2 METRE HIGH COLORBOND FENCE MAY CEASE AT THE EXISTING PYLON AS IT IS TO BE RETAINED ACCORDING TO THE PROPOSED SITE PLAN.

[attach additional pages as neede

Government of South Aus
Department for Trade and Investment

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

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

I: ☒ wish to be heard in support of my submission*

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

By: ☒ appearing personally

☐ being represented by the following person:

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

Signature: Date: 28.5.23

Return Address: *[relevant authority postal address]* or

Email: *[relevant authority email address]* or

Complete online submission: planninganddesigncode.plan.sa.gov.au/haveyoursay/

City of West Torrens
29 MAY 2023
City Development

Representations

Representor 4 - Max Glass

Name	Max Glass
Address	25/281 Henley Beach road BROOKLYN PARK SA, 5032 Australia
Submission Date	30/05/2023 11:56 PM
Submission Source	Online
Late Submission	No
Would you like to talk to your representation at the decision-making hearing for this development?	Yes
My position is	I oppose the development

Reasons

The development would significantly increase the traffic at night, given that the proposed plan is to expand the OTR across the road from my apartment building, and include a 24/7 drive through. Currently there are drug and alcohol affected individuals who frequent the OTR at all hours of the day I hear them yelling at the front of the OTR. They will likely frequent the OTR even more, and interact with drivers going to and from the drive through, as they already interact with drivers who stop for fuel and other items at the OTR. It is reasonably likely that the development would increase these occurrences. The development would increase the number of vehicles going down Henley Beach road. The noise pollution this causes is already constant, and continues until early hours of the morning even during Monday to Friday, a 24/7 drive through would increase this, add the sound of the Intercom and vehicles accelerating out of tbe OTR would make it worse. The development plans include a 3.3 meter LED sign that would shine into the rooms of people trying to sleep. It would also be an eyesore during the day. The proposed development would significantly decrease the value of our properties, given the LED sign and the increased noise would disrupt peacefull sleep. The Intercom they plan to put in place would also be loud enough to wake a deep sleeper. Think of living right next door to a speaker repeating someone's order and the driver yelling out of their window. You would not want to live there, and that is exactly what the discerning homebuyer would think when we try to sell our homes. They would not want to live near a 24/7 drive through, and would be put off from the 3.3 meter tall LED sign shining into their bedrooms. I have lived next to an LED sign in the city and I will tell you no curtains block them out completely. I would ask that if the proposed development does go ahead, that they provide residents that are affected with retractable shutters and double glassed windows. Sincerely. Max Glass.

Attached Documents

PEREGRINE
CORPORATION

13 June 2023

Ms K Mitrovic
Senior Development Officer Planning
City of West Torrens

Via PlanSA Portal

Dear Karen,

Response to Representations (DA 23010124) 282-290 Henley Beach Road, Underdale SA 5032

On behalf of the applicant we write to respond to the letters of representation received in relation to the proposed alterations and alterations to the existing retail fuel outlet, including minor façade and treatment alterations, new-drive-thru facility, acoustic boundary fencing and illuminated freestanding pylon advertisement at the above mentioned land.

During the notification of the application, four (4) letters of representation were submitted to Council. All of the authors are either owners or occupiers of land in the vicinity of the proposed development site.

Two representors have indicated their opposition to the proposal and two have indicated their support with some concerns. Three representors have expressed a desire to be heard personally at any subsequent Council Assessment Panel (CAP) meeting.

The concerns of the representors can be summarised as follows:

- Impacts during construction
- Disturbance from light spill generated by drive-thru and 3.3 metre pylon with double sided LED panel.
- Introduction of drive-thru will result in additional traffic impacts at the site and locality.
- New drive-thru will result in noise disruption to adjoining properties.
- Clarification of the location and extent of acoustic fencing along eastern boundary
- Instances of crime and anti-social behaviour.
- Negative impacts on property values.

The concerns of the representors are addressed in detail below.

Construction management

The applicant concedes that some disruption to the adjoining landowners is unavoidable during the construction of the approved development. However, any minor demolition and construction will be undertaken by experienced / licenced contractors in an efficient manner to minimise any disruption to land owners and occupiers in the locality. Construction activities will be undertaken in a manner which minimises the generation of dust emission on site. This includes restricting vehicles to authorised access points, modifying construction activities during high wind periods, stabilising hardstand areas, and covering vehicle loads prior to leaving the site.

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

Adjoining land owners will be provided with advanced notice of the removal of boundary fencing to facilitate construction, with the new fencing to 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 nearby side streets in front of other properties. The representors are encouraged to notify the site manager of any issues so that they can be addressed as quickly as possible.

The applicant would consent to a suitably worded condition attached to any subsequent approval requiring the preparation of a Construction Traffic Management Plan which would manage impacts of construction on the safe and efficient movement of traffic and pedestrians in the locality.

Light spill

Lighting standards are uniform across the OTR network and while light spill is occasionally raised as a pre-development issue, it is invariably resolved and does not cause further concern.

All external lighting including drive-thru lighting is designed with the use of spill guards to direct light within the site and away from residential properties abutting the northern and eastern boundary and those adjacent the site on the western side of Holbrooks Road and southern side of Henley Beach Road. Additional protection against light spill to the representors' properties to the east will be provided through the Colorbond acoustic fence along a portion of site boundary to 3.2m in height.

The maximum light spill on all boundaries of the site including from the proposed 3.3 metre pylon will be installed and operated to comply with the criteria outlined in AS 4282 and AS 1158. A dimmable controller be installed to all pylon sign lighting, with the lighting of those signs dimmed to a maximum of 5 lux across the boundary line during pre-curfew hours, and a maximum of 1 lux at all other times. These recommendations will be adopted when completing the design and installation of lighting and signage at the site. The applicant would be prepared to accept a suitably worded condition to this affect attached to any subsequent Development Plan Consent.

The amenity impact ought to be assessed having regard to existing factors which arise from the locality of the site, such as lighting generated by street lighting and other commercial properties which operate throughout the night within the locality along Henley Beach Road, which creates ambient lighting conditions that are higher than one would expect to occur within other parts of a Neighbourhood type zone.

The overhead drone photo taken at night at the Tailem Bend OTR site and included as photo 1 below, highlights the effectiveness of LED down lighting and spill guards in containing light spill within the boundaries of a service station site.

PEREGRINE CORPORATION

Photo 1: Drone photo taken at OTR Tailem Bend (Motorsport Park)

Traffic considerations

It is noted that the site layout, parking and internal vehicle circulation areas have been designed following extensive consultation with DIT's traffic engineers and Stantec Traffic Consultants. The proposed layout will result in the safe and efficient circulation through the site of all fuel tankers, service vehicles and customer cars. The proposed development will not result in any changes to the existing crossovers on Holbrooks Road and Henley Beach Road.

A Transport Impact Assessment (TIA) was prepared by Stantec and submitted to Council as part of the application. The TIA concluded the proposed development has been designed with consideration to Austroads Guidelines and Australian Standards, and Traffic Code applicable to the design of traffic management and parking in South Australia. The Detailed design will meet the requirements of the relevant guidelines, standards and code.

In addition, the TIA demonstrates the following:

- The proposed development seeks to maintain the existing control building size, with no nett increase in the overall floor area of the building. As a result, the site is not considered to result in any additional car parking demand.
- The retention of 12 existing parking spaces exceeds the parking demand calculated in accordance with the OTR generic parking rates and exceeds the SA Planning and Design Code demand of 7 spaces. The proposed parking layout remains substantially unchanged.
- The development proposal does not seek to modify the access to the site. The waste collection movement has been designed to accommodate vehicles up to a 10m refuse collection vehicle, entering and exiting the site in a forward direction. Fuel delivery vehicle movements to the site will remain as per the status quo.
- Turn paths provided with the TIA demonstrate that drive-thru has been designed to accommodate the safe and efficient movement of B99 vehicles.

- The traffic generation for the drive-thru is anticipated to be no more than 120 trips during the afternoon peak period (60 vehicles in and out).
- In reality most of the traffic to and from the site will be in the form of passing trade. Therefore the actual traffic generation will be lower than the trips estimated in the TIA.

The proposed drive-thru will be an OTR drive-thru catering for OTR products and convenience items which typically attract significantly lower volumes of traffic compared to a drive-thru associated with mainstream fast-food outlets such as McDonalds or Hungry Jacks.

In 2021, OTR engaged Stantec to prepare a traffic analysis report for the vehicle dwell times at OTR Drive-thru sites. The traffic analysis included the completion of 24-hour queue length surveys at 4 sites location in metro area around Adelaide. A copy of the traffic analysis report is attached for reference.

The surveys determined the number of vehicles and cumulative dwell time at each queued position from the order point and pick-up window. The survey found that a maximum queue of 2 vehicles back from the order point occurred at one site for 1% of the survey period. The survey also found that a maximum queue of 1 vehicle back from the order point at occurred at one site for 9% of the survey period. For the remainder of the survey period (90%), there was no queue observed beyond the vehicle at the order point. Similarly, the survey found that queueing at the pick-up window rarely exceeded 1 vehicle and never exceeded the 4 vehicle queueing capacity.

The volume of traffic at the drive-thru at OTR Underdale is likely to closely mirror the 4 surveyed sites and the corresponding queue lengths are not expected to exceed those observed in the queue length surveys.

The applicant submits that one the basis of this response the proposal has satisfactorily addressed the traffic concerns raised by the representors.

Noise impacts

It is noted that the existing service station complex consists of fuel filling bays, a control building, air and water services and on-site car parking and trailer hire. The existing service station currently trades 24 hours. The proposed redevelopment of the site will effectively provide all of the same services in a new and upgraded facility with the addition of a drive-thru.

The noise generating activities from this site including the proposed drive thru and order box have been assessed by Sonus Acoustic Engineers who have concluded that the operations of the site will comply with the Planning and Design Code and EPA's Noise Policy. The proposal has been designed to mitigate adverse impacts on neighbouring and proximate land uses, thereby achieving all relevant Performance Outcomes of the Planning and Design Code.

For the benefit of the representors, a copy of the Environmental Noise Assessment prepared by Sonus has been attached to this response.

The Sonus report concludes the following acoustic recommendations be adopted:

- Construct solid airtight fences with acoustic material 3.2 metres above the level of the site along a portion of the northern and eastern site boundaries in the vicinity of the drive-thru facility.
- Construct an acoustic canopy over the drive-thru area that extends 4 metre out from the eastern boundary fence.
- Install acoustic absorption material to the underside of the canopy with a minimum density of 32 kg/m^3.

- Ensure that the ground surface is smooth and all inspection points, grated trenches, etc. are correctly fixed to remove the potential for impact noise being generated when driven over.

The applicant is amenable to conditions of approval which are consistent with the findings of the Sonus report.

The applicant submits that in these circumstances, the noise concerns raised by the representations including the operation of the drive-thru order box have been adequately addressed in relation to the development of this site.

Eastern boundary acoustic fencing

The extent, design and location of the eastern boundary acoustic fence and canopy is detailed on page 8 of the Sonus Environmental Noise Report. The fence and canopy traverse the boundary between the northern elevation of the control building and the north-eastern corner of the site. No new noise generating activities are proposed to be undertaken within the fuel forecourt and as such the eastern boundary fencing on the southern side of the control building adjacent Henley Beach Road is not proposed to change.

Instances of crime and antisocial behaviour

There is no evidence that the proposed development or existing service station which currently operates 24 hours 7 days per week contributes to or encourages instances of crime and antisocial behaviour. As an existing 24 hour business the site is well lit, secured, and attended by trained staff at all times. The site has the benefit of CCTV cameras and surveillance system, constant passive surveillance from attendant staff members, windows providing clear lines of site, external lighting, to enable clear vision and prevent concealment and shadowing (but also so as not to impact adjoining residents) and intruder alarms and access-controlled doors. The introduction of a drive-thru and cosmetic refurbishments of the existing control building will not encourage antisocial behaviour or instances of crime. Accordingly, the site will continue to benefit from constant (reasonable) lighting and security, with minimal detriments arising from nigh-time usage of the site.

Property values

While the impact of the proposed development on property values of nearby sites is not a relevant planning consideration, there is no evidence, and no reason to suppose, that the proposed development will have any impact on the value of nearby sites that differs from the existing condition and use of the site, or from any alternative use that might be made of the site.

The proposal seeks the redevelopment of an existing dated service station allowing for the more efficient provision of retail goods and services to meet the day-to-day needs of the wider locality and in doing so will enhance the liveability of the locality and exert a positive influence on residential property values.

We trust that the information provided above will assist Council in completing its assessment of the proposed development. Should Council require any further details or clarification please contact the writer on 0439 883 977 or by email at t.beazley@peregrine.com.au.

Yours Sincerely,

Tim Beazley
Senior Town Planner
Peregrine Corporation

LETTER

GTAconsultants
now
Stantec

REF:S1177768/9

DATE: 20 July 2021

PC Infrastructure
270 The Parade
KENSINGTON SA 5068

Attention: Mr. Andrew Caspar

Dear Andrew,

RE: OTR DRIVE-THRU SURVEY ANALYSIS – VARIOUS LOCATIONS

I refer to our recent discussions regarding drive-thru surveys at OTR sites to collate data suitable for use in acoustics calculations.

GTA now Stantec has undertaken traffic surveys at 4 nominated sites within SA and has completed an analysis of results to present the data in the required format for the acoustics calculations.

The attached report outlines the methodology of the study and presents the findings of our analysis.

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

Yours sincerely

GTA, NOW STANTEC

Ian Bishop
Associate

encl.

Traffic Survey Report

VIC | NSW | QLD | SA | WA
Level 5, 75 Hindmarsh Square
ADELAIDE SA 5000
t// +618 8334 3600
ABN 17 007 820 322
www.gta.com.au

Background

PCI has identified the need to source and collect reliable traffic data relating to the operation of OTR drive-thru facilities. Specifically, the dwell times of vehicles at any given position within the queue need to be ascertained to enable the completion of acoustics calculations for OTR developments in future.

PCI has engaged GTA, now Stantec to undertake traffic surveys at four locations within SA and analyse the data to present it in a manner suitable for use in the acoustics calculations.

The four sites that have been nominated by PCI for the survey data are:

- OTR Trinity Gardens, 257 Magill Road, Trinity Gardens
- OTR Para Hills, 321 Bridge Road, Para Hills
- OTR Marion South, 752-756 Marion Road, Marion
- OTR Croydon Park, 207-209 Regency Road, Croydon Park

Traffic Surveys

Video surveys were completed at each of the sites using two cameras at each site to capture the drive-thru entry / order point area and the pickup point / exit. The surveys commenced on 11 June 2021 at 13:00 for a period of 24 hours.

At OTR Croydon Park, around 17 hours of footage was captured as the camera was damaged by a vehicle some time in the morning of 12 June.

The video footage for each of the sites was subsequently analysed and time stamps were recorded at the following periods:

- Arrival at order queue (if present)
- Arrival at order window
- Departure from order window
- Arrival at pickup window
- Departure from pickup window

Based on the recorded arrival and departure times, the dwell time for each vehicle was determined at each location, including each position the vehicle held in the queue when a queue was present from the order or pickup points.

The results for each site are discussed in the following sections. For the purposes of the analysis, the periods requested for the acoustics calculations have been defined as follows:

- Daytime 7am to 6pm
- Evening 6pm to 10pm
- Night 10pm to 7am

Survey Results

OTR Croydon Park

As previously noted, the survey data for OTR Croydon Park was collated for a period of approximately 17 hours. During this time, a total of 11 vehicles arrived at the drive-thru.

The drive-thru peak hour occurred between 5am and 6am when a total of 4 vehicles were observed.

The dwell times for each vehicle were analysed and for each 30-minute period of the study, the sum of the dwell times for each position in the queue was calculated. The cumulative dwell times for the worst 30-minute period within the daytime, evening and night periods are summarised in Table 1.

Table 1: Cumulative Dwell Time Per Position for Highest 30-Minute Period (OTR Croydon Park)

	Order Time	Time One Vehicle Back	Time Two Vehicles Back	Time Three Vehicles Back	Time Four Vehicles Back	Pickup Time	Time One Vehicle Back	Time Two Vehicles Back	Time Three Vehicles Back	Time Four Vehicles Back
30 min Daytime	01:02	00:00	00:00	00:00	00:00	03:59	00:00	00:00	00:00	00:00
30 min Evening	00:00	00:00	00:00	00:00	00:00	00:00	00:00	00:00	00:00	00:00
30 min Night	05:52	00:00	00:00	00:00	00:00	18:08	00:00	00:00	00:00	00:00

Based on the above, it is noted:

- The highest cumulative dwell times at the order and pickup windows occurred between 06:00 and 06:30 which is classed as the night period.
- The greatest cumulative dwell time occurred at the pickup window and was around 18 minutes.
- No queues were observed at OTR Croydon Park so the dwell times were limited to the order and pickup windows

Table 2 summarises the proportion of time spent at each position within the queue at the drive-thru for the total survey period (17 hours).

Table 2: Proportion of Vehicles Queued at Each Position (OTR Croydon Park)

At Drive Through	11	100%
One Vehicle Back	0	0%
Two Vehicles Back	0	0%
Three Vehicles Back	0	0%
Four Vehicles Back	0	0%
At Pick Up Window	11	100%
One Vehicle Back	0	0%
Two Vehicles Back	0	0%
Three Vehicles Back	0	0%
Four Vehicles Back	0	0%

OTR Para Hills

The drive-thru peak hour occurred between 6am and 7am when a total of 17 vehicles were observed at the drive-thru.

The dwell times for each vehicle were analysed and for each 30-minute period of the study, the sum of the dwell times for each position in the queue was calculated. The cumulative dwell times for the worst 30-minute period within the daytime, evening and night periods are summarised inTable 3.

Table 3: Cumulative Dwell Time Per Position for Highest 30-Minute Period (OTR Para Hills)

	Order Time	Time One Vehicle Back	Time Two Vehicles Back	Time Three Vehicles Back	Time Four Vehicles Back	Pickup Time	Time One Vehicle Back	Time Two Vehicles Back	Time Three Vehicles Back	Time Four Vehicles Back
30 min Daytime	**13:04**	01:37	00:00	00:00	00:00	**28:00**	19:12	07:04	01:37	00:00
30 min Evening	**02:28**	00:08	00:00	00:00	00:00	**10:48**	03:43	00:35	00:00	00:00
30 min Night	**13:12**	02:07	00:01	00:00	00:00	**28:19**	18:52	09:18	03:35	00:28

Based on the above, it is noted:

- The highest cumulative dwell times over a 30-minute period at the pickup window were similar during the daytime and at night
- The greatest cumulative dwell time occurred at the pickup window and was around 28 minutes. This occurred between 6.30am and 7.00am (classed at night) and 7.00am to 7.30am (classed as daytime).
- During the above periods, a queue on one vehicle was commonly observed indicated by a total cumulative dwell time of around 19 minutes one vehicle back from the order window. Occasionally the queue extended 2 vehicles back but rarely extended to three or four vehicles, which occurred on a small number of occasions.

Table 4 summarises the proportion of time spent at each position within the queue at the drive-thru for the total survey period (24 hours).

Table 4: Proportion of Vehicles Queued at Each Position (OTR Para Hills)

At Drive Through	**170**	**100%**
One Vehicle Back	16	9%
Two Vehicles Back	1	1%
Three Vehicles Back	0	0%
Four Vehicles Back	0	0%
At Pick Up Window	**170**	**100%**
One Vehicle Back	44	26%
Two Vehicles Back	8	5%
Three Vehicles Back	5	3%
Four Vehicles Back	1	1%

The data shows that queues of one to two vehicles commonly formed behind the vehicle waiting at the pickup window and although queues of 3 to 4 vehicles also occurred, they were far less frequent. The queueing tended to occur more frequently at the pickup window which is to be expected since the preparation of orders usually takes longer than order placement and payment.

OTR Trinity Gardens

The drive-thru peak hour occurred between 2pm and 3pm when a total of 8 vehicles were observed at the drive-thru.

The dwell times for each vehicle were analysed and for each 30-minute period of the study, the sum of the dwell times for each position in the queue was calculated. The cumulative dwell times for the worst 30-minute period within the daytime, evening and night periods are summarised in Table 5.

Table 5: Cumulative Dwell Time Per Position for Highest 30-Minute Period (OTR Trinity Gardens)

	Order Time	Time One Vehicle Back	Time Two Vehicles Back	Time Three Vehicles Back	Time Four Vehicles Back	Pickup Time	Time One Vehicle Back	Time Two Vehicles Back	Time Three Vehicles Back	Time Four Vehicles Back
30 min Daytime	09:06	00:42	00:02	00:00	00:00	22:38	14:36	06:17	03:11	00:00
30 min Evening	02:27	00:30	00:02	00:00	00:00	05:49	03:10	01:14	00:00	00:00
30 min Night	06:28	00:18	00:00	00:00	00:00	25:23	11:11	04:09	00:00	00:00

Based on the above, it is noted:

- The highest cumulative dwell times at the order and pickup windows occurred between approximately 6.00am and 6.30am (night) and 9.10am to 9.40am (day)
- The greatest cumulative dwell time occurred at the pickup window and was around 25 minutes.
- Queuing mostly occurred at the pickup window with a small number of vehicles queueing one vehicle back (total 11 minutes over a 30 minute period at night and 14.5 minutes over a 30 minute period during the day). On a small number of occasions the queue extended to 2 vehicles back from the order window.

Table 6 summarises the proportion of time spent at each position within the queue at the drive-thru for the total survey period (24 hours).

Table 6: Proportion of Vehicles Queued at Each Position (OTR Trinity Gardens)

At Drive Through	126	100%
One Vehicle Back	9	7%
Two Vehicles Back	0	0%
Three Vehicles Back	0	0%
Four Vehicles Back	0	0%
At Pick Up Window	126	100%
One Vehicle Back	29	23%
Two Vehicles Back	5	4%
Three Vehicles Back	1	1%
Four Vehicles Back	0	0%

The data shows that a maximum queue of one vehicle was reached at the order point. A queue of three vehicles was reached on a single occasion at the pickup window but for the majority of the time, there was either no queue or up to a one vehicle queue.

OTR Marion South

The drive-thru peak hour occurred between 5am and 6am when a total of 6 vehicles were observed at the drive-thru.

The dwell times for each vehicle were analysed and for each 30-minute period of the study, the sum of the dwell times for each position in the queue was calculated. The cumulative dwell times for the worst 30-minute period within the daytime, evening and night periods are summarised in Table 7 .

Table 7: Cumulative Dwell Time Per Position for Highest 30-Minute Period (OTR Marion South)

	Order Time	Time One Vehicle Back	Time Two Vehicles Back	Time Three Vehicles Back	Time Four Vehicles Back	Pickup Time	Time One Vehicle Back	Time Two Vehicles Back	Time Three Vehicles Back	Time Four Vehicles Back
30 min Daytime	**07:39**	00:39	00:00	00:00	00:00	**25:25**	23:36	10:21	03:16	00:08
30 min Evening	**01:50**	00:00	00:00	00:00	00:00	**05:21**	03:57	01:11	00:00	00:00
30 min Night	**03:18**	00:00	00:00	00:00	00:00	**11:57**	03:35	00:00	00:00	00:00

Based on the above, it is noted:

- The highest cumulative dwell times at the order and pickup windows occurred between 7.15am and 7.45am (classed as daytime period).
- The greatest cumulative dwell time occurred at the pickup window and was around 25 minutes.
- A queue of one vehicle from the pickup window was observed for most of the 30-minute period (cumulative idle time of approximately 23.5 minutes)
- A queue of two vehicles was also common (10 minutes across the 30-minute period) during the day with queues of 3 or 4 vehicles from the pickup window rarely occurring.

Table 8 summarises the proportion of time spent at each position within the queue at the drive-thru for the total survey period (24 hours)..

Table 8: Proportion of Vehicles Queued at Each Position (OTR Marion South)

At Drive Through	80	100%
One Vehicle Back	3	4%
Two Vehicles Back	0	0%
Three Vehicles Back	0	0%
Four Vehicles Back	0	0%
At Pick Up Window	80	100%
One Vehicle Back	18	23%
Two Vehicles Back	4	5%
Three Vehicles Back	2	3%
Four Vehicles Back	1	1%

The data shows that a maximum queue of one vehicle was reached at the order point. A queue of four vehicles was reached on a single occasion at the pickup window but for the majority of the time, there was either no queue or up to a one vehicle queue at the pickup window.

Queue Analysis – All Sites

The proportion of dwell time at each position within the queue was plotted for all sites for the order window and pickup window for the whole survey period. The results are shown in Figures 1 and 2 respectively.

Figure 1: Proportion of Time Idling at Each Position for Total Survey period

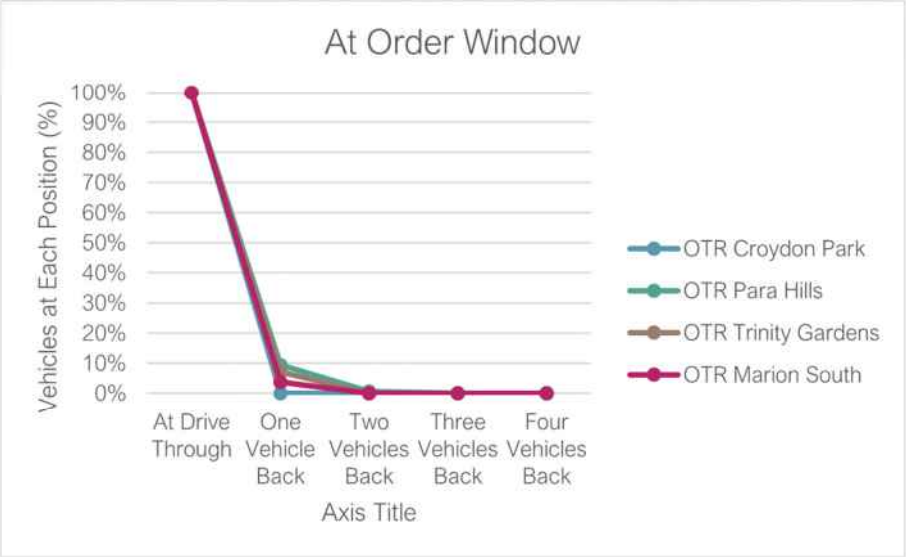


Figure 2: Proportion of Time Idling at Each Position for Total Survey Period

The figures show a similar trend in queue patterns at both the order and pickup windows, the exception being Croydon Park where no queues were observed for the duration of the survey. Generally single vehicle queues at the order window occurred for no more than 10% of the survey period.

At sites that had higher traffic generation, most notably OTR Para Hills, single vehicle queue occurred for around 25 to 30% of the survey period. Queues of 2 vehicles or more were far less frequent, occurring for less than 10% of the survey period.

Based on the maximum cumulative dwell time for any given 30-minute period during the day, evening and night, the maximum dwell time for each queue position has been tabulated for all sites. Table 9 presents the

data in accordance with the format required for the acoustic calculations. The data shown in the table represents the maximum value from the four sites for the given queue position and therefore presents a worst-case dwell scenario. Typically many of the dwell times recorded are representative of OTR Para Hills which was the busiest drive-thru site.

Table 9: Cumulative Dwell Time Per Queue Position (All Sites)

Location Relative to Order or Pickup Window	Longest Cumulative Idling Time in any 30 minute period during the *day* (mm:ss)	Longest Cumulative Idling Time in any 30 minute period during the *evening* (mm:ss)	Longest Cumulative Idling Time in any 30 minute period during the *night* (mm:ss)
At Order Window	13:04	02:28	13:12
One vehicle length back	01:37	00:30	02:07
Two vehicle lengths back	00:02	00:02	00:01
Three vehicle lengths back	00:00	00:00	00:00
Four vehicle lengths back	00:00	00:00	00:00
At Pick Up Window	28:00	10:48	28:19
One vehicle length back	23:36	03:57	18:52
Two vehicle lengths back	10:21	01:14	09:18
Three vehicle lengths back	03:16	00:00	03:35
Four vehicle lengths back	00:08	00:00	00:28

Summary

GTA now Stantec has completed a traffic survey and analysis of data to quantify dwell times at four OTR drive-thru sites based in SA. Based on the data and analysis presented, the following conclusions are made:

- Generally, OTR drive-thru's appeared to peak in the early morning, the exception being
- The maximum drive-thru peak traffic generation was 17 vehicles which occurred at OTR Para Hills.
- The largest drive-trhu traffic generation was observed at OTR Para Hills which had 170 vehicles in a 24-hour period.
- The maximum cumulative dwell times for any given 30-minute period occurred at OTR Para Hills and are as follows:
    - Order Window
        - Day: 13 minutes 4 seconds
        - Evening: 2 minutes 28 seconds
        - Night: 13 minutes 12 seconds
    - Pickup Window
        - Day: 28 minutes
        - Evening: 10 minutes 48 seconds
        - Night: 28 minutes 19 seconds
- Although queues of up to 4 vehicles were observed at some sites, queues of two vehicles or more were infrequent, occurring for less than 10% of the time.
- Queues of one vehicle behind the vehicle positioned at the order or pickup window were more common and occurred around 25% of the time observed.

Memo

From	Richard Tan
Date	21/04/2023
Subject	23010124 282-290 Henley Beach Rd Underdale SA 5032

Karen,

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 Not applicable, existing building has been remained.

2.0 Verge Interaction

2.1 No changes to verge.

3.0 Traffic Requirements

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

I have reviewed the proposal plans and relevant documentation associated with the above development.

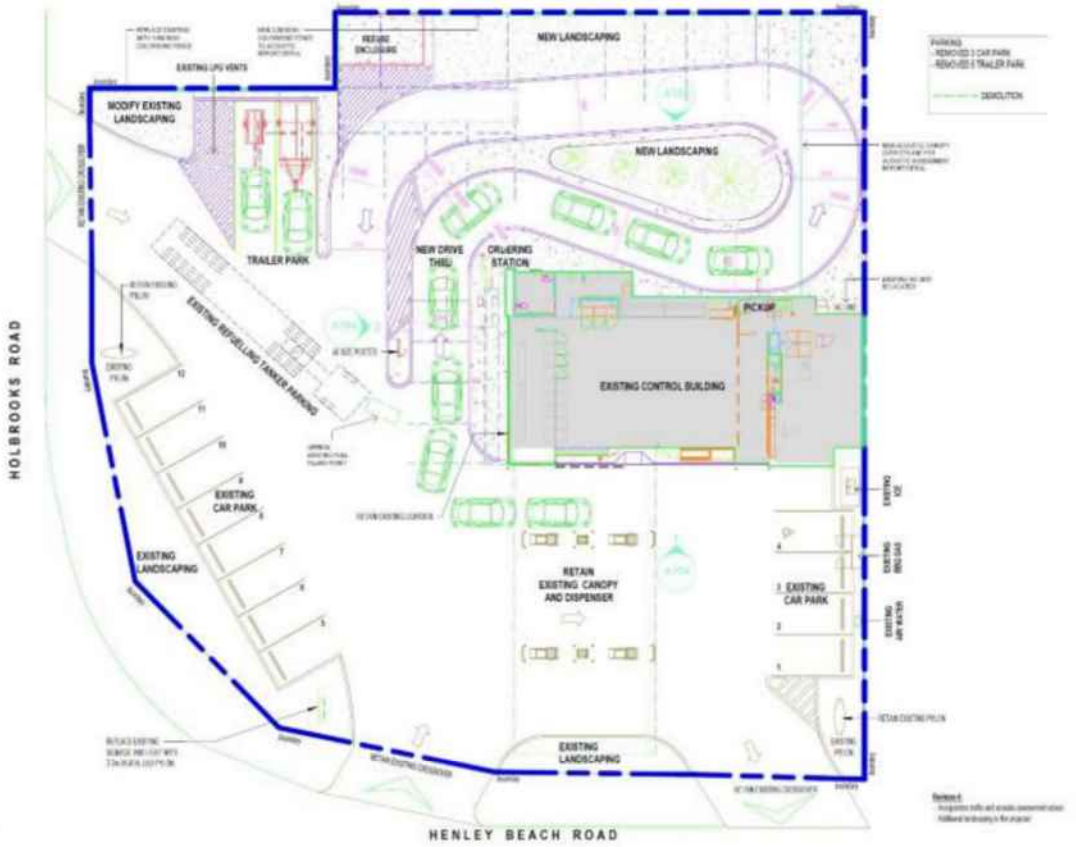
I note that the existing building floor area and the existing access point arrangement would not be changed. From a traffic and parking perspective, the main change is the provision of a drive-through facility with a one-way anti-clockwise circulation roadway proposed. I note that from the Peregrine report that the drive-through facility would be for the convenient shopping of groceries, coffee and pre-prepared food from the existing shop and is not associated with any new co-branded quick service restaurant.

Twelve (12) on-site parking spaces would be retained for the site, which, in my opinion, would be satisfactory. I do not have concern with the traffic impact arising. I think that many of the customers that would use the drive-through would likely be customers that currently park and walk into the building to do their convenience shopping.

Based on the swept path diagrams provided in the Stantec traffic report, satisfactory access would be provided for the waste collection vehicle to the new refuse area and circulation around the drive-through roadway.

The only concern that I have with the proposed drive-through facility is that when the fuel tanker is parked while refuelling the site, it would obstruct all exit movements from the drive-through (see the proposal plan provided). There is no advice provided in the documentation as to how the use of the drive-through would be managed while the refuelling is occurring.

Figure 3 Proposed Site Layout



4.0 Waste Management

4.1 Due to the nature of this application being a commercial development, it is recommended that further assessment from Council's Waste Management Team is required.

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

5.0 Stormwater Management

5.1 With the minor changes proposed, it would not be unreasonable for stormwater of the new alteration area to be connected to existing stormwater system

Regards
Richard Tan
Civil Engineer

Planning Consent - 23010124: 282-290 Henley Beach Rd Underdale SA 5032

Help for this section

Commissioner of Highways referral

< Referrals

Referral details

Referred Body	Commissioner of Highways	**Distributed**	17 May 2023
Referred by	City of West Torrens	**Due**	15 Jun 2023
Response type	Schedule 9 (3)(7) Development Affecting Transport Routes and Corridors	**Response**	15 Jun 2023
Referral type	Direction	**Status**	Responded

Relevant Authority's comment

Re-issued referral at DIT's request and Applicant's agreement - fees to be waived.

Referral Body's response

RFIs

No Requests For Information have been issued in relation to this referral.

Advice

No objection, with comments

Condition 1

All access to the development shall be gained in accordance with the site plan produced by Stantec, drawing no. 301401112-1190-01-P4-AT01 and 301401112-1190-01-P4-AT02, dated 18/05/2023.

Condition 2

All vehicles shall enter and exit the site in forward direction only. All on-site vehicle manoeuvring areas sh

Condition 3

The access points, loading bays and all parking areas shall be suitably line marked and signed to achieve t

Condition 4

Stormwater run-off shall be collected on-site and discharged without impacting the adjacent road networl

Condition 5

The final location of the LED sign shall be to the satisfaction of the Commissioner of Highways to ensure tl

Condition 6

The led sign shall be permitted to display one self- contained message every 45 seconds. The time taken f
or imitate a traffic control device in any way. Animated effects such as 'fade', 'zoom' or 'fly in/out' shall not

Condition 7

Signage shall not be permitted to operate in such a manner that could result in impairing the ability of a r
illumination (i.e. < 150Cd/m2), except in the case of electronic signage, which shall be limited to the follow

Ambient Conditions	Sign Illuminance Vertical Component (Lux)	Sign Luminance (Cd/m2)
Sunny Day	40000	6300
Cloudy Day	4000	1100
Twilight	400	200
Dusk	40	100
Night	<4	60

Condition 8

The operational system for the LED sign shall incorporate an automatic error detection system which will

Condition 9

All other illuminated signs shall be limited to a low level of illumination so as to minimise distraction to mc

Advisory Note 1

The Metropolitan Adelaide Road Widening Plan shows that a strip of land up to 4.5 metres in width may b for future road purposes. The works in the subject development is clear of this requirement. The consent possible requirements.

6.2.2 17 Neville Road, THEBARTON

Application No 23006393

Appearing before the Panel will be:

Representor: **Benjamin Crawshaw** of 1 Ross St, Thebarton wishes to appear in support of the representation.

Applicant: **Patrick Coombes** of URPS wishes to appear in response to the representation on behalf of the applicant.

DEVELOPMENT APPLICATION DETAILS

DEVELOPMENT NUMBER	23006393
APPLICANT	Mr Spiro Perdi
ADDRESS	17 Neville Rd, Thebarton
NATURE OF DEVELOPMENT	Construction of alterations and additions to an existing dwelling comprising two building levels and basement level, masonry fences to a maximum height of 2.1 metres, a timber picket fence to a maximum height of 1.2 metres within 6 metres of an intersection, a swimming pool with associated safety barrier and the re-roofing of an existing dwelling to sheet metal
ZONING INFORMATION	**Zones** • Established Neighbourhood **Overlays** • Aircraft Noise Exposure (ANEF20 & 25) • Airport Building Heights (Regulated) • Affordable Housing • Building Near Airfields • Character Area • Hazards (Flooding - Evidence Required) • Prescribed Wells Area • Regulated and Significant Tree • Stormwater Management • Traffic Generating Development • Urban Tree Canopy **Technical Numeric Variations (TNVs)** • Minimum Site Area (Minimum site area for a detached dwelling is 270 sqm; semi-detached dwelling is 270 sqm; row dwelling is 270 sqm) • Maximum Building Height (Levels) (Maximum building height is 1 level) • Minimum Side Boundary Setback (Minimum side boundary setback is 1m for the first building level; 2m for any second building level or higher)
LODGEMENT DATE	22 March 2023
RELEVANT AUTHORITY	Council Assessment Panel
PLANNING & DESIGN CODE VERSION	2023.4 - 16 March 2023

CATEGORY OF DEVELOPMENT	Code Assessed - Performance Assessed
NOTIFICATION	Yes
REFERRALS STATUTORY	Nil
REFERRALS NON-STATUTORY	• City Assets • City Operations - Arboriculture • Heritage Advisor
DELEGATION	• A representor has lodged a valid representation and wishes to be heard.
RECOMMENDING OFFICER	Steven Burke
RECOMMENDATION	Grant consent subject to Reserved Matters and Conditions

SUBJECT LAND AND LOCALITY

The subject land is formally described as Allotment 53 Deposited Plan 1357 in the area named Thebarton Hundred of Adelaide, Volume 5774 Folio 959, more commonly known as 17 Neville Rd, Thebarton. The subject site is irregular in shape with a 18.3 metre (m) wide frontage to Neville Rd, a secondary frontage to Ross St of 44m and a site area of 707 square metres (m^2).

The site is irregular in shape and currently contains a single-storey circa 1920s Bungalow-style detached dwelling, along with a smaller outbuilding in the rear corner and a garage with access to Ross St. A later lean-to addition to the rear of the dwelling contains a sun room, laundry and toilet. The site is relatively flat and is lightly vegetated. There are no Regulated Trees on the subject site or on adjoining land that would be affected by the development.

The locality primarily consists of single-storey detached dwellings on moderate-sized allotments, interspersed with semi-detached dwellings that present as detached dwellings. One two-storey dwelling exists on the edge of the locality at 24 Neville Road. Dwellings are largely of early 20^{th} century styles including Bungalows and are in average to good condition, with very few dwellings from later eras. Front and side setbacks vary from short to moderate which reduces the sense of space in the locality. Front yards are modestly landscaped and outbuildings are typically to the side or rear of dwellings although carports forward of dwellings are not uncommon. Corner sites generally have access and carports or garages from the secondary street. While streets are lined with mature street trees which provide tree canopy cover and shade, the residential amenity of the locality is moderate and is compromised by high aircraft noise.

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

PROPOSAL

The applicant proposes the demolition of the rear lean-to and outbuildings, along with internal building works to the existing dwelling in order to construct a two-storey dwelling addition to the rear. A basement level is also proposed below the main living and dining areas of the ground level, while a swimming pool will be located adjacent the north-western side boundary. A garage is proposed to be constructed to a portion of the rear boundary, while an alfresco with a side wall is proposed to be constructed to a portion of the northern side boundary. The existing dwelling will be re-roofed; the existing tiled roof replaced with a sheet metal roof of a light grey colour. The addition will comprise cream bricks to the ground level and rendered Hebel to the second level in a light grey colour. The alfresco ceiling, garage door and balcony lining will be clad in timber.

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

Elements	Application Category
Dwelling addition	Performance Assessed
Fence	Performance Assessed
Swimming pool and associated safety features	Performance Assessed

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

PUBLIC NOTIFICATION

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

Properties notified	39 properties were notified during the public notification period.
Representations	One (1) representation was received.
Persons wishing to be heard	One (1) representor wishes to be heard. • Benjamin Crawshaw.
Summary of representations	Concerns were raised regarding the following matters: • Character. • Building height. • Bulk and scale. • Overshadowing. • Garage dominance. • Fences. • Crossover width.
Applicant's response to representations	The applicant has stated: • There is a wide variety of dwelling styles and forms in the locality. • There is no highly consistent character in the locality. • The proposed height is complementary to the height of nearby buildings. • The proposed setbacks are in keeping with the setback pattern of the locality. • Garages built to the rear boundary are common in the locality. • Site coverage is limited. • There will be no unacceptable overshadowing to the representor's property.

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

INTERNAL REFERRALS

Nil

Department	Comments
City Assets	• FFL of the proposed addition satisfies minimum requirements, but FFL of basement should be provided - RESOLVED: FFL provided. • Proposed crossover in conflict with street tree and communications pit - RESOLVED: Street tree to be removed and a Reserved Matter regarding the communications pit is proposed. • Stormwater connection to be to Council's standards - RESOLVED: Stormwater connection shown on plans. • Redundant crossover to be reinstated - RESOLVED: Crossover reinstatement shown on plans. • Garage dimension and setback are satisfactory. • Fence adjacent the garage should be reduced in height to allow better visibility - RESOLVED: Fence reduced in height. • Stormwater management satisfies minimum requirements.

City Operations - Arboriculture	• Street tree removal supported for a fee.
Heritage Advisor	• The retention of the original dwelling and separation between the new addition generally maintains the visual distinction and heritage character of the dwelling. • The addition is designed in a contemporary manner which does not attempt to replicate the existing dwelling and therefore does not adversely impact on the heritage character of the street. • The proposal will not adversely impact on the streetscape character. • Concern raised with monochromatic colour selection resulting in a visually dominant structure - RESOLVED: Greater variation in colours and materials incorporated into design. • Concern raised with colour for sheet metal for existing dwelling - RESOLVED: More appropriate shade of grey chosen.

EXTERNAL REFERRALS

Nil

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

RELEVANT PLANNING & DESIGN CODE PROVISIONS

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

ASSESSMENT

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

PLANNING AND DESIGN CODE PROVISIONS	STANDARD	ASSESSMENT
SITE COVERAGE EN Zone, DTS/DPF 3.1	50%	50% **Satisfies**
BUILDING HEIGHT EN Zone, DTS/DPF 4.1	1 level	2 levels **Does not satisfy**
ADDITIONS AND ALTERATIONS EN Zone, DTS/DPF 4.2(b)	Second building level does not project beyond 45 degree angle measured from ground level at building line of existing	**Satisfies**
SECONDARY SETBACK EN Zone, DTS/DPF 6.1	1m for first level 2m for second level	1.1m (first level) 5.4m (second level) **Satisfies**

BOUNDARY WALLS EN Zone, DTS/DPF 7.1	No boundary walls	Garage boundary wall of 8m in length and 3.2m in height **Does not satisfy**
SIDE SETBACK EN Zone, DTS/DPF 8.1	1m for first level 2m for second level	0.9m (first level) 3.2m (second level) **Partially satisfies**
REAR SETBACK EN Zone, DTS/DPF 9.1	4m for first level 6m for second level	0m (first level) 4m (second level) **Does not satisfy**
GARAGES AND CARPORTS EN Zone, DTS/DPF 10.1	(a) At least 0.5m behind building line; and (c) Opening width not exceeding 30% of allotment frontage to a maximum of 7m	22m behind building line; 12% of frontage width (secondary frontage) **Satisfies**
VISUAL PRIVACY Design in Urban Areas, DTS/DPF 10.1	Upper-level windows facing side or rear boundaries shared with a residential use in a neighbourhood-type zone: (a) are permanently obscured to a height of 1.5m above finished floor level and are fixed or not capable of being opened more than 125mm (b)have sill heights greater than or equal to 1.5m above finished floor level	Bathroom window to side obscured to 1.74m above FFL; No rear windows to upper level; Bed 2, 3, Office and Living room windows face public roads **Satisfies**
VISUAL PRIVACY Design in Urban Areas, DTS/DPF 10.2(a)	The longest side of the balcony or terrace will face a public road, public road reserve or public reserve that is at least 15m wide in all places faced by the balcony or terrace	Faces public road **Satisfies**
PRIVATE OPEN SPACE Design in Urban Areas, DTS/DPF 21.1 & Table 1	60sqm where site ≥ 301sqm; Min. dimension 3m	76sqm **Satisfies**

SOFT LANDSCAPING Design in Urban Areas, DTS/DPF 22.1	(a) >450sqm site: 25% of site (b) 30% of land between primary street and building line	31% of site 86% between primary street and building line **Satisfies**
CAR PARKING Transport, Access & Parking, DTS/DPF 5.1 & Table 1	2 spaces for dwellings with 2 or more bedrooms	2 in garage, plus 1-2 on driveway **Satisfies**

In assessing the merits or otherwise of the application, only those quantitative requirements that do not meet the Code requirements will be discussed along with the respective qualitative provisions.

The proposed development is therefore discussed under the following sub-headings:

Land Use

The land is currently used for residential purposes as a dwelling. The proposed development does not result in any change in land use and the land will continue to be used as a dwelling. Residential development is the primarily envisaged land use in the zone, therefore Performance Outcome (PO) 1.1 of the zone is satisfied.

Design and Appearance

It is noted initially that the proposed dwelling addition is not consistent with several attributes of the Character Area Statement including architectural styles and building height. The addition is contemporary in design and is two storeys in height, with the upper level not contained within the roof space of the lower level and therefore at odds with PO 1.1 of the Character Area Overlay. Additionally, the two storey height is at odds with DPF 4.1 of the Zone and PO 2.2 of the Character Area Overlay as the height is not consistent with the prevailing pattern of single storey dwellings in the locality. It is pertinent to refer back to Desired Outcome (DO) 1 of the Overlay to assist in the interpretation of the relevant POs addressing the impact to the streetscape and prevailing building heights:

> *DO 1: Valued streetscape characteristics and development patterns are reinforced through contextually responsive development, design and adaptive reuse that responds to the attributes expressed in the Character Area Statement.*

It is considered, that the proposed dwelling addition suitably references the traditional character of the locality in terms of the selection of colours and materials as desired in PO 2.5 of the Character Area Overlay, as well as building openings as desired in PO 2.3 of the Overlay. To the lower level, cream brick has been proposed to complement the existing dwelling while to the upper level, walls are rendered in a traditional mid-grey tone. Certain elements of the upper level are finished in timber cladding. The variation in colours and materials adds visual interest and is considered to adequately prevent the structure appearing as a monochromatic box. It is therefore considered that PO 2.5 of the Character Area Overlay is satisfied through the development referencing traditional colours and materials. The window placement and large balcony opening also add fenestration and provide visual relief from bare walls. The proposed fenestration is not considered to compromise the prevailing character of the locality, satisfying PO 2.3 of the Overlay.

PO 3.2 envisages the adaptive reuse and revitalisation of buildings to retain local character. The proposal retains the existing 1920s Bungalow with the tiled roof being replaced with sheet metal in a corrugated profile and in a mid-grey tone. Although not dilapidated, the roof of the existing dwelling does appear to be quite faded in colour and therefore the proposed re-roofing would assist with revitalising the appearance of the dwelling from the streetscape. The proposed dwelling addition does not result in the demolition of any of the original form of the dwelling and is attached to the dwelling by a small 'link'. The proposal is therefore considered to reinforce valued streetscape characteristics and development patterns in the locality through the adaptive reuse and revitalisation of an existing dwelling in order to preserve the local character. PO 3.2 of the Overlay is therefore considered satisfied.

In terms of the impact of the building height on the streetscape character, the proposed dwelling addition will be clearly visible from Ross Street. This is because although the addition is located to the rear of the existing dwelling, the site has a secondary frontage to Ross Street. The addition would also be readily identifiable as two storeys in height. This is inconsistent with the prevailing character of the locality which predominantly consists of single storey dwellings, and only one two storey dwelling. There are several provisions that are key to assessing the appropriateness of the impact of the proposed building height on the character of the locality, being PO 2.2 and 3.1 of the Character Area Overlay and PO 4.1 and 4.2 of the Zone.

As mentioned, the addition retains the existing dwelling and its predominant streetscape outcome, which is attached via a small 'link'. This outcome presents a contextually responsive design and, according to the Council's heritage advisor, is a recognised architectural technique that visually separates old from new. The addition therefore attempts to preserve the character of the existing dwelling, by way of retaining its primary streetscape outcome. The impact of the building height on the primary street of Neville Road will not compromise the established character of the locality given its large setback from the front boundary and setback behind the existing dwelling which will diminish its visibility. While the proposed building height does not contribute to the height of nearby buildings, by virtue of the retention of the existing dwelling and the visibility of the addition being primarily from the secondary street, the proposed height does not unreasonably detract from nearby buildings, satisfying PO 2.2 and 3.1 of the Character Area Overlay and PO 4.2 of the zone.

The proposed garage addresses the secondary street and is not visible from the primary street. The opening width equates to only 12% of the length of the secondary street boundary, and is not considered to appear dominant when viewed from Ross Street given the dwelling itself is relatively long when taking into account the total length from the building line to the rear of the proposed addition. PO 10.1 of the zone, which recommends that garages be designed to be discreet and not dominate the appearance of the dwelling is therefore considered satisfied.

The proposed timber picket fences to the front and part of the secondary street boundary are low in height which facilitates views of the existing character dwelling. Timber picket fences are referenced in the Character Area Statement and are complementary to the character of the locality, with several examples of similar fences or fences of similar height. Likewise, the timber battened sliding gate adjacent the driveway is of a height and material which is complementary to the character of the locality. The rendered concrete block wall to the secondary street boundary has a height of 2.1 metres and is limited in length to 5.7 metres. While higher than typical fences in the locality, the wall will be setback from the boundary approximately 300mm to allow for some landscaping in front. The colour will also be complementary to the dwelling as viewed behind. A fence of at least 1.8 metres in height is expected along this boundary given the reasonable expectation of privacy and security for the occupants of the dwelling, especially to the main area of private open space. It is also noted a fence of up to 2.1 metres in height could be constructed as of right, and the proposed wall is considered to be visually more appealing than this scenario. The proposed fences are therefore considered to satisfy PO 2.1 of the Character Area Overlay and PO 9.1 of the Design in Urban Areas module.

Bulk and Scale

As observed, dwellings in the locality have side setbacks varying from short to moderate. Carports and garages are commonly sited to the side of dwellings where moderate setbacks allow sufficient width for these structures. Building setbacks from secondary streets appear to be generally minimal. The resultant impact on the streetscape is a locality in which spacing between buildings appears somewhat limited.

The side setback shortfall of 90mm between the proposed dwelling addition and the south-eastern side boundary is to the ground level only. The resultant visual impact to the adjacent dwelling at 15A Neville Road is considered to be acceptable given the single storey height of this portion of the addition which should not result in a visually dominant structure. The upper level of the addition is set back a total of 3.2 metres from this side boundary, with some of the visual impact obscured by the dwelling at 15A Neville Road as well as domestic outbuildings and landscaping in the rear yard of that dwelling. The impact to the established character of the locality should not be adverse given the large setback of these side walls from the front boundary of the site being some 20 metres. PO 8.1(a) of the zone is considered to be suitably addressed.

While part of the dwelling addition will be sited closer to the secondary street boundary than the existing dwelling, the proposed 1.1 metre setback to the ground level is not inconsistent with the pattern of secondary street setbacks in the locality. The upper level is also setback almost 6 metres, well in excess of the 2 metres prescribed in DPF 6.1 of the zone. This reduces the visibility of the upper level as viewed from further south-west along Neville Road. PO 6.1 of the zone is therefore considered to be reasonably satisfied.

The presence of a carport to the side of the adjacent dwelling at 1 Ross Street is considered to reduce the potential visual impacts to the adjacent dwelling and streetscape caused by the proposed rear boundary wall given the visual separation it provides between the proposed addition and adjacent dwelling. While the ground and upper levels will likely be visible from the private open space of 1 Ross Street, the visual impacts are not considered to be unreasonable given the relatively large separation distance of 12 metres or more to the closest useable portion of the private open space. The level of visibility of the proposed dwelling addition from the private open space of 1 Ross Street does not in and of itself mean the visual impact is unreasonable. While rear setbacks in the zone are typically larger than front and side setbacks, due to the proposed addition addressing the secondary street, the separation distance between the proposed and 1 Ross Street is more akin to a side setback rather than a rear setback. The separation between buildings suitably complements the established character of the locality, satisfying PO 9.1(a) of the zone.

The lack of a rear setback to the ground floor does not compromise space for landscaping, with a total of 31% being proposed. Further, private open space is accommodated to the northern side of the dwelling rather than to the rear, negating any impacts to private open space as a result of the rear setback. On balance then, POs 9.1 (c) and (d) of the zone are satisfied.

Amenity

The development shall cause overshadowing of the north-eastern facing windows of the adjacent dwelling at 1 Ross Street during morning hours. Shadow diagrams provided by the Applicant demonstrate this extent of overshadowing will last until shortly before midday when these windows will again receive sunlight access. From midday onwards, the proposal should not overshadow these windows. Given the relatively large setback distance of almost 8 metres between the north-eastern wall of 1 Ross Street and the upper level of the proposed addition, overshadowing impacts are considered to be acceptable.

The north-west facing windows of the adjacent dwelling at 15A Neville Road will experience overshadowing from the development from shortly after midday. However, the side setback to the upper level of the proposed addition more than satisfies DPF 8.1 of the Zone. Given this, it is unlikely that a further increase in the setback of the upper level of the addition from the south-western side boundary would have any substantial benefit to winter sunlight access to the north-western facing windows of 15A Neville Road given the orientation of the proposed wall. The morning period will not experience any increase in overshadowing of these windows and therefore a minimum of 3 hours of winter sunlight access is achieved between 9am and 12pm. On balance, Interface between Land Uses PO 3.1 is considered to be satisfied.

The private open space of 15A Neville Road will experience overshadowing from the proposed development throughout the early and late afternoon periods. At most, an area of approximately 31 square metres will remain unshaded around the midday period which does not satisfy Interface between Land Uses DPF 3.2. Performance Outcome 3.2 seeks (my underline):

> *Overshadowing of the primary area of private open space or communal open space of adjacent residential land uses in:*
>
> *a. a neighbourhood type zone <u>is minimised to maintain access to direct winter sunlight</u>*
> *b. other zones is managed to enable access to direct winter sunlight.*

An assessment of PO 3.2 indicates the development does not attempt to minimise overshadowing impacts of the primary area of private open space of 15a Neville Road. To do so, a larger side setback would be necessary and one which is greater than the typical setbacks envisaged by the Zone (2m). This notwithstanding, the shadow diagrams provided by the Applicant demonstrates the development does not entirely remove access to direct winter sunlight as sought by PO 3.2.

When considering the merits of the development, it is important to acknowledge that existing structures and landscaping are located in the northern portion of the rear yard of 15A Neville Road nearer to the subject site. Given this, it is considered that the more useable area of private open space is located largely in the southern portion of the rear yard of that dwelling. Currently, slightly less than half of the useable private open space is presently shaded at this time. This increases to just over half of the currently unshaded area by 3pm. Given the existing extent of overshadowing of the private open space and the amount of useable open space which remains unshaded by the proposed addition, overshadowing to the adjacent site is considered to have been adequately minimised and winter access to sunlight is not considered to be unreasonably compromised. The private open space of 1 Ross Street will be largely unaffected by overshadowing as a result of the proposed development and the separation distance. The impact of overshadowing to the private open space of adjacent dwellings is therefore a finely balanced consideration and needs to be considered as part of the overall merits of the development.

There are no solar panels on either adjacent dwelling, satisfying Interface between Land Uses PO 3.3.

The swimming pool filtration equipment is to be housed within an acoustic enclosure; however, the proposed location is within approximately 1 metre of the adjacent dwelling to the south-east. This has the potential to result in noise impacts to habitable rooms of the adjacent dwelling depending on type of filter chosen and the effectiveness of the chosen enclosure. A Reserved Matter relating to the siting of the pool filtration equipment is considered appropriate in this instance to ensure appropriate acoustic amenity for adjacent dwellings and to ensure Design in Urban Areas PO 13.3 is satisfied. Alternatively, the applicant could provide an acoustic report from a suitably qualified acoustic engineer to confirm the transmission of noise from the filter to the adjacent dwelling is not unreasonable.

The upper-level window to the south-western side of the dwelling maintains the privacy of the adjacent dwelling by virtue of it comprising obscuring to a height of 1.7 metres above the floor level of the upper level. There are no windows on the upper-level to the rear. Additionally, the balcony and remaining upper-level windows face Ross Street which has a width of more than 15 metres, therefore not resulting in any unreasonable visual privacy concerns. PO 10.1 and 10.2 of the Design in Urban Areas module are satisfied.

Landscaping

The proposed soft landscaping across the site is considered to be generous, with 31% of the site comprising soft landscaping, exceeding the recommendation of 25% set out in Design in Urban Areas DPF 22.1. The absence of any driveways to the front of the existing dwelling allows for a generous 86% of the space between the building line and front boundary to be landscaped. Soft landscaping across the site, particularly to the front of the existing dwelling, is considered to enhance the appearance of the dwelling from the streetscape and positively contributes to the streetscape character. There is space for additional trees which will provide shade and shelter while reducing urban heat island impacts. The soft landscaping proposed will also assist with stormwater infiltration. Design in Urban Areas PO 22.1 is considered satisfied.

Parking and Access

The Council is in support of the removal of the street tree in conflict with the proposed crossover to Ross Street, thereby satisfying Design in Urban Areas DPF 23.4 and the associated PO.

Crossovers to dwellings in the locality are typically single width where located to the front of the dwellings, however crossovers are wider where located to the secondary street. The proposed crossover is double width which is not inconsistent with the double width crossovers found on secondary streets in the wider locality. A double-width crossover is also already existing to Ross Road adjacent the existing garage. PO 6.2 of the Character Area Overlay, which considers the pattern of driveways in the locality, is therefore reasonably satisfied.

At the completion of the development, the garage would provide two covered parking spaces, while the driveway could accommodate at least one additional space. This is considered to be a sufficient number of parking spaces to meet the likely needs of the occupants. Transport, Access and Parking PO 5.1 is therefore considered to be satisfied.

The timber picket fence to the front and north-western side boundaries of the site is within close proximity to the intersection of Neville Road and Ross Street. The fence is proposed to have a height of only 1.2 metres, and Council's engineers have raised no concerns with the impact to traffic safety. The fence therefore satisfies Transport, Access and Parking PO 10.1, which pertains to the safety of fencing in close proximity to public road junctions.

CONCLUSION

The Applicant proposes a two-storey dwelling addition to the rear of an existing dwelling, along with a swimming pool and fences. The proposal is considered to be suitably designed so as to appropriately conserve the streetscape character of the locality and to not adversely impact on this character. While the building height of two storeys is not in accordance with several provisions, the impact resulting from the proposed height does not unreasonably compromise the established character of the locality due to its design and siting behind an existing dwelling which is to be retained.

While there will be some overshadowing impacts to adjacent dwellings, the resulting impacts are not considered fatal to the overall merits of the development. Given the level of separation from boundaries, the bulk and scale of the development should not result in unreasonable adverse visual impacts to the streetscape or to adjacent dwellings. The existing character dwelling is retained and revitalised to an extent that is considered to adequately preserve its continued positive contribution to the streetscape.

Having considered all the relevant provisions of the Planning and Design Code, the proposal is considered to be not seriously at variance with the Planning and Design Code Version 2023.4 dated 16 March 2023.

On balance, the proposal reasonably satisfies the relevant provisions of the Planning and Design Code Version 2023.4 dated 16 March 2023 and therefore the application warrants the granting of planning consent, subject to specified Reserved Matters and conditions.

RECOMMENDATION

It is recommended that the Council Assessment Panel resolve that:

1. Pursuant to Section 107(2)(c) of the *Planning, Development and Infrastructure Act 2016*, and having undertaken an assessment of the application against the Planning and Design Code, the application is NOT seriously at variance with the provisions of the Planning and Design Code Version 2023.4 (16 March 2023).

2. Application No. 23006393 by Mr Spiro Perdi to carry out the construction of alterations and additions to an existing dwelling comprising two building levels and basement level, a masonry fence to a maximum height of 2.1 metres, a timber picket fence to a maximum height of 1.2 metres within 6 metres of an intersection, a swimming pool with associated safety barrier and the re-roofing of an existing dwelling to sheet metal (CT-5774/959) is GRANTED Planning Consent subject to the following Reserved Matters and conditions of consent:

Reserved Matters:

The following information shall be submitted for further assessment and approval by the Relevant Authority as Reserved Matters under Section 102(3) of the *Planning, Development and Infrastructure Act 2016*:

1. A letter from the asset owner of the communications pit adjacent the crossover to Ross Street confirming the pit lid is trafficable to the satisfaction of the Assessment Manager.

2. An amended Site Plan demonstrating the pool filtration equipment within an acoustic enclosure is located a minimum of 5 metres from the nearest dwelling on an adjacent site.

Pursuant to Section 127 of the *Planning, Development and Infrastructure Act 2016*, the Relevant Authority reserves its decision on the form and substance of any further conditions of Planning Consent that it considers appropriate to impose in respect of the Reserved Matter outlined above.

Planning Consent Conditions:

1. The development granted Planning Consent shall be undertaken and completed in accordance with the stamped plans and documentation, except where varied by conditions below (if any).

2. All planting and landscaping shall be completed within six (6) months of occupation or the next available planting season and be maintained in a reasonable condition at all times. Any plants that become diseased or die will be replaced with a suitable species.

3. Any form of development on the property boundary (such as mortar joints on any face brickwork, blueboard material or similar, render etc) shall be finished in a professional manner and to the same standard as the remainder of the subject dwelling.

4. All devices/treatments proposed and nominated on the approved plans, and forming part of the Development Application, to protect the privacy of adjoining properties shall be installed and in use prior to occupation of the premises and maintained for the life of the building.

5. Prior to the use and/or occupation of the structure(s), all stormwater from buildings and paved areas shall be disposed of in accordance with the approved plans and details.

6. The swimming pool filtration equipment shall be housed within an appropriate noise attenuated enclosure prior to commencement of the use of the pool. The enclosure shall be maintained in a reasonable condition at all times to council's satisfaction

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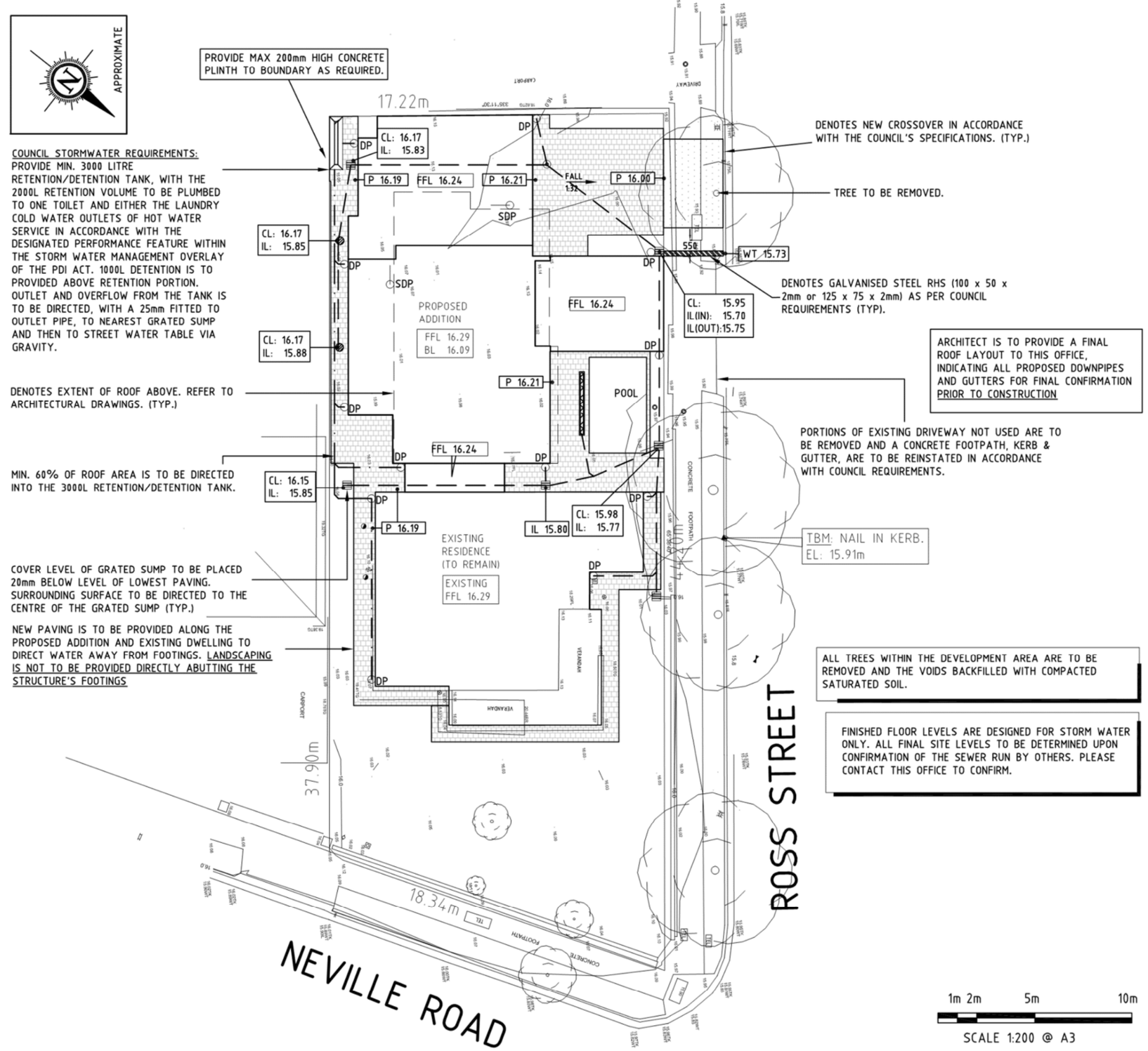
Attachments

1. Plan Set
2. Representation and Response to Representation
3. Referral Responses



STORMWATER & DRAINAGE NOTES:

1. THIS IS AN ENGINEERING SURVEY ONLY AND SHALL NOT BE TAKEN AS A BOUNDARY IDENTIFICATION SURVEY. THE BOUNDARY DATA SHOWN IS TO BE TAKEN AS A GUIDE ONLY. REFER TO ARCHITECTURAL DRAWINGS FOR CORRECT DIMENSIONS AND SET-OUT POINTS.
2. CONTACT 'DIAL BEFORE YOU DIG' PRIOR TO COMMENCEMENT OF WORKS TO VERIFY THE LOCATION AND DEPTH OF EXISTING SERVICES.
3. WHERE TREES ARE TO BE REMOVED, BACKFILL THE VOIDS WITH COMPACTED SATURATED SOIL.
4. COUNCIL OFFICERS ARE TO PROVIDE THIS OFFICE WITH ANY FLOODING INFORMATION FOR THE SITE (IF APPLICABLE) AND ARE TO ENSURE THAT THE FFL APPROVED MEETS THOSE REQUIREMENTS.
5. PATH LEVEL AT FLOOD GULLY TO BE A MINIMUM OF 165mm BELOW FINISHED FLOOR LEVEL. FLEXIBLE CONNECTIONS FOR SEWER AND STORMWATER PIPES ARE REQUIRED FOR SOIL CLASS 'H-D' & 'E-D' SITES (REFER TO THE GEOTECHNICAL/CONSTRUCTION REPORT TO VERIFY)
6. MINIMUM PIPE COVERS (FINISHED SURFACE TO TOP OF PIPE) TO ALL UNDERGROUND PIPES ARE TO BE ACCORDANCE WITH AUSTRALIAN STANDARDS, SPECIFICIALLY AS/NSZ 3500.3: 2018.

LEGEND:

- 99.00 EXISTING SPOT LEVEL
- EXISTING CONTOUR
- SURFACE STORMWATER PIPE DN100 SN6 PVC-U (MIN. FALL 1:200) (U.N.O)
- ROOF STORMWATER SEALED SYSTEM PIPE DN100 SN6 PVC-U SCJ PN4.5 (MIN. FALL 1:100) (U.N.O.)
- BLUE LINE PUMPING MAIN (TO BE SIZED BY MANUFACTURER)
- DP DOWNPIPE
- SDP SPREADER DOWNPIPE
- Ø150 GRATED INLET PIT - COVER LEVEL XXX.XX (TYP.) (UNO)
- INSPECTION OPENING
- 300SQ GRATED SUMP (U.N.O)
- DENOTES 100MM WIDE GENERAL PURPOSE GRATED TRENCH DRAIN WITH REMOVAL GRATE.
- PAVING (REFER TO 'EARTHWORKS & PAVING PLAN')
- 90.00 DESIGN LEVEL
- P PAVING LEVEL
- CL COVER LEVEL
- IL INVERT LEVEL
- GL GROUND LEVEL
- TK TOP OF KERB LEVEL
- WT WATER TABLE LEVEL

ISSUE	DATE	AMENDMENT	APPROVED
P3	24.05.23	UPDATED TO MATCH ARCH. PLANS	KP
P2	03.05.23	UPDATED AS PER COUNCIL REQUEST (PLANNING)	KP
P1	15.03.23	PLANNING APPROVAL	KP

PROPOSED ADDITIONS
AT: 17 NEVILLE STREET
THEBARTON
FOR: S. PERDI

DRAWING TITLE
CIVIL & DRAINAGE PLAN

SCALE	DRAWN	ENGINEER	DATE
1:200	ST	ST	24.05.2023

SURVEYED	PROJECT No.	DRAWING No.	ISSUE	SHEET SIZE
BY OTHERS	23/034	C2	P3	A3

KP AUSTRUCT
Consulting Engineers
6 CRITTENDEN ROAD, FINDON, SA, 5023.
PH: (08) 8448 2900

NOTE STREET TREES HAVE BEEN OMITTED FOR CLARITY

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Project
PERDI OIKOS

Client
S. & E. PERDI

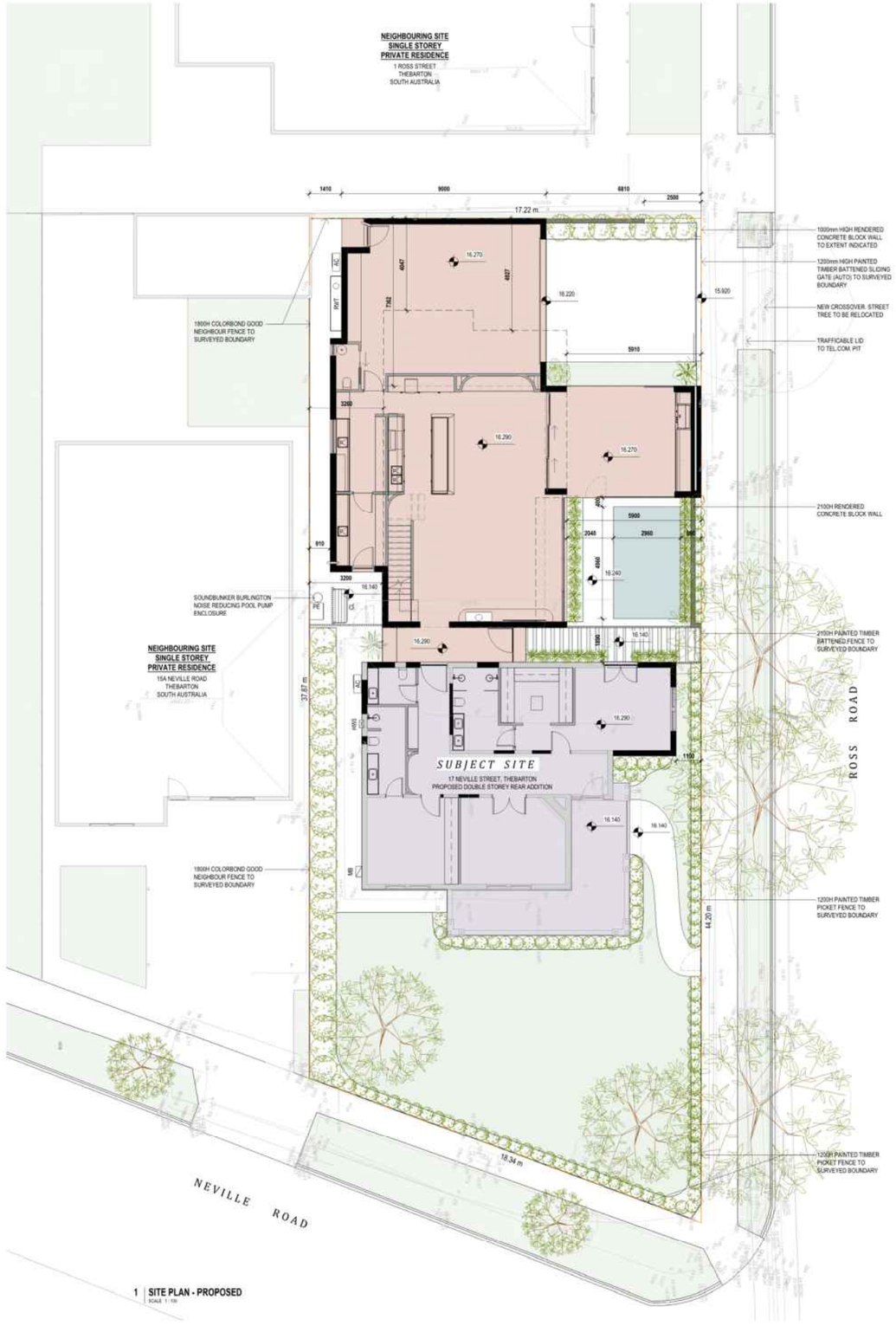
Project Address
17 NEVILLE ROAD,
THEBARTON

Project Status
DPC ISSUE

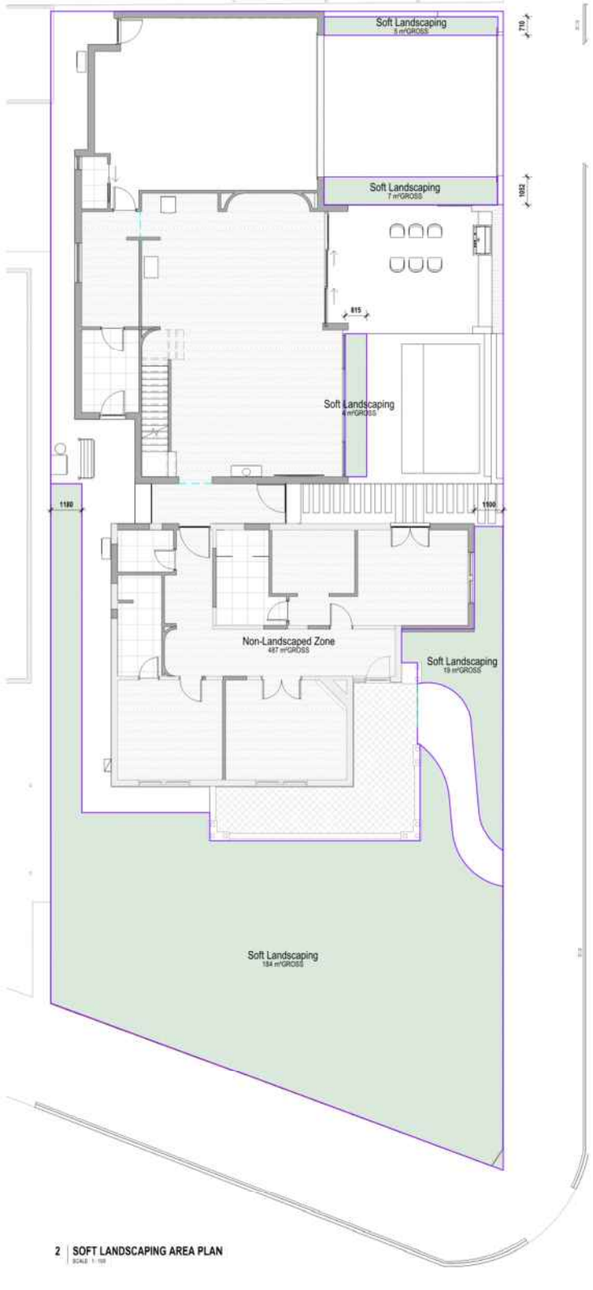
Date

Project No.
23-004

Drawing No.



1 | SITE PLAN - PROPOSED
SCALE 1:100



2 | SOFT LANDSCAPING AREA PLAN
SCALE 1:100

POOL SAFETY BARRIER

- SUPPLY & INSTALL SWIMMING POOL & SAFETY BARRIER IN STRICT ACCORDANCE WITH AS 1926 PARTS 1 & 2. MINIMUM 1200mm HIGH ABOVE FFL / FGL.
- ANY TEMPORARY FENCING TO BE PROVIDED TO COMPLY WITH AS1926.1
- ENSURE NON CLIMBABLE ZONE OF 900mm IS MAINTAINED AROUND THE POOL BARRIER AND GATES IN ACCORDANCE WITH AS1926.1 (SECTION 2.2)
- OPENING BETWEEN THE BOTTOM OF THE FENCING AND THE FINISHED GROUND LEVEL NOT TO EXCEED 100mm (VERTICAL COMPONENTS SPACED NOT MORE THAN 100mm APART
- ENSURE NO STEPS, RETAINING WALLS, OBJECTS OR LEVELS CHANGES THAT WOULD REDUCE THE HEIGHT OF THE BARRIER WITHIN 900mm OF THE BARRIER (AS1926.1 SECTION 2.3)
- ENSURE ANY BOUNDARY FENCING PROPOSED AS A PORTION OF THE SWIMMING POOL SAFETY BARRIER IS AT LEAST 1.8m HIGH WITH A NON CLIMBABLE ZONE ON THE INSIDE OF THE FENCE (MEASURED FROM THE TOP OF THE FENCE)
- ENSURE GATES ARE OUTWARD SWINGING FROM THE POOL AREA AND ARE FITTED WITH A SELF CLOSING DEVICE THAT WILL CLOSE THE GATE FROM ANY POSITION, WITH A STATIONARY START, WITHOUT THE APPLICATION OF A MANUAL FORCE.
- GATES TO BE FITTED WITH A LATCHING DEVICE TO AUTOMATICALLY OPERATE ON THE CLOSING OF THE GATE AND PREVENT THE GATE FROM BEING RE-OPENED WITHOUT BEING MANUALLY RELEASED
- GATE LATCHING RELEASE DEVICE TO BE LOCATED MINIMUM 1.5m ABOVE THE FINISHED GROUND LEVEL OR ON INTERNAL FACE OF GATE MIN 150mm BELOW THE TOP OF A SOLID BARRIER IN ACCORDANCE WITH AS1926.1 2.4.2.2 (TYPICAL OPTION FOR GLAZED GATES)
- SUPPLY & INSTALL 300 x 300mm PROMINENT & VISIBLE FIRST AID & CARDIOPULMONARY RESUSCITATION SIGNAGE TO BE DISPLAYED NEAR THE POOL. SIGNAGE MUST BE FABRICATED FROM DURABLE & WEATHERPROOF MATERIALS & SHOW INFORMATION ABOUT THE PROCEDURES FOR PERFORMING FIRST AID INCLUDING CARDIOPULMONARY RESUSCITATION

POOL NOTES

- WATER RECIRCULATION & FILTRATION SYSTEM MUST HAVE AT LEAST TWO PUMP INTAKES THAT ARE NOT LESS THAN 600mm APART IN ACCORDANCE WITH AS 1926.3
- SWIMMING POOL WATER BACKWASH TO BE DIRECTED TO SEWER
- SWIMMING POOLS AND SPA POOLS THAT SHARE A WATER RECIRCULATION SYSTEM WITH A SWIMMING POOL TO COMPLY WITH HEATING AND PUMPING ENERGY EFFICIENCY REQUIREMENTS IN ACCORDANCE WITH BCA-P2.6.1/P2.6.2
- REFER NOMINATED CONTRACTOR SCOPING DOCUMENT FOR FULL DETAILS REGARDING POOL AND EQUIPMENT. BUILDER TO ALLOW TO CO-ORDINATE WITH NOMINATED CONTRACTOR AND PROVIDE ALL ITEMS DETAILED AS WORKS BY OTHERS OUTLINED WITHIN POOL CONTRACTORS SCOPING DOCUMENT

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26 Wakeham Street
Adelaide, SA, 5000

08 8271 0100
proske.com.au

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BUILDING AREA SCHEDULE

AREAS ARE TAKEN FROM EXTERNAL FACE OF EXTERNAL WALL LINE, UNLESS OTHERWISE SPECIFIED.

TOTAL ALLOTMENT AREA = 707m2

DESCRIPTION	AREA
PROPOSED GROUND LEVEL	211 m²
EXISTING RESIDENCE	141 m²
PROPOSED FIRST FLOOR	111 m²
PROPOSED BASEMENT	107 m²
	570 m²

PRIVATE OPEN SPACE

NAME	AREA
PRIVATE OPEN SPACE	76 m²

SITE COVERAGE

DESCRIPTION	AREA	PERCENTAGE (%)
OPEN AREA	303 m²	46%
BUILDING AREA	354 m²	54%

SOFT LANDSCAPING

NAME	AREA	PERCENTAGE (%)
Non-Landscaped Zone	487 m²	69%
Soft Landscaping	219 m²	31%
Grand total	706 m²	100%

-	DPC ISSUE	16.03.23
A	RFI ISSUE	05.04.23
B	RFI & REPRESENTATION RESPONSE	16.05.23
C	COMPLETE SET FOR COUNCIL CAP REPORT	11.07.23

DPC ISSUE

Client
S. & E. PERDI

Drawn	Checked	Date
LF	**RP**	**11.07.23**

Scale	Paper Size
1 : 100	**A1**

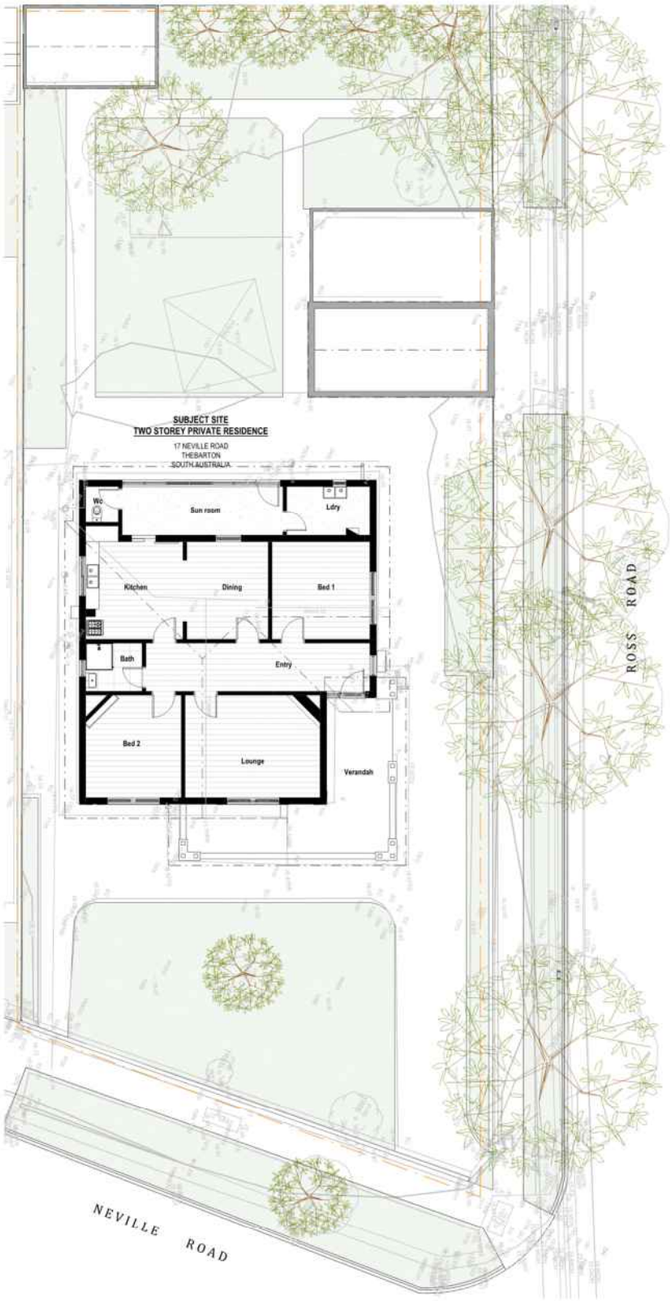
Drawing Title
Site Plan

Project
PERDI OIKOS

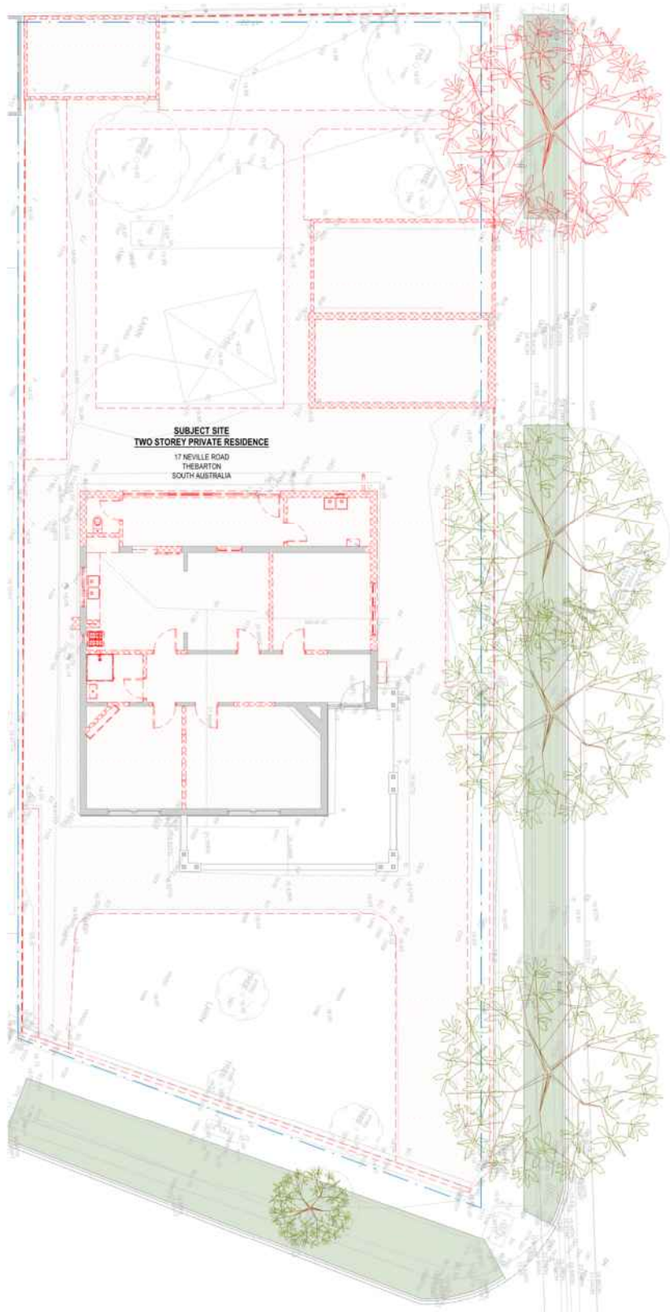
Project No.
23-004

Project Address
17 NEVILLE ROAD, THEBARTON

Drawing No.
PL01.C



2 | EXISTING FLOOR PLAN
SCALE 1 : 100

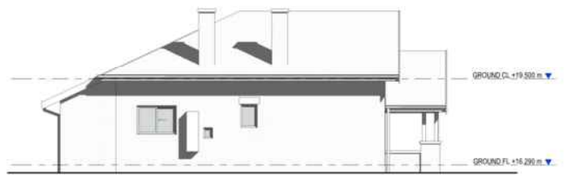


1 | DEMOLITION PLAN
SCALE 1 : 100

3 | EXISTING NORTH EAST ELEVATION
SCALE 1 : 100

4 | EXISTING NORTH WEST ELEVATION
SCALE 1 : 100

6 | EXISTING SOUTH WEST ELEVATION
SCALE 1 : 100



5 | EXISTING SOUTH EAST ELEVATION
SCALE 1 : 100

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-	DPC ISSUE	16.03.23
A	COMPLETE SET FOR COUNCIL CAP REPORT	11.07.23

DPC ISSUE

Client
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Drawn	Checked	Date
LF	**RP**	**11.07.23**

Scale	Paper Size
1 : 100	**A1**

Drawing Title
Existing Plans, Demolition Plans & Existing Elevationss

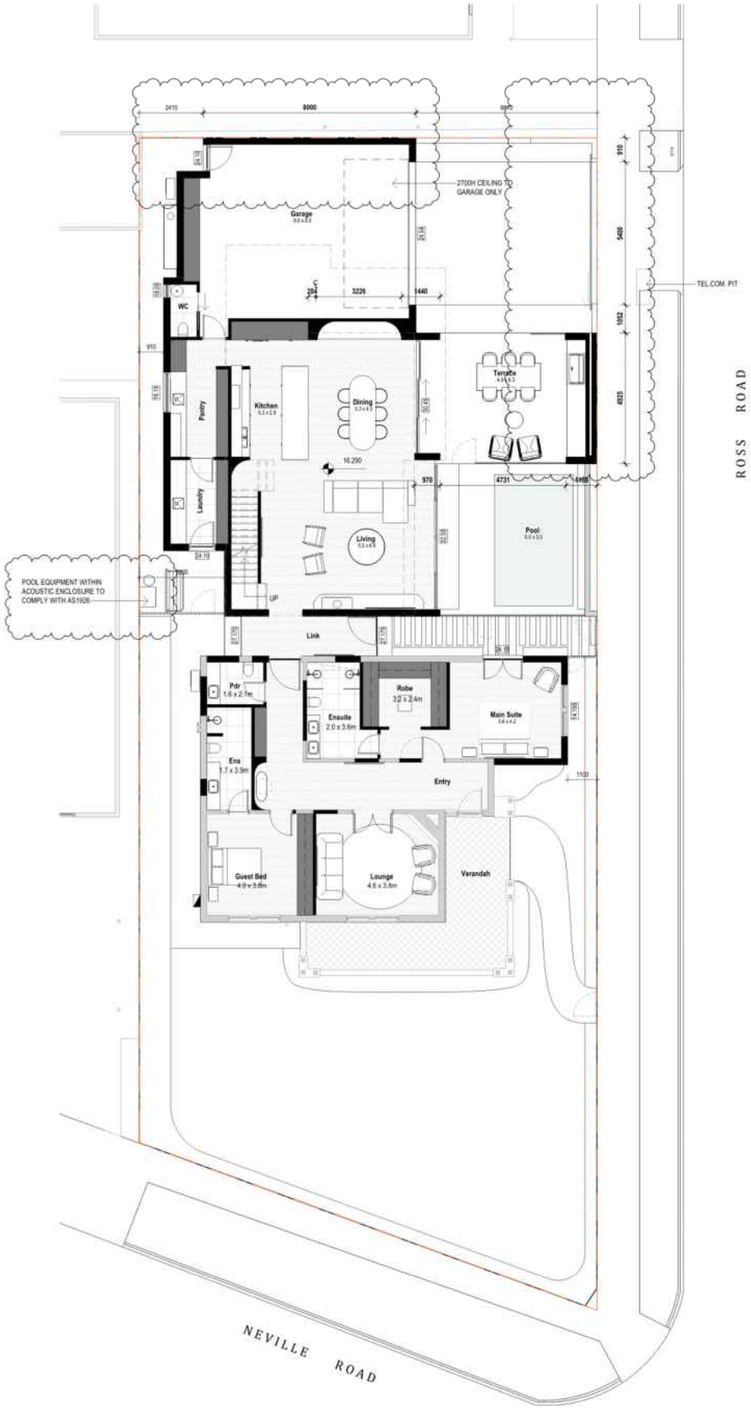
Project
PERDI OIKOS

Project No.
23-004

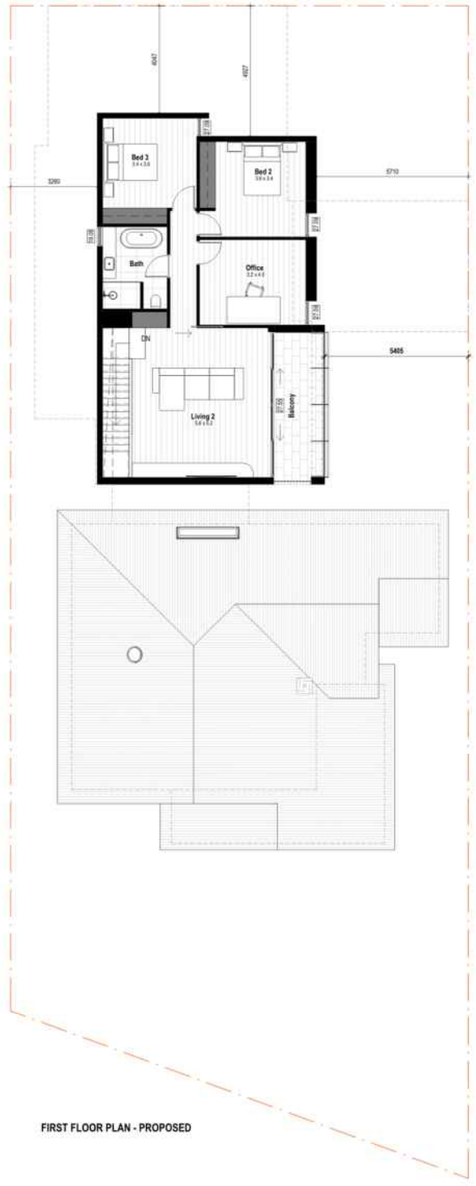
Project Address
17 NEVILLE ROAD, THEBARTON

Drawing No.
PL03.A

BASEMENT FLOOR PLAN - PROPOSED



GROUND FLOOR PLAN - PROPOSED



FIRST FLOOR PLAN - PROPOSED

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TOTAL ALLOTMENT AREA = 707m2

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PROPOSED BASEMENT	107 m²
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-	DPC ISSUE	16.03.23
A	RFI & REPRESENTATION RESPONSE	16.05.23
B	COMPLETE SET FOR COUNCIL CAP REPORT	11.07.23

DPC ISSUE

Client
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Drawn **LF** | Checked **RP** | Date **11.07.23**

Scale **1 : 100** | Paper Size **A1**

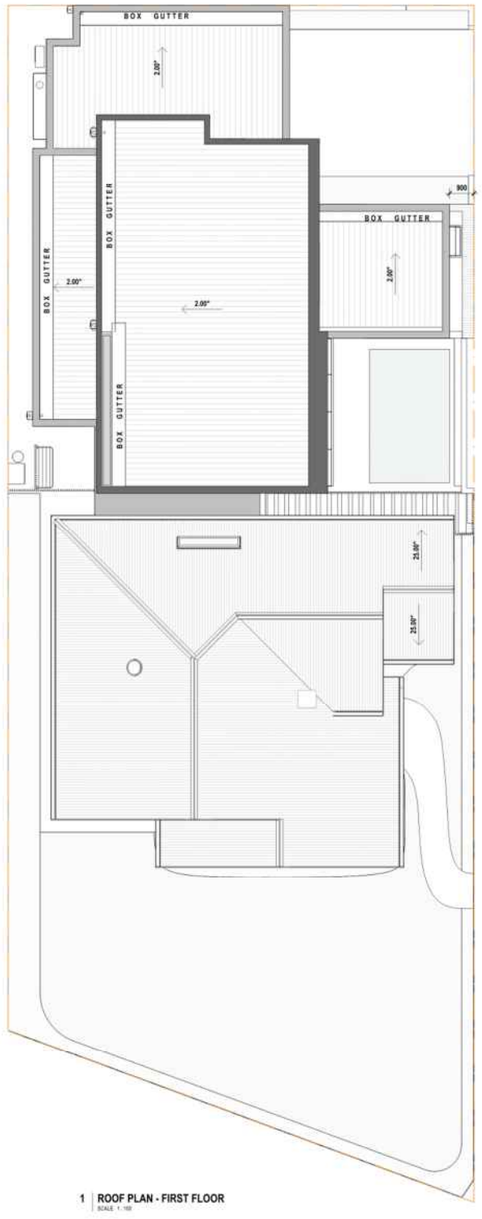
Drawing Title
Floor Plans

Project
PERDI OIKOS

Project Address
17 NEVILLE ROAD, THEBARTON

Project No.
23-004

Drawing No.
PL04.B



1 | ROOF PLAN - FIRST FLOOR
SCALE 1 : 100

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Drawn	Checked	Date
Author	**Checker**	**11.07.23**

Scale	Paper Size
1 : 100	**A1**

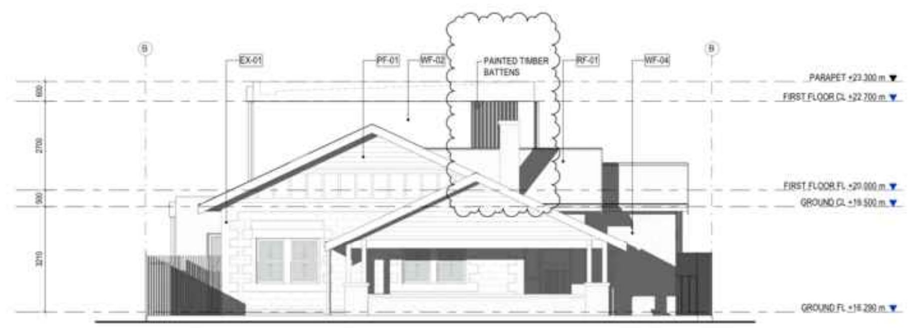
Drawing Title
Roof Plan

Project
PERDI OIKOS

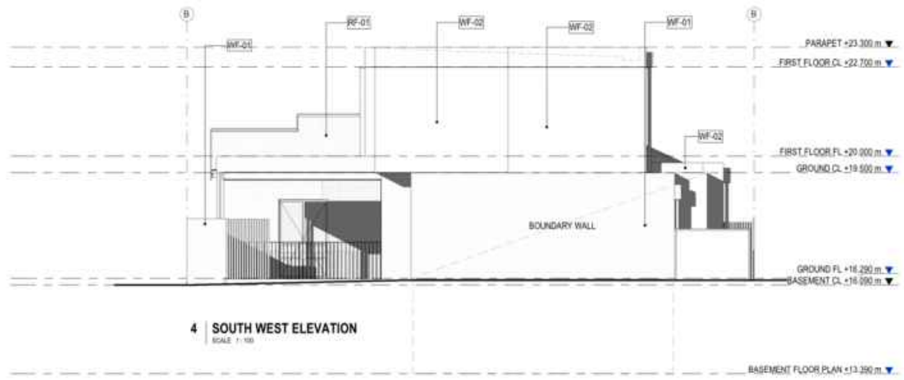
Project No.
23-004

Project Address
17 NEVILLE ROAD, THEBARTON

Drawing No.
PL05.-

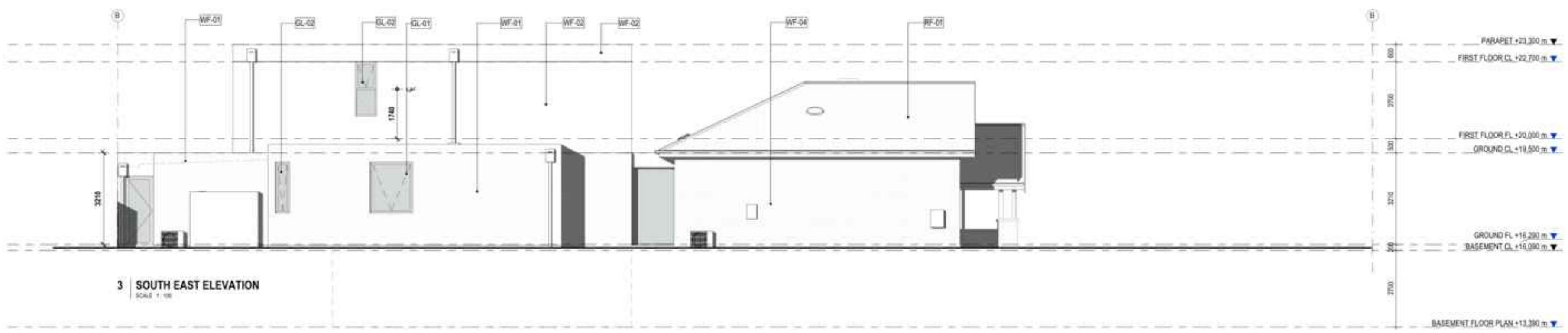


1 | NORTH EAST ELEVATION
SCALE 1 : 100



4 | SOUTH WEST ELEVATION
SCALE 1 : 100

2 | NORTH WEST ELEVATION
SCALE 1 : 100



3 | SOUTH EAST ELEVATION
SCALE 1 : 100

6 | Section 1
SCALE 1 : 100

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EXTERNAL FINISHES - DPC

CODE	DESCRIPTION
EX-01	EXISTING BRICKWORK - PAINTED FINISH
GL-01	CLEAR GLAZING
GL-02	OBSCURE GLAZING
MF-01	STEEL BOX FRAME - POWDERCOAT FINISH
RF-01	COLORBOND CORRUGATED ROOFING - 'WINDSPRAY'
WF-01	LOHAS - ROMAN HANDMADE BRICK CREMA
WF-02	HEBEL FINISH - RENDERED AND PAINTED
WF-03	TIMBER - BLACKBUTT CLADDING
WF-04	MASONRY - BAGGED & PAINTED

-	DPC ISSUE	16.03.23
A	COLOUR AMENDMENTS FOR COUNCIL	06.07.23
B	COMPLETE SET FOR COUNCIL CAP REPORT	11.07.23

DPC ISSUE

Client
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Drawn **LF** | Checked **RP** | Date **11.07.23**

Scale **1 : 100** | Paper Size **A1**

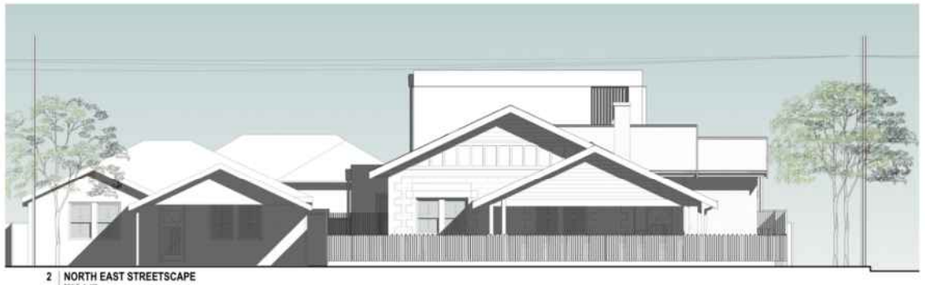
Drawing Title
Proposed Elevations

Project
PERDI OIKOS

Project No.
23-004

Project Address
17 NEVILLE ROAD, THEBARTON

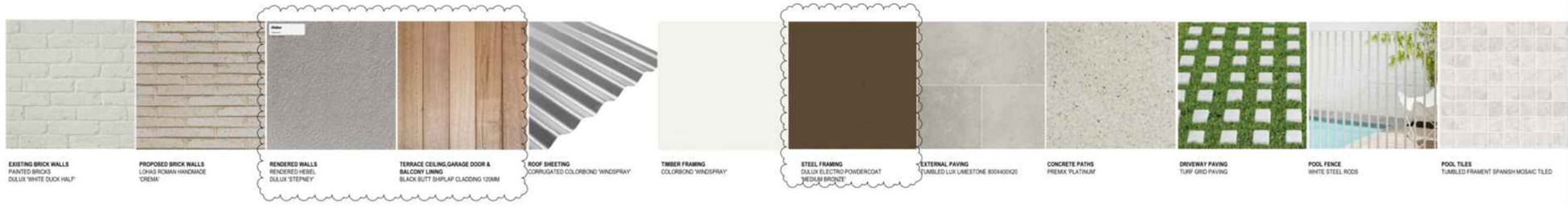
Drawing No.
PL06.B



2 | NORTH EAST STREETSCAPE
SCALE 1:100

1 | NORTH WEST STREETSCAPE
SCALE 1:100

MATERIALS PALETTE



EXISTING BRICK WALLS
PAINTED BRICKS
DULUX 'WHITE DUCK HALF'

PROPOSED BRICK WALLS
LOHAS ROMAN HANDMADE
'CREMA'

RENDERED WALLS
RENDERED HEBEL
DULUX 'STEPNEY'

TERRACE CEILING,GARAGE DOOR & BALCONY LINING
BLACK BUTT SHIPLAP CLADDING 120MM

ROOF SHEETING
CORRUGATED COLORBOND 'WINDSPRAY'

TIMBER FRAMING
COLORBOND 'WINDSPRAY'

STEEL FRAMING
DULUX ELECTRO POWDERCOAT
'MEDIUM BRONZE'

EXTERNAL PAVING
TUMBLED LUX LIMESTONE 800X400X20

CONCRETE PATHS
PREMIX 'PLATINUM'

DRIVEWAY PAVING
TURF GRID PAVING

POOL FENCE
WHITE STEEL RODS

POOL TILES
TUMBLED FRAMENT SPANISH MOSAIC TILED

PLANTING PALETTE

FEATURE TREES
BETULA PENDULA 'SILVER BIRCH'

FENCE HEDGING
VIBURNUM ODORATISSIMUM 'SWEET VIBURNUM'

HEDGE UNDEDPLANTING
VIOLA HEDERACEA 'NATIVE VIOLET'

GENERAL PLANTING
LAVANDULA CANARIENSIS 'CANARY ISLAND LAVENDER'

GENERAL PLANTING
CRASSULA 'BLUE BIRD'

GENERAL PLANTING
LIGULARIA RENIFORMIS 'TRACTOR SEAT'

GENERAL PLANTING
BUXUS GREEN VELVET

GENERAL PLANTING
ASPARAGUS AETHIOPICUS 'FOXTAIL FERN'

POOL FENCE LINE PLANTING
ABYSSINIAN BANANA PALM

POOL FENCE LINE UNDEDPLANTING
PHILODENDRON XANADU

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-	DPC ISSUE	16.03.23
A	RFI ISSUE	05.04.23
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C	COLOUR AMENDMENTS FOR COUNCIL	06.07.23
D	COMPLETE SET FOR COUNCIL CAP REPORT	11.07.23

DPC ISSUE

Client
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Drawn	Checked	Date
LF	**RP**	**11.07.23**

Scale	Paper Size
1 : 100	**A1**

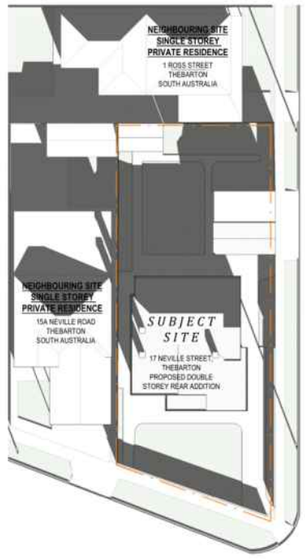
Drawing Title
Streetscapes & Palettes

Project
PERDI OIKOS

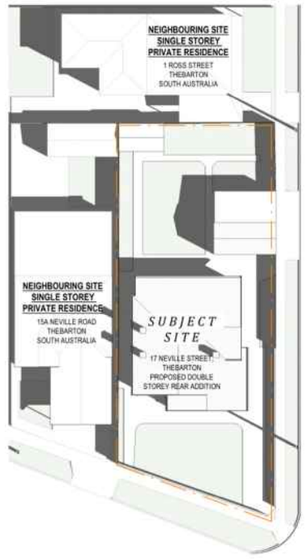
Project Address
17 NEVILLE ROAD, THEBARTON

Project No.
23-004

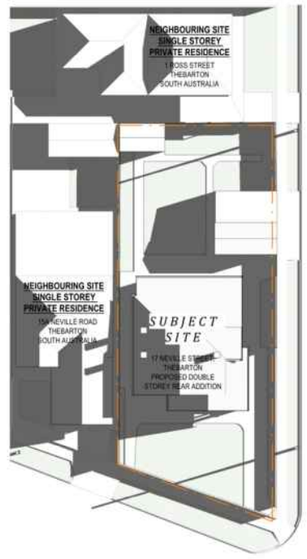
Drawing No.
PL07.D



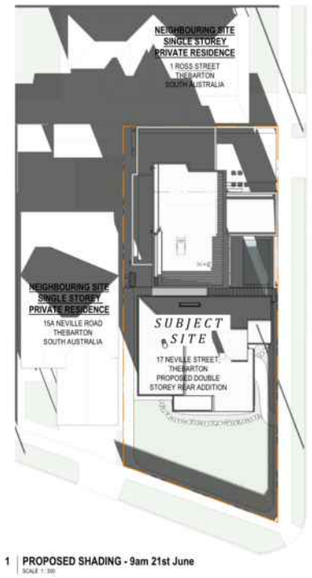
4 | EXISTING SHADING - 9am 21st June
SCALE 1 : 300



5 | EXISTING SHADING - 12pm 21st June
SCALE 1 : 300

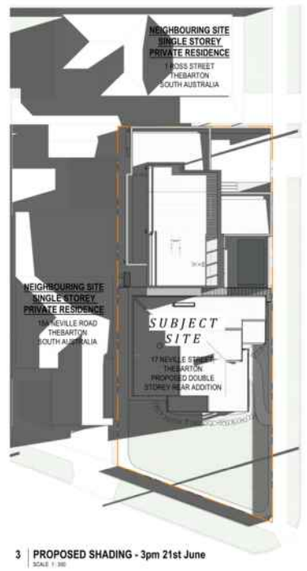


6 | EXISTING SHADING - 3pm 21st June
SCALE 1 : 300



1 | PROPOSED SHADING - 9am 21st June
SCALE 1 : 300

2 | PROPOSED SHADING - 12pm 21st June
SCALE 1 : 300



3 | PROPOSED SHADING - 3pm 21st June
SCALE 1 : 300

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DPC ISSUE

Client
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Drawn	Checked	Date
LF	**RP**	

Scale	Paper Size
1 : 300	**A1**

Drawing Title
Shadow Diagrams

Project
PEDRI OIKOS

Project No.
23-004

Project Address
17 NEVILLE ROAD, THEBARTON

Drawing No.
PL07

Details of Representations

Application Summary

Application ID	23006393
Proposal	Construction of alterations and additions to an existing dwelling comprising two building levels and basement level, a masonry fence to a maximum height of 2.1 metres, a timber picket fence to a maximum height of 1.2 metres within 6 metres of an intersection and a swimming pool with associated safety barrier
Location	17 NEVILLE RD THEBARTON SA 5031

Representations

Representor 1 - Benjamin Crawshaw

Name	Benjamin Crawshaw
Address	1 Ross Street THEBARTON SA, 5031 Australia
Submission Date	17/04/2023 03:33 PM
Submission Source	Online
Late Submission	No
Would you like to talk to your representation at the decision-making hearing for this development?	Yes
My position is	I oppose the development

Reasons

Where the development is inconsistent with the Thebarton Character Area Overlay: PO 1.1 - All development is undertaken having consideration to the valued attributes expressed in the Character Area Statement. / The development does not consider the natural spacing between buildings nor the scale proportion or form of other developments in the area. The roof is not a Hip, or gable roof. The second storey is not in the roofline. No low fencing facilitating views of the dwelling. No rear setback instead of a large rear setback. PO 2.1 - The form of new buildings and structures that are visible from the public realm are consistent with the valued streetscape characteristics of the character area. / The development proposes no rear setback rather than "Large rear setbacks provide sense of space." PO 2.2 - Development is consistent with the prevailing building and wall heights in the character area. / The second story parapet sits between 1m and 2m above the surrounding roof heights. PO 2.3 - Design and architectural detailing of street-facing buildings (including but not limited to roof pitch and form, etc) are consistent with the prevailing characteristics in the character area. / The development is inconsistent with prevailing architectural detailing, especially with regard to roof pitch and form. PO 3.1 - Additions and alterations do not adversely impact on the streetscape character. / Addition includes a second level not built into the roofline thus altering the streetscape character on both Neville Rd and Ross St. PO 4.4 - Fencing and gates closer to a street boundary (other than a laneway) than the elevation of the associated building are consistent with the traditional period, style and form of the of the associated building. / The fence in front of the building elevation on the shared boundary with 1 Ross street is proposed to be a 2.1 meter high brick wall. This is not in keeping with the traditional style, form or height of prevailing fences. PO 6.1 - The width of driveways and other vehicle access ways are consistent with the prevalent width of existing driveways in the character area. / There are very no double width driveways along the lengths of Ross street or Neville Road. PO 6.2 - Development maintains the valued landscape pattern and characteristics that contribute to the character area, except where they compromise safety, create nuisance, or impact

adversely on existing buildings or infrastructure. / The proposed development impacts adversely on the existing building at 1 Ross Street Thebarton by reducing access to sunlight and air along the shared boundary. Where the development is inconsistent with the Established Neighbourhood Zone: PO 4.1 - Buildings contribute to the prevailing character of the neighbourhood and complements the height of nearby buildings. / Building is two levels, not one per DTS/DPF PO 7.1 - Dwelling boundary walls are limited in height and length to manage visual and overshadowing impacts on adjoining properties. / By having no setback for the first level and inadequate setback for the second level, the visual and overshadowing impact of the development on 1 Ross street have been maximised rather than limited. PO 9.1 - Buildings are set back from rear boundaries to provide: - separation between dwellings in a way that complements the established character of the locality - access to natural light and ventilation for neighbours - private open space / setback is 4m too short for first level and 2m too short for second level reducing the sense of openness in the area and in neighbouring properties. PO 10.1 - Garages and carports are designed and sited to be discrete and not dominate the appearance of the associated dwelling when viewed from the street. / Garage is inline with associated building not 0.5m behind.

Attached Documents

NVR1-1211038.pdf
NVR2-1211039.pdf
NVR3-1211041.pdf
NVR4-1211042.pdf
NVR5-1211043.pdf

Setbacks

The *Thebarton Character Area Statement (WeTo-C6) - Setting, landscaping, streetscape and public realm features* includes the words "Large rear setbacks provide sense of space." This aerial photo of the surrounds of 17 Neville Street demonstrates these large set backs. The proposed development has no rear setback and extinguishes sense of space, making it non compliant with the Character Area Overlay PO 2.1.

Additionally the proposed development does not comply with either of the minimum rear boundary setbacks set out in Established Neighbourhood Zone Rear Boundary Setback PO 9.1.

- The plan shows the most south western wall of the dwelling to be built abutting the boundary with 1 Ross street. Since the wall and garage behind it both form an integral part of and preserve the dwelling, it should not be considered an ancillary building. References to judgments from the supreme court of SA discussing a similar matter can be found below. It should be set back a minimum of 4 meters from the boundary to comply.
- The second building level is set back from the south western boundary 4.047 meters, it should be set back 6 meters to comply with the performance outcome.

PO 9.1 Buildings are set back from rear boundaries to provide: - separation between dwellings in a way that complements the established character of the locality - access to natural light and ventilation for neighbours - private open space - space for landscaping and vegetation.	DTS/DPF 9.1 Other than in relation to an access lane way, buildings are set back from the rear boundary at least: - 4m for the first building level - 6m for any second building level.

Supreme Court of South Australia
LINDNER & ANOR v CORPORATION OF THE CITY OF MARION & ANOR [2015] SASCFC 171 (17 November 2015)

"33. The Judge concluded from the plans that the garages were integral to and form part of the dwellings and hence the development comprised a "row dwelling" within the meaning of the definition in the Regulations.

The Judge said:

When one considers the proposal plans here, there is 'no sense' in which either the carports or the garage could be said to be separate from their respective dwellings. On the contrary, each carport or garage is physically and functionally integral to and forms part of the dwelling."

Second Level

The *Thebarton Character Area Statement (WeTo-C6) - Setting, landscaping, streetscape and public realm features* includes the words "Generally single storey. Second storey within the roof space."

The second storey in the proposed development is not within a roof space and therefore non-compliant with the values described in the character area statement.

The development Character Area Overlay performance outcomes PO 3.1 stipulates that a development should be within the roof space *or* not involve construction of a second building level. The proposed development is non compliant on both of these deemed to satisfy criteria.

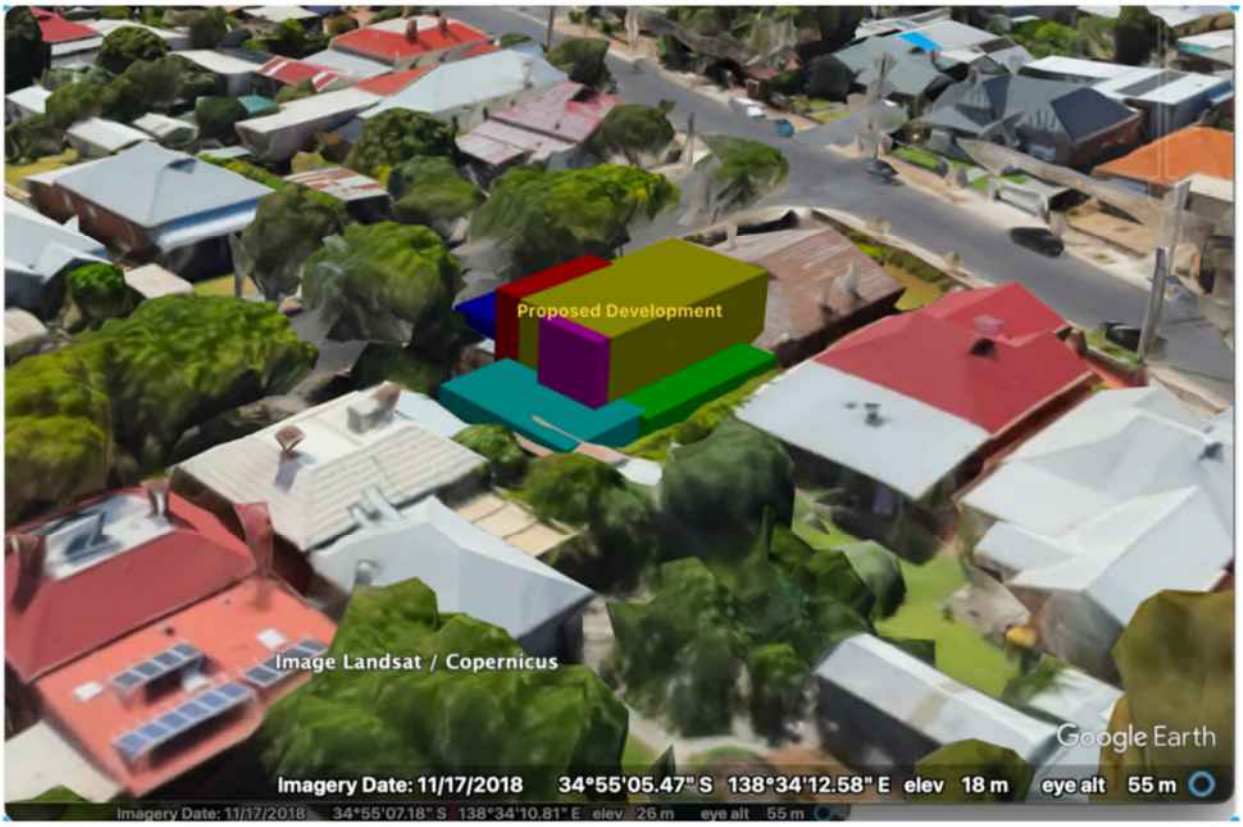
There are a small number of two storey buildings within the area which is largely single story, they are built within the roof space per the code. If this development were allowed, it would reduce the relevance of the character area statement significantly.

Wall Heights and Roof Line

The second level of the development does not comply with Character Area Overlay - Built Form PO 2.2: *Development is consistent with the prevailing building and wall heights in the character area.*

Total building heights including roof lines in the area are around the 5.2m mark, this development far exceeds this at a total height of 6.9m and sticks far above the surrounding buildings.

These next images shows the mass and height of the rear extension is out of context with the prevailing development.

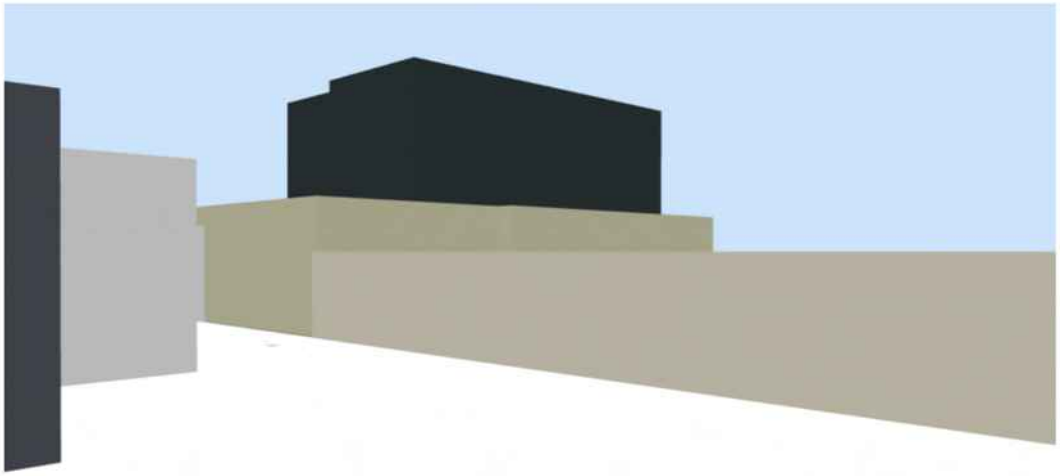


Walls and Visual Impact

The proposed rear Boundary wall is not compliant with **Established Neighbourhood Zone PO 7.1**: "*Dwelling boundary walls are limited in height and length to manage visual and overshadowing impacts on adjoining properties.*" The proposed development creates overshadowing issues for three north east facing windows in the main living area and a bedroom at the neighbouring property at 1 Ross Street.

The above image shows the suns position on the 21st of June at 9am (Azimuth 46, Altitude 15) as seen from the main living area window at 1 Ross Street Thebarton. It shows that the proximity of the development at 17 Neville Street to the rear boundary causes an overshadowing issue on the Ross Street main living area by completely blocking the sun. With no development, or a complying development this window would have sunlight at this time. The amount of sun enjoyed by the neighbouring living areas will be severely diminished.

PO 9.1 Buildings are set back from rear boundaries to provide: - separation between dwellings in a way that complements the established character of the locality - access to natural light and ventilation for neighbours - private open space - space for landscaping and vegetation.	DTS/DPF 9.1 Other than in relation to an access lane way, buildings are set back from the rear boundary at least: - 4m for the first building level - 6m for any second building level.



Above is a rendering of the visual impact of the building as seen from the middle of the backyard at 1 Ross Street Thebarton. Today, from the same back yard it is difficult to make out any neighbouring buildings in any direction, giving it a private and park like feel. This building will change that sense, making it more urban and overlooked.

PO 3.1 Additions and alterations do not adversely impact on the streetscape character.	DTS/DPF 3.1 Additions and alterations: - are fully contained within the roof space of a building with no external alterations made to the building elevation facing the primary street or - meet all of the following: - do not include any development forward of the front façade building line - any side or rear extensions are no closer to the side boundary than the existing building - do not involve the construction or alteration of a second or subsequent building level.

Building Form and design

Character area overlay PO 2.1 states: "*The form of new buildings and structures that are visible from the public realm are consistent with the valued streetscape characteristics of the character area.*"
Character area overlay PO 2.3 states: "*Design and architectural detailing of street-facing buildings (including but not limited to roof pitch and form, openings, chimneys and verandahs) are consistent with the prevailing characteristics in the character area..*"
The Thebarton Character Area Statement - WeToC6 describes in **Architectural styles, detailing and built form features**: *"The Predominantly detached and semi-detached Victorian and Federation villas/ cottages and Bungalow style dwellings with examples of Single fronted cottages; Row dwellings; and Tudor style dwellings. Hip, gable and Dutch gable roofs. Verandahs / porticos. Additions are generally located to the rear of the dwelling."*

The rendering of the Northwest streetscape suggests to me that the style of this development is something new entirely for this area of Thebarton. So different that to me it looks like a separate modern house has been inserted on a subdivision to the rear of the existing house. It is not consistent with the built forms in the nearby area, nor the roof pitch and form making it non complying with these two performance outcomes.

From Development application

PO 3.1 Additions and alterations do not adversely impact on the streetscape character.	DTS/DPF 3.1 Additions and alterations: - are fully contained within the roof space of a building with no external alterations made to the building elevation facing the primary street or - meet all of the following: - do not include any development forward of the front façade building line - any side or rear extensions are no closer to the side boundary than the existing building - do not involve the construction or alteration of a second or subsequent building level.

Ref: 22ADL- 0340

URPS

Adelaide
12/154 Fullarton Rd
Rose Park, SA 5067

08 8333 7999

urps.com.au

24 May 2023

Steven Burke
Development Officer – Planning
City of West Torrens

Email: sburke@wtcc.sa.gov.au

Dear Steven

Response to Representation – Application 23006393
17 Neville Road, Thebarton

URPS acts on behalf of the Applicant in this application. We have been asked to prepare a response to representations on their behalf.

A single representation was received during the public notification period, raising concerns around rear boundary setbacks and the proposed boundary wall, the inclusion of a second building storey, and building form and design matters.

Proske Architects has prepared updated plans addressing a number of matters raised in a Council Request for Further Information, as well as providing additional shadow studies. For clarity, the updates in these plans are:

- Boundary fence at proposed terrace reduced in height to 2.1m and roof over terrace set back from Ross Road boundary by 0.9m
- Driveway gate reduced in height to 1.2m
- Ross Road boundary fence reduced in height to 1m for a distance of 1m either side of gate and for the first 2.5m of the rear boundary
- Clarification of basement level FFL and soft landscaping percentage
- Schedule of materials updated to show roofing material

The updated plans are attached to this letter.

I have assessed the proposed addition as shown in the updated plans against Planning & Design Code guidance within the Established Neighbourhood Zone, the Character Area Overlay and where interface impacts are addressed within general development policies under the headings below.

We acknowledge the Kaurna People as the Traditional Custodians of the land on which we work and pay respect to Elders past, present and emerging.

Thebarton Character Area

The site is within the Character Area Overlay, which seeks:

DO1 ***Valued streetscape characteristics and development patterns are reinforced through contextually responsive development, design and adaptive reuse that responds to the attributes expressed in the Character Area Statement.***

The Thebarton Character Area (WeTo-C6) covers all land zoned in the Established Neighbourhood Zone in Thebarton and in the northern part of Mile End. This is a large area comprising the bulk of residentially zoned land in Thebarton, only excluding properties along the eastern side of South Road in the General Neighbourhood Zone.

Because of this wide coverage there is variation across the character area in building era, style and form. This variation is also evident within individual streetscapes, including the locality of the site.

The relevant attributes of the character area as listed in the character area statement can be described as follows:

- Medium to low density development, with a mix of detached, semi-detached and row dwellings
- Various eras and styles of development
- Variation in roof forms, verandahs and porticos. Building additions are generally to the rear of dwellings.
- Building height is generally single storey. Second storeys within roof space.
- Predominant materials are brick, stone, metal sheeting and timber elements.
- Fencing is typically low, facilitating views of the dwelling. Fencing materials are mixed.

The obvious tension here for the proposed addition is the generally single storey building height in the character area.

Looking more closely at the locality of the site and the wider character area, there are other characteristics to have regard to. Firstly, there are several examples of more modern development or additions to older buildings that are outwardly two storey (see Filsell Street, William Street and Walter Street). These comfortably co-exist with the majority single storey development surrounding them.

Further, second storeys within roof space are not common and do not form an identifiable pattern within the character area. A recent upper storey addition at 24 Neville Street has been constructed directly above the original building, but does not sit within the roof space, and although designed in a sympathetic style to the original building is not particularly discrete in terms of scale.

Figure 1 - Recent upper level addition at 24 Neville Road

Having visited the site and locality, it is clear that this is not a location with a highly consistent character, particularly in terms of allotment size, spacing between buildings and building scale. In this context the scale of new buildings (or additions) does not need to be limited to single storey or with an upper storey entirely contained within roof space, provided that the siting and design quality of new built form lead to a compatible addition to the street.

The Proposal

The proposal is based on the retention of the existing house – a c.1940s bungalow with a sandstone and white brick façade fronting Neville Road. The bungalow will be retained primarily in its current external form but with a small addition made in its rear (western) corner.

The bungalow will be linked at its rear to a new addition comprising a living / kitchen area and garage at the first floor level and an upper level with 2 bedrooms and a living area. The new addition is a simple modern form constructed of masonry at the lower level and with an off-white render finish on the upper level.

Vehicle access is to be provided from the very rear of the site to the garage sited on the rear boundary.

A north-facing terrace, pool and landscaping is sited on the northern side of the new addition.

Second Storey Addition

The Established Neighbourhood Zone addresses building height at Performance Outcome (PO) 4.1:

PO 4.1 ***Buildings contribute to the prevailing character of the neighbourhood and complements the height of nearby buildings.***

The supporting Designated Performance Feature (DPF) suggests a maximum building height of 1 building level. Even so, the following Performance Outcome in the zone and its accompanying DPF address the design of second building levels:

PO 4.2 ***Additions and alterations do not adversely impact on the streetscape character.***

DPF 4.2 ***Additions and alterations:***

- ***(a) are fully contained within the roof space of a building with no external alterations made to the building elevation facing the primary street***

or

- ***(b) meet all of the following:***
  - ***(i) do not include any development forward of the front façade building line***
  - ***(ii) where including a second or subsequent building level addition, does not project beyond a 45 degree angle measured from the ground level at the building line of the existing building.***

The Character Area Overlay addresses dwelling additions at PO 3.1:

PO 3.1 ***Additions and alterations do not adversely impact on the streetscape character.***

DPF 3.1 suggests a very conservative and inflexible approach to achieving this outcome by either fully containing additions within roof space or by limiting the visibility of dwelling additions entirely by avoiding development forward of the front façade, closer to the side boundary than the existing dwelling or involving a second building level.

PO 3.2 of the Character Area Overlay seeks:

PO 3.2 ***Adaptive reuse and revitalisation of buildings to retain local character consistent with the Character Area Statement.***

The height of the proposed addition is approximately 7m. Noting that the maximum height of the existing house is almost 6m and surrounding buildings are similar, the 7m height of the addition, while not identical, is sufficiently complementary to the height of nearby buildings to satisfy PO 4.1 of the zone.

Looking at the design of the addition, the provisions above suggest that in order for additions to avoid adversely impacting on streetscape character they should be either within the roof space or set back far enough from the street to limit their visibility.

Figure 3 - 3D view from corner of Ross Road and Neville Road

The proposed addition is set back a substantial distance from the front façade of the existing bungalow. The street elevation extract below depicts a 45 degree angle from ground level at the building line, showing that the proposed addition is well within this envelope. The addition will have very limited visibility from the site's frontage and from within the relatively open intersection of Neville Road and Ross Road.

Figure 2 - Streetscape elevation with 45 degree plane from ground level at the building line

The addition will be set back further from the secondary Ross Road boundary than the existing bungalow and the building on the neighbouring property at 1 Ross Road and this will limit its visibility from within Ross Road.

It is not necessary or practical, and in this instance probably not possible to completely conceal a dwelling addition in order for it to be acceptable. This is even the case in the more rigidly controlled Historic Area Overlay. As I have described above, the streetscape character in the locality is not consistent enough in scale, setback, building style, form or any characteristic for it to be so sensitive that the building proposed will have an adverse impact on it. Rather, the scale and siting of the proposed addition coupled with the retention and revitalisation of the existing bungalow will contribute to the character and quality of the neighbourhood and streetscape.

Side Boundary Setback

The zone addresses side boundary setbacks at PO 8.1:

PO 8.1 Buildings are set back from side boundaries to provide:

- ***(a) separation between buildings in a way that complements the established character of the locality***
- ***(b) access to natural light and ventilation for neighbours.***

DPF 8.1 suggests a minimum of 1m for the first building level and 2m for any second building level or higher.

The proposed addition will be setback from the side (southern) boundary by a minimum of 0.91m at the first level and 3.26m at the second level. These setbacks are sufficient to achieve the outcomes sought by PO 8.1.

Rear Boundary Setback

The rear boundary setback guidance in the zone is:

PO 9.1 Buildings are set back from rear boundaries to provide:

- ***(a) separation between dwellings in a way that complements the established character of the locality***
- ***(b) access to natural light and ventilation for neighbours***
- ***(c) private open space***
- ***(d) space for landscaping and vegetation***

DPF 9.1 suggests a rear boundary setback of 4m for the first building level and 6m for any second building level.

The zone addresses boundary walls at PO 7.1:

PO 7.1 Dwelling boundary walls are limited in height and length to manage visual and overshadowing impacts on adjoining properties.

The supporting DPF suggests that this can be achieved by avoiding boundary walls altogether.

The proposed addition is almost entirely within the rear part of the property, principally due to the retention of the existing bungalow, which is at a relatively deep setback from Neville Road. The proposal includes a garage built to the rear (western) boundary, with the upper level set back between 4.04m and 4.92m.

This arrangement achieves Performance Outcomes 7.1 and 9.1 because:

- Side setbacks in the locality are typically narrow and this arrangement is in keeping with this pattern. Garages built to the rear boundary on corner properties are also typical in the wider area.

- This design will allow for a suitable area of private open space and landscaping to be created on the northern side of the property. Soft landscaping covers 31% of the site and site coverage is limited to 54%.
- The ground floor level boundary wall is mostly adjacent to the carport of the neighbouring property at 1 Ross Road. The upper floor level is separated by a significant distance from the private open space at the rear of 1 Ross Road and visual and overshadowing impacts to this property are within acceptable limits (discussed more below).

I note that the default boundary development guideline to manage visual and overshadowing impacts in the Established Neighbourhood Zone (where no numeric variation applies) is 8m maximum length and 3.2m maximum height. The proposed boundary wall is within these limits.

Secondary Street Setback

The secondary street setback guidance in the zone is:

PO 6.1 ***Buildings are set back from secondary street boundaries (not being a rear laneway) to maintain the established pattern of separation between buildings and public streets and reinforce streetscape character.***

DPF 6.1 suggests a 1m secondary street setback for the first building level and 2m for any second building level or higher.

The proposed addition to the existing bungalow is set back 1.1m from the secondary street boundary. The proposed addition at the rear is set back a minimum of 5.9m from the secondary street setback at the first building level and a minimum of 5.4m at the upper floor level.

Figure 4 - 3D image of proposal from Ross Road

The rear addition is set back further than the existing and proposed side wall of the bungalow and slightly behind the building line of the dwelling at 1 Ross Road. The pattern of setbacks from Ross Road will therefore be maintained, satisfying PO 6.1.

PO 10.1 of the zone is also relevant to the secondary street interface:

PO 10.1 ***Garages and carports are designed and sited to be discrete and not dominate the appearance of the associated dwelling when viewed from the street.***

The proposed garage has been designed to achieve this outcome, principally by setting it back a further 5.71m behind the minimum setback from Ross Road and 0.97m from the remainder of the rear addition.

Interface to 1 Ross Road

The Representor has raised a concern that the proposal will overshadow living room windows at 1 Ross Road to the southwest of the rear boundary.

The Code addresses sunlight access for habitable rooms at PO 3.1 of the Interface between Land Uses policy, which seeks to minimise overshadowing of habitable room windows of adjacent residential uses. The guideline this policy adopts is to provide at least 3 hours of sunlight between 9.00am and 3.00pm on 21 June to north-facing windows of habitable rooms.

The shadow diagrams in the updated plans compare existing with proposed shadow at hourly interviews during this time period. These diagrams show that the existing boundary fence and outbuildings on the rear boundary cast shadow on the northeast wall of 1 Ross Road until shortly before 11am. The proposal will cast shadow on this wall until approximately 11.30am. Due to the orientation of this wall, it will be under shadow again from the house itself from about 2pm onwards (existing and proposed).

Given the orientation of this wall, the existing shadow condition and the vegetation within this area that would add additional shadow to these windows (not accounted for in shadow diagrams), this small amount of additional shadow is minimised and is within acceptable limits.

The Representor has also raised a concern about the visual impact of the proposed addition from the backyard of 1 Ross Road. The proposed upper level will be separated by a minimum of approximately 14m from the private open space at the rear of this property and approximately 22m from the centre of the private open space. While the rear addition may be visible, this does not in itself create a visual amenity impact, particularly at this separation and in an inner-suburban context.

I note that there is only one upper level window oriented to neighbouring properties and it is obscured up to 1.7m above floor level.

Conclusion

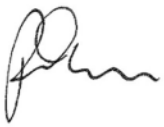
I have assessed the proposal against the relevant provisions of the Planning and Design Code and consider that it is a suitable response to its context in the Established Neighbourhood Zone and the Thebarton Character Area.

The proposal is based around the elective retention of the existing bungalow and the addition of a simple, modern addition at its rear. While the design of the addition intentionally avoids the emulation of the design attributes of older building styles, the setbacks and scale are sufficiently complementary of nearby development. The addition will be a high quality design and along with the retention and revitalisation of the existing bungalow will assist in retaining local character and will make a positive contribution to the streetscape.

Additionally, the proposal will avoid having any unreasonable amenity impacts to the property at 1 Ross Road by way of shadow, visual bulk or overlooking.

Should you have any questions I would be pleased to discuss with you on 8333 7999.

Yours sincerely



Patrick Coombes
Consultant

Arboricultural Assessment of Street Trees

Development application:	**23006393**
Site Address:	**17 NEVILLE RD THEBARTON SA**
Description of Development	**Construction of alterations and additions to an existing dwelling comprising two building levels and basement level, a masonry fence to a maximum height of 2.1 metres and a swimming pool with associated safety barrier**

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 outlets (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 there is an existing 8.0m Celtis occidentalis street tree (Tree Id 163830) located 1.0m from the western property boundary on Ross Street.

This existing street tree is in direct conflict with the proposed crossover location, in this instance City Operations will support the removal of this street tree to accommodate a crossover in this location.

It is noted that there is a proposed stormwater outlet at the side of the pool, this is in close proximity to another existing street tree.

City Operations will require a 2.0m offset from the western side of the tree trunk to the stormwater outlet for this proposal to be supported.

With reference to the City of West Torrens, Fees and Charges Document 2022-2023 "Tree removal for driveway construction", once Council has assessed all circumstances and considered it acceptable that a street tree can be removed, a fee is calculated based on Council's standard schedule of fees and charges.

The fee is used to offsets the loss of the asset (street tree) to the community, with funds received invested in Council's annual Greening Program.

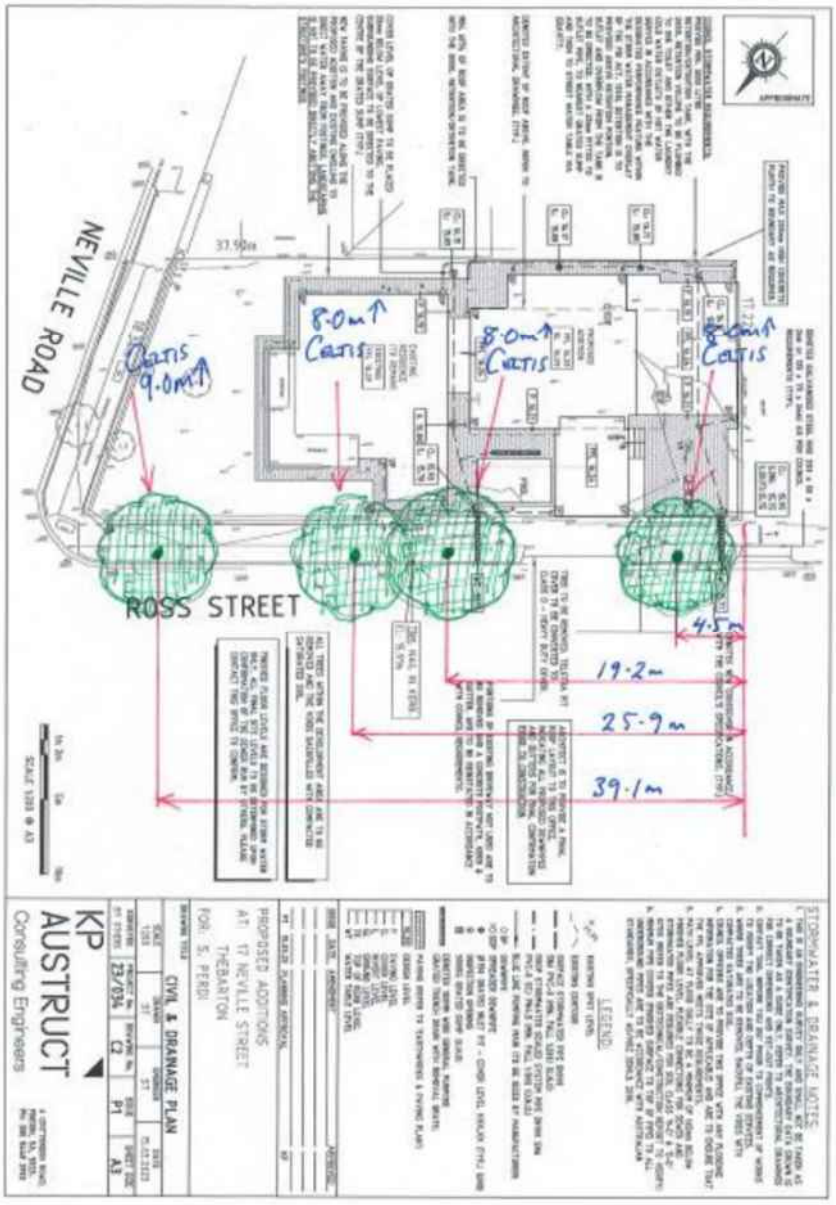
As a result of the proposed crossover on Ross Street, City Operations has considered the health, structure, form, useful life expectancy, and age of the street tree and will support the removal.

A total fee of $ 1808.10 will be required prior to the commencement of any work.

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 staff will perform all works associated with the community asset.

Final crossover locations will be confirmed via the appropriate development assessment process.

Rick Holmes
Technical Support Officer Arboriculture **DATE: 27/03/2023**



Memo

From	Richard Tan
Date	27/03/2023
Subject	23006393 17 Neville Rd Thebarton SA 5031

Steven,

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 'Civil & Drainage Plan' (23/034-C2-P1, dated 15/3/23) the FFLs of the proposed development (16.24 minimum) have been assessed as satisfying minimum requirements (16.24 minimum) in consideration of street and/or flood level information.

It is noted that the FFL for the undercroft part of the building has not been indicated/proposed on the provided civil plan. As the proposed FFL of the living area has meet the minimum FFL requirement, and it is the only access to the undercroft, hence the minimum FFL for the undercroft has been assessed as satisfying minimum requirements, from flood protection perspective.

It is however, that the proposed FFL for the undercroft should still be indicated on provided civil plan.

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 The proposed crossover is in direct conflict with an existing street tree

It is recommended that further assessment from Council's Arboriculture team is required.

2.1.2 The proposed crossover is in direct conflict with an existing Telstra pit. It is recommended that the applicant contact Telstra and seek further information on the minimum required offset to the pit or whether the pit can be made trafficable. Evidence must be provided to Council indicating Telstra will support any changes made to the pit and that any relevant expenses are borne by the developer/applicant.

The applicant should provide correspondence from Telstra satisfying to the above issue.

2.1.3 Proposed stormwater connection should be 2m offset from existing street tree and 1m offset from other verge features.

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

2.2 The shape and material of stormwater connection through the road verge area has been assessed as satisfying minimum requirements. It should be conditioned/noted that the stormwater connection should be constructed as per requirements which can be download at https://www.westtorrens.sa.gov.au/files/sharedassets/public/objective-digitalpublications/external-website/guidelines/guidelines-for-stormwater-connections-on-council-land.pdf

2.3 The redundant kerb has been indicated to be reinstated on provided plan.

Traffic Requirements

3.1 Due to the property frontage wider than 10m, City Assets will support a double crossover. The proposed crossover has been assessed as satisfying minimum requirements.

It should be conditioned/noted that the crossover should be constructed as per requirements which can be downloaded at https://www.westtorrens.sa.gov.au/files/sharedassets/public/objective-digitalpublications/external-website/building-and-development/guidelines-for-driveway-crossing-places.pdf

3.2 The garage dimension (6.6m x 8.5m) have been assessed as satisfying minimum requirements.

3.3 The garage setback (6.81m) have been assessed as satisfying minimum requirements.

3.4 The 2.1m height fencing along the frontage of the garage should be tapered down to 1m height for the first 2.5m (measured from front boundary) to allow for sightline

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

4.0 Waste Management

4.1 The public kerbside space available for bin presentation has been assessed as satisfying minimum requirement.

5.0 Stormwater Management

5.1 The proposed stormwater management has been assessed as satisfying minimum requirements.

Regards
Richard Tan
Civil Engineer

Heritage Referral
Address: 17 Neville Road Thebarton
Application No: 23006393

Character Area Overlay	
Assessment Provisions (AP) Performance Outcome	
DO 1 Valued streetscape characteristics and development patterns are reinforced through contextually responsive development, design and adaptive reuse that responds to the attributes expressed in the Character Area Statement.	
Comments: See comments below	
All Development	
PO1.1 All development is undertaken having consideration to the valued attributes expressed in the Character Area Statement.	DTS/DPF 1.1 See comments below
Comments: See comments below	
Built Form	
PO 2.1 The form of new buildings and structures that are visible from the public realm are consistent with the valued streetscape characteristics of the character area.	DTS/DPF 2.1 None are applicable.

PO 2.2 Development is consistent with the prevailing building and wall heights in the historic area.	DTS/DPF 2.2 None are applicable.
PO 2.3 Design and architectural detailing of street-facing buildings (including but not limited to roof pitch and form, openings, chimneys and verandahs) are consistent with the prevailing characteristics in the character area.	DTS/DPF 2.3 None are applicable.
PO 2.4 Development is consistent with the prevailing front and side boundary setback pattern in the character area.	DTS/DPF 2.4 None are applicable.
PO 2.5 Materials are either consistent with or complement those within the character area.	DTS/DPF 2.5 None are applicable.
Comments: See comments below.	
Alternations and Additions	
PO 3.1 Additions and alterations do not adversely impact on the streetscape character.	DTS/DPF 3.1 Alterations and additions: a) are fully contained within the roof space of an existing building with no external alterations made to the building elevation facing the primary street, or b) meet all of the following: i. do not include any development forward of the front façade building line ii. any side or rear extensions are no closer to the side boundary than the existing building iii. do not involve the construction or alteration of a second or subsequent building level.

PO 3.2 Adaptive reuse and revitalisation of buildings to retain local character consistent with the Character Area Statement.	DTS/DPF 3.2 None are applicable.
Comments: See comments below.	
Ancillary Development	
PO 4.1 Ancillary development, including carports, outbuildings and garages, complements the character of the area and associated building(s).	DTS/DPF 4.1 None are applicable.
PO 4.2 Ancillary development, including carports, outbuildings and garages, is located behind the building line of the principal building(s).	DTS/DPF 4.2 None are applicable.
PO 4.3 Advertising and advertising hoardings are located and designed to complement the building, be unobtrusive, be below the parapet line, not conceal or obstruct significant architectural elements and detailing, or dominate the building or its setting.	DTS/DPF 4.3 None are applicable.
PO 4.4 Fencing and gates closer to a street boundary (other than a laneway) than the elevation of the associated building are consistent with the traditional period, style and form of the of the associated building.	DTS/DPF 4.4 None are applicable.
Comments: See comments above.	
Context and Streetscape Amenity	

PO 6.1 The width of driveways and other vehicle access ways are consistent with the prevailing width of existing driveways of the character area.	DTS/DPF 6.1 None are applicable.
PO 6.2 Development maintains the valued landscape pattern and characteristics that contribute to the character area, except where they compromise safety, create nuisance, or impact adversely on existing buildings or infrastructure.	DTS/DPF 6.2 None are applicable.
Comments: See comments below.	

Character Area Statement	
Thebarton Character Area Statement (WeTo-C6)	
The Character Area Overlay identifies localities that comprise valued character attributes. They can be characterised by a consistent rhythm of allotment patterns, building setting and spacing, landscape or natural features and the scale, proportion and form of buildings and their key elements. These attributes have been identified in the below table. In some cases State and / or Local Heritage Places within the locality contribute to the attributes of a Character Area. The preparation of a Contextual Analysis can assist in determining potential additional attributes of a Character Area where these are not identified in the below table.	
Eras, themes and context	1890s - 1940s.
Allotments, subdivision and built form patterns	Medium to very low density site areas. Subdivision consistent with allotment pattern in the immediate locality. Detached, semi-detached and row dwellings on substantial allotments.
Architectural styles, detailing and built form features	Predominantly detached and semi-detached Victorian and Federation villas/cottages and Bungalow style dwellings with examples of Single fronted cottages; Row dwellings; and Tudor style dwellings. Hip, gable and Dutch gable roofs. Verandahs / porticos. Additions are generally located to the rear of the dwelling.
Building height	Generally single storey. Second storey within the roof space.

Materials	Brick. Painted brick. Stone. Corrugated pre-coloured or galvanised iron sheeting. Timber windows. Timber verandah posts. Timber filigree. Red brick chimneys.
Fencing	Low fencing facilitating views of the dwelling. Post and rail with woven wire. Low level stone or masonry. Timber picket.
Setting, landscaping, streetscape and public realm features	Front setbacks small to medium front and side setbacks. Large rear setbacks provide sense of space. Low site coverage. Carports and garages are behind the main face of dwellings. Well established tree lined streets. Narrow frontages (east of South Road). Vehicle access generally via rear laneways.
Representative Buildings	Not Identified

Overall Comments and Recommendations:

Site Visit: 31 May 2023

Application Reviewed: 31 May 2023

The proposed development includes the retention of the majority of the original dwelling (circa 1920's bungalow) with a flat roofed two-storey addition to the rear and a single storey addition to the side. There is a single storey garage built to the rear boundary and a terrace and pool on, and adjacent to, the secondary boundary.

Generally, the proposed approach to the development, which retains the character dwelling and provides visual separation between the new additions and existing dwelling, is a recognised architectural technique that will maintain the visual distinction and heritage character of the existing dwelling.

Visible from the public realm, the proposed additions have been designed in a contemporary manner and do not attempt to replicate the detailing of the associated dwelling. The proposed additions will not adversely impact on the heritage character of the streetscape.

This said, we have identified the following concerns and associated recommendations for amendments that are required prior to the application being supported from a heritage perspective:

- The existing dwelling and proposed additions are presented with a monochromatic selection of wall and roof colours and finishes – typically white. This will result in the development presenting as a visually dominant and consistently light colour building. In our view, greater variation in colours and finishes selections should be incorporated to provide greater articulation and visual interest to the dwelling. A darker upper level may help the bulk of the second storey to recede and be less visually dominant in the streetscape.

- The roof to the existing dwelling is proposed to be colorbond Surfmist, which is an inappropriate colour for use on a character building. The existing dwelling roof should be changed to a mid-grey colorbond such as Windspray to better

reflect the appearance of a galvanised iron roof and provide greater articulation.

Please ask the applicant to consider the above amendments, as the application cannot be supported in its current form.

Please advise if you require additional comments or clarification of any of the above.

Kendall Hall

1 June 2023

Reviewed revised plans: 26 June 2023

The revised plan provided includes changes to some of the proposed colours.

Regarding the first dot point above; in our view the revised colours do not address the concerns raised. The applicant should revise the plans to include greater variation to the colours and finishes in order to provide greater articulation and visual interest. While the applicant has proposed Dulux 'Grey Cabin' to render to the first floor, this is too dark and will also be visually prominent. An alternative colour in a less stark tone should be considered. The revised drawings show updated colours but do not locate them on the elevations, please provide notated elevations or a 3d render with accurate colours and materials shown.

Regarding the second dot point; the revised proposed roof colour of 'Windspray' to the retained dwelling's roof addresses this concern.

Please advise if you require additional comments or clarification of any of the above.

Kendall Hall

26 June 2023

Archived: Monday, 10 July 2023 8:50:20 AM
From: Kendall Hall
Sent: Saturday, 8 July 2023 1:41:39 PM
To: Steven Burke
Subject: Re: 23006393 - 17 Neville Rd, Thebarton - Further consideration of colours and materials
Sensitivity: Normal

Hi Steven,

I have reviewed the proposed revisions dated 6 July 2023. The selected paint colour Dulux 'Stepney' is acceptable and the variation in the materials is a better outcome.

Please let me know if you require this feedback to be loaded up to the portal.

Kind regards,

Kendall Hall
Senior Architect

HOSKINGWillis ARCHITECTURE

mobile: 0403 827 789
phone: 8212 3089
email: kendall@hoskingwillis.com.au
web: http://www.hoskingwillis.com.au
address: level 1, 121 South Tce, Adelaide SA 5000

Member Australian Institute of Architects
Association of Consulting Architects member practice

From: Steven Burke <sburke@wtcc.sa.gov.au>
Date: Friday, 7 July 2023 at 4:33 pm
To: Kendall Hall <kendall@hoskingwillis.com.au>
Subject: FW: 23006393 - 17 Neville Rd, Thebarton - Further consideration of colours and materials

Hi Kendall

Can you please review and advise if the chosen colours and materials now satisfy your concerns?

Kind Regards

Steven Burke
Development Officer - Planning
City of West Torrens
165 Sir Donald Bradman Drive
Hilton SA 5033

Phone: 8416 6344
Email: sburke@wtcc.sa.gov.au

City of West Torrens
Between the City and the Sea

7 REVIEW OF ASSESSMENT MANAGER DECISION

Nil

8 CONFIDENTIAL REPORTS OF THE ASSESSMENT MANAGER

Nil

9 RELEVANT AUTHORITY ACTIVITIES REPORT

9.1 Activities Summary - August 2023

Brief
This report presents information in relation to:

1. Any development appeals before the Environment, Resources and Development (ERD) Court where the Council Assessment Panel (CAP) is the relevant authority;

2. Other appeal matters before the ERD Court of which SCAP and the City of West Torrens Assessment Manger are the relevant authority;

3. Any deferred items previously considered by the CAP;

4. Any matters being determined by the State Commission Assessment Panel (SCAP) or the State Planning Commission (SPC).

RECOMMENDATION

The Council Assessment Panel receive and note the information.

Development Application appeals before the ERD Court in the City of West Torrens

Relevant authority: Council Assessment Panel			
DA number	**Address**	**Description of development**	**Status**
Nil			

Relevant authority: Assessment Manager			
DA number	**Address**	**Description of development**	**Status**
22034703	71 Milner Rd Richmond SA 5033	Construction of a two-storey residential flat building comprising four (4) dwellings and fences to a maximum cumulative height of 2.3 metres	Appeal lodged on 19/06/2023 against an Administrative Decision to refuse the subject application.

Relevant authority: State Commission Assessment Panel			
DA number	**Address**	**Description of development**	**Status**
Nil			

Deferred CAP Items

DA number	Address	Description of development	Status
Nil			

Development Applications pending determination by SCAP/SPC

DA Number	Referral Reason	Address	Description of development
23000380	Restricted - Section 94(1)(b)	254-262 Richmond Rd, Marleston	Change of use of an existing building to a shop (bulky goods outlet) incorporating alterations and additions, installation of associated advertising signage and car parking and tree damaging activity.
22036672	Designated by Regs - Section 94(1)(a)(ii)	86 George St, Thebarton	To retain an existing shop and demolish an existing detached dwelling to accommodate a new residential flat building comprising 10 dwellings of five levels with associated carparking and landscaping
23008332	Designated by Regs - Section 94(1)(a)(ii)	177-179 Henley Beach Road, Mile End and 1 and 3 Henley Street, Mile End	5 level Mixed Use Commercial & carparking Ground Floor and 4 levels of Apartments.
211/V151/23	Designated by Regs - Section 94(1)(a)(ii)	Corner of Africaine Road and Tapleys Hill Road	Entry statement and illuminated signage to the corner of Africaine Road and Tapleys Hill Road. Works consist of feature vertical timber posts and curved steel fins amongst soft landscaping.

Conclusion

This report is current as at 21 July 2023.

Attachments

Nil

10 OTHER BUSINESS

110.1 Planning Policy Considerations

11 MEETING CLOSE