



## **AGENDA**

**FOR DEVELOPMENT ASSESSMENT PANEL MEETING TO BE HELD ON**

**27 APRIL 2016 AT 6:00 PM**

**IN THE COUNCIL CHAMBER, 12 JAMES STREET, SALISBURY**

### **MEMBERS**

Mr D Wallace (Presiding Member)  
Mr R Bateup  
Mr C Buchanan  
Ms L Caruso  
Ms S Johnston  
Mr J Watson  
Mr S White

### **REQUIRED STAFF**

General Manager City Development, Mr T Sutcliffe  
Manager Development Services, Mr C Zafiropoulos  
Team Leader – Planning, Mr A Curtis  
Consultant, Ben Green & Associates, Mr B Green

### **APOLOGIES**

### **LEAVE OF ABSENCE**

### **PRESENTATION OF MINUTES**

Presentation of the Minutes of the Development Assessment Panel Meeting held on 22 March 2016.

## REPORTS

### *Development Applications*

#### **5.1.1      361/1222/2015/3B ..... 7**

Change of use to transport depot and associated workshop, construction of associated shed, office and formalisation of carparking, surface treatment, landscaping and external lighting at 18-20 Deuter Road, Burton for Bargain Steel Centre.

## OTHER BUSINESS

#### **5.2.1      Status of Current Appeal Matters and Deferred Items**

Nil

#### **5.2.2      Policy Issues Arising from Consideration of Development Applications**

#### **5.2.3      Future Meetings and Agenda Items**

## CLOSE

### **Please note:**

*Council is committed to openness and transparency in its decision making processes. However, some documents contained within attachments to the Development Assessment Panel agenda items are subject to copyright laws. Due to copyright restrictions the files are only available for viewing. Printing is not possible. If these documents are reproduced in any way, including saving and printing, it is an infringement of copyright.*

*By downloading this information, you acknowledge and agree that you will be bound by provisions of the Copyright Act 1968 (Cth) and will not reproduce these documents without the express written permission of the copyright owner.*



**MINUTES OF DEVELOPMENT ASSESSMENT PANEL MEETING HELD IN THE  
COUNCIL CHAMBER, 12 JAMES STREET, SALISBURY ON**

**22 MARCH 2016**

**MEMBERS PRESENT**

Mr D Wallace (Presiding Member)  
Mr R Bateup  
Ms L Caruso  
Mr J Watson  
Mr S White

**STAFF**

Team Leader - Planning, Mr A Curtis  
Development Officer – Planning, Ms K Thrussell  
Development Officer – Planning, Ms K Brown

The meeting commenced at 6.01pm.

The Presiding Member welcomed the members, staff and the gallery to the meeting.

**APOLOGIES**

Apologies were received from Ms S Johnston.

**PRESENTATION OF MINUTES**

Ms L Caruso moved, and the Panel resolved that:

The Minutes of the Development Assessment Panel Meeting held on 23  
February 2016, be taken and read as confirmed.

## REPORTS

### *Development Applications*

- 5.1.1 361/1643/2015/2A**  
Demolition of Existing Dwelling and sheds (2) and Residential Development (Residential Flat Building) Comprising Six (6) Two Storey Dwellings at 12-14 Ada Street, Salisbury for Rendition Homes Pty. Ltd.

### REPRESENTORS

Representor, Ms A Assiotis, spoke to her representation.

Representor, Mr Z Mysko, spoke to his representation.

Representor, Ms S Round, spoke to his representation.

Representor, Ms K Waddell, spoke to her representation.

Mr Phil Brunning, spoke on behalf of the applicant.

Mr S White moved, Mr R Bateup seconded that:

- A. The proposed development is not considered to be seriously at variance with the Salisbury (City) Development Plan – Consolidated 06 August 2015.
- B. Pursuant to Section 33 of the Development Act 1993, Development Plan Consent is **GRANTED** to application number 361/1643/2015/2A for; *residential development comprising six (6) two storey dwellings*; in accordance with the plans and details submitted with the application and subject to the following conditions:
  1. The proposal shall be developed in accordance with the details and Council stamped approved plans lodged with the application, except where varied by the conditions herein.  
  
*Reason: To ensure the proposal is established in accordance with the submitted plans.*
  2. The designated landscaping areas shall be planted with advanced growth shade trees to achieve a minimum height of 4 metres, shrubs and ground covers as appropriate to achieve a high level of residential amenity. All landscaping shall be maintained (including the replacement of diseased or dying plants and the removal of weeds and pest plants) to the reasonable satisfaction of Council. All landscaping is to be completed prior to occupation.  
  
*Reason: To ensure the subject land is landscaped so as to enhance the visual and environmental amenity of the locality.*



3. Stormwater systems shall be designed and constructed to cater for minor storm flows (Residential ARI =5yrs). The design of the stormwater system shall ensure that no stormwater is discharged onto any adjoining land. Surface stormwater is to be managed in a manner that ensures no ponding of water against buildings and structures, no creation of any insanitary condition, and no runoff into neighbouring property for the major storm event ARI = 100 years.

*Reason: To ensure flood protection of the buildings.*

4. All driveways and car parking areas shall be constructed with either brick paving, concrete or bitumen to a standard appropriate for the intended traffic volumes and vehicle types. Driveways and carparking areas shall be established prior to the occupation and maintained at all times to the satisfaction of Council.

*Reason: To ensure access and carparking is provided on the site in a manner that maintains and enhances the amenity of the locality.*

5. Fixed obscure screening shall be installed to upper floor balconies to dwellings 1 and 6 on the eastern and western sides respectively to a minimum height of 1.7m above upper floor level. The above window treatments shall be established prior to occupation of the dwelling and shall be maintained to the reasonable satisfaction of Council.

*Reason: To minimize the loss of privacy for residents of adjacent dwellings.*

6. All construction is to be completed to the reasonable satisfaction of Council. Detailed designs and specifications for all civil works are to be provided to Council for comment prior to construction and no construction is to commence until requirements have been met. Damage sustained to any new or existing infrastructure during the course of the works is to be rectified to Council satisfaction prior to the completion of development works.

*Reason: To ensure that the development complies with Standards, best Engineering Practice and Council Policy.*

**CARRIED**

---

## OTHER BUSINESS

### 5.2.1 Status of Current Appeal Matters and Deferred Items

**361/935/2015/3B** ..... DAP Decision Date 21 July 2015

**Farmers Market Independent of Existing Old Spot Hotel at 1955 Main North Road, Salisbury Heights for Mark Aldridge t/a Farm Direct Community Markets**

Waiting for Directions Hearing date to be set by Supreme Court.

### 5.2.2 Policy Issues Arising from Consideration of Development Applications

Nil

### 5.2.3 Future Meetings and Agenda Items

Next DAP meeting will be held on Wednesday 27<sup>th</sup> April 2016.

The meeting closed at 7.16pm.

PRESIDING

MEMBER.....

DATE.....

<b>ITEM</b>	5.1.1
	<b>DEVELOPMENT ASSESSMENT PANEL</b>
<b>DATE</b>	27 April 2016
<b>APPLICATION NO.</b>	361/1222/2015/3B
<b>APPLICANT</b>	Bargain Steel Centre
<b>PROPOSAL</b>	Change of use to transport depot and associated workshop, construction of associated shed, office and formalisation of carparking, surface treatment, landscaping and external lighting
<b>LOCATION</b>	18-20 Deuter Road, Burton
<b>CERTIFICATE OF TITLE</b>	5441/488
<b>AUTHOR</b>	Ben Green, Consultant – Ben Green & Associates

## 1. DEVELOPMENT APPLICATION DETAILS

<b>Zone/Policy Area</b>	Industry
<b>Application Type</b>	Merit Category 3
<b>Public Notification</b>	Representations received: 2 Representations to be heard: 1
<b>Referrals – Internal</b>	Development Engineering Environmental Health
<b>Development Plan Version</b>	Salisbury (City) Development Plan Consolidated 18 December 2014
<b>Assessing Officer</b>	Ben Green, Consultant Planner
<b>Recommendation</b>	Development Plan Consent granted subject to Conditions
<b>Meeting Date</b>	27 April 2016
<b>Zone/Policy Area</b>	Industry

## 2. REPORT CONTENTS

### Assessment Report

Attachment 1:	Proposal Plans
Attachment 2:	Supporting Information
Attachment 3:	Notice of Category 3 Application and Copy of Representations
Attachment 4:	Response to Representations
Attachment 5:	Relevant Development Plan Extracts Consolidated 18 December 2014

### 3. EXECUTIVE SUMMARY

The applicant seeks approval for a change of use to transport depot and associated workshop, construction of associated shed, office, and formalisation of car parking, landscaping and external lighting.

The subject land is situated at 18-20 Deuter Road, Burton and consists of one irregular shaped Torrens Title allotment. The land has a site area of 6,135m<sup>2</sup> and has a frontage to Deuter Road of 78 metres. Deuter Road is a no-through road that runs off Port Wakefield Road with the site being the last allotment before the road terminates, some 465m north-east of the intersection.

The existing and proposed buildings on site are to be used as a transportation depot for seven (7) trucks that are used to collect and deliver poultry (off-site). No loading or unloading of trucks will occur on the subject land. Some storage of transport equipment will also occur within the sheds, together with basic maintenance of the trucks such as oil changes, and cleaning of the trucks etc.

The seven (7) vehicles that will be stored on the site include three (3) small tray top trucks and four (4) single semi-trailer trucks. The vehicles are used to collect poultry from an off-site supplier and then to transport the poultry to the required destination before returning to the subject land empty.

The subject land is situated within the Industry Zone. The application was assessed as consent “on-merit” form of development and was subject to Category 3 public notification.

This report provides a detailed assessment of the application against the relevant provisions of the Salisbury (City) Development Plan. The assessment found that:

- a) The proposed land use is considered to be appropriate within an Industry Zone.
- b) The scale of the activity in terms of the number of trucks stored on-site, their size and overall number of movements to and from the site is considered to be acceptable given the interface with the Residential Zone.
- c) The scale of the activity proposed combined with the future surface upgrade and proposed landscaping assists the proposal in not having a negative impact on the amenity of the locality.
- d) Adequate levels of off-street parking are provided.

Given the above, this report recommends that Development Plan Consent should be granted subject to conditions.

### 4. BACKGROUND

The subject land was created by way of land division in 1984. In 1985 approval was granted for two (2) workshops with associated car parking on the subject land and the neighbouring allotment.

The applicant for this application was initially seeking development plan consent for the construction of a shed only. However, upon researching the history of the subject land, it became apparent to council that the land did not have a valid land use approval for the existing activities on the site. As such, further details were requested from the applicant regarding the use, which have now been incorporated into the nature of development as a transportation depot.

## **5. SUBJECT SITE**

The subject land is situated at 18-20 Deuter Road, Burton and consists of one irregular shaped Torrens Title allotment. The land has a site area of 6,135m<sup>2</sup> and has a frontage to Deuter Road of 78 metres. Deuter Road is a no-through road that runs off Port Wakefield Road with the site being the last allotment before the road terminates, some 465m north-east of the intersection.

The site is relatively level in grade and is devoid of vegetation. The site is bordered on all sides by a chain-link style fence with a single access and egress point to Deuter Road. The surface of the land is predominantly dolomite rubble over two different base layers. One portion of the site the dolomite rubble has been placed over compacted quartz crushed rock, with the remainder of the site surface consisting of crushed rock that has been sprayed with bitumen emulsion and then topped with dolomite rubble.

The subject land contains an existing shed which is positioned approximately 75 metres back from Deuter Road and set in from both side boundaries. The existing shed has a total floor area of 108.75m<sup>2</sup> and is currently used as a transport depot (albeit approved only as a workshop).

The proposed development seeks to expand and legitimise the existing activities on site.

## **6. LOCALITY**



The locality is described as being low intensity industrial in nature with a moderate visual amenity. Deuter Road is the boundary between the Industry and Residential Zones and as a result a number of dwellings feature within the locality. The dwellings are located within the Residential Zone to the south-east of the site and have frontage to Tarqui Drive - the allotments effectively 'back on' to Deuter Road and are only separated from the road by a landscaped road reserve.

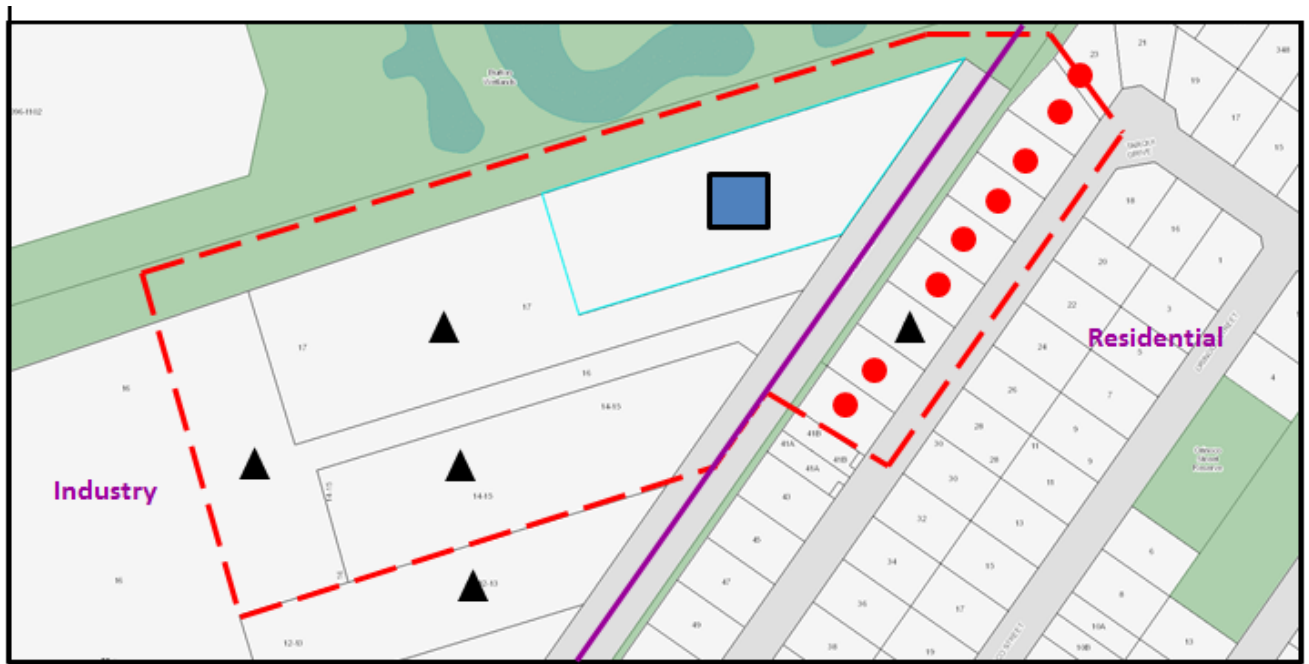
Land immediately to the north encompasses the Burton Wetlands. Land further north of the wetlands and immediately to the south-west and west of the subject land are used for a range of industrial land uses.








**Aerial View:**

Source: Nearmap

Legend	
	Subject site
	Zone boundary



Source: Dekho

Legend	
	Subject site
	Locality boundary
	Zone boundary
	Properties notified
	Representor



Source: Dekho

Legend	
	Subject site
	Locality boundary
	Zone boundary
	Properties notified
	Representor



**Site Photographs**



Photo 1: *Looking south-west at the entrance into the subject site from Deuter Road*



Photo 2: *Looking north at the entrance into the subject site from Deuter Road*





Photo 3: *Looking north-west towards the subject site from Deuter Road*



Photo 4: *Looking north-west towards the subject site from Deuter Road*



Photo 5: Looking north-west down Deuter Road adjacent the subject site

## 7. DESCRIPTION OF THE PROPOSED DEVELOPMENT

The applicant seeks approval for a change of use to transport depot and associated workshop, construction of associated shed, office, and formalisation of car parking, landscaping and external lighting.

The proposed shed has a floor area of 256m<sup>2</sup> and an overall height of 7.3 metres and will be used in association with an existing shed on site. The roof will have a pitched gable end at an angle of 11 degrees. The exterior of the shed is proposed to be clad in pre-colour coated metal (Colorbond) in 'Woodland Grey' (dark grey).

The proposed office has a total floor area of 22.5m<sup>2</sup> and is to be clustered with the other built form. The office will have a 5 degree skillion roof and have a maximum height of approximately 2.7 metres.

The existing and proposed buildings are to be used as a transportation depot for seven (7) trucks that are used to collect and deliver poultry (off-site). Some storage of transport equipment will also occur within the sheds, together with basic maintenance of the trucks such as oil changes, and cleaning of the trucks etc.

The seven (7) vehicles that will be stored on the site include three (3) small tray top trucks and four (4) single semi-trailer trucks along with the truck driver 'personal' vehicles whilst making the deliveries. The vehicles are used to collect poultry from an off-site supplier and then to transport the poultry to the required destination before returning to the subject land empty.



There is to be no loading or unloading of the vehicles on the subject land and there is no need for machinery such as forklifts with reversing beepers or the like.

The office component is ancillary to the transport depot as it will be used to arrange for the off-site pick-up and delivery of poultry.

The applicant has confirmed that the “transport depot” will operate in shifts for drivers to pick up and drop off the trucks as follows:

Monday to Friday

Shift 1	10am to 4pm
Shift 2	1am to 9am
Shift 3	5am to 3pm

The workshop for the servicing of the company trucks will operate within more standard business hours as follows:

Monday – Friday 7:00am to 7:00pm  
Saturday – 7:00am to 5:00pm  
Sunday and Public Holidays – not open

The applicant has provided a Management Plan that outlines how the development will be implemented in stages over a four (4) year period. The Management Plan refers to surface treatment, landscaping, upgrading of gates, installation of lighting, and upgrading of vehicles.

The development provides for ten (10) on-site car parking spaces adjacent the southern boundary. There are also four (4) on-site parks allocated for small trucks plus four (4) additional on-site parks for larger trucks. The total number of parks provided on-site equates to eighteen (18) spaces.

The surface treatment of the car parking and trafficable areas is predominantly dolomite rubble over two different surface types, one being compacted crushed quartz rock and the other a crushed rock surface that has been sprayed with bitumen emulsion and then topped with dolomite rubble. The proposal seeks to initially maintain the existing surface treatments before removing the dolomite surface and sealing the area using a 2-coat seal spray (similar to the sealing of Deuter Road) within a four (4) year timeframe.

Access and egress is via an 8 metre wide gated access way to Deuter Road. The manual operated gates will be replaced with automatic gates within the first year of approval.

Landscaping is proposed along the southern, eastern and northern boundaries and will consist of both tree and shrub plantings. Landscaping is proposed to occur on the southern and eastern boundaries within the first year of approval with additional landscaping to be provided along the northern boundary in the third year.

The application includes the relocation of all lighting required for security and operational needs to the front of the property (adjacent the eastern boundary), with all lighting directed towards the subject land in order to minimise any impact of light spill onto Deuter Road or residential properties within the locality.

Lighting to be used during night shifts includes:

- Four (4) x existing LED floodlights on the southern boundary that are 5 metres in height and face down to the property at a 45 degree angle;
- Two (2) x LED floodlights on the existing shed, one (1) facing to the front boundary and the other facing the southern side of the building also pointing down on a 45 degree angle;
- Four (4) x LED floodlights are proposed to be placed on the front boundary facing into the property at 5m in height with a 45 degree angle.

## 8. CLASSIFICATION

The subject land is situated within the Industry Zone as shown on Map Sal/16 pursuant to the Salisbury Council Development Plan Consolidated 18 December 2014. The proposed use of the land is best described as a 'transport depot' which is an undefined term as it does not appear within Schedule 1 of the *Development Regulations 2008*. Although the use is undefined, the term 'transport depot' is commonly used and accepted within planning practice.

A transport depot is not listed as being a complying or non-complying form of development in the Industry Zone and therefore the application is a 'consent on-merit' form of development.<sup>7</sup>

## 9. PUBLIC NOTIFICATION

The Application is neither listed as being a Category 1 or Category 2 form of development in either the Industry Zone or Schedule 9 of the *Development Regulations 2008*. The Application therefore defaults to a Category 3 form of development pursuant to Section 38 and Schedule 9 of the *Development Act 1993* and *Development Regulations 2008*.

The Category 3 public notification period took place between 11 August 2015 and 27 August 2015. Council received two representations during this period as follows:

Representations Received	
Representations received	Wish to be Heard
RF & NJ Osmond 12, 14, 16 & 17 Deuter Road BURTON SA 5110	
K & J Day 35 Tarqui Drive PARALOWIE SA 5108	✓

The representations and applicant's response are both contained as attachments. The content of the representation and applicant's response are summarised in the table below:

Summary of Representations received	
Representation	Applicant's Response
<i>RF &amp; NJ Osmond</i>	
<ul style="list-style-type: none"> <li>• Promotes local employment</li> <li>• Enhances northern development which is needed</li> </ul>	Agreed

<i>K and J Day</i>	
<ul style="list-style-type: none"> <li>• Amount of dust arising from trucks utilising Deuter Road which is not properly sealed</li> <li>• Movement of traffic within the site disturbs dust even at low speed</li> <li>• Privacy being invaded due to the height of trucks</li> <li>• Hours of operation – currently starting at 5am and don't cease until 11pm</li> </ul>	<ul style="list-style-type: none"> <li>• Deuter Road was sealed in August 2014 with a 2-coat spray seal.</li> <li>• Applicant proposes to seal the surface of the trafficable area in Year 4, or earlier depending on financial circumstances. Sealing the surface is less likely to generate nuisance dust. To ensure the dust is minimised in the meantime the operator will on a daily basis inspect the maneuvering area and if there are areas where the dolomite rubble has been pushed off the crushed rock surface, then the rubble will be respreads by using a small on-site tractor. In addition during summer months when there are periods of dry weather, staff will apply water via a water cart to the dolomite rubble to further minimise the generation of nuisance dust. Vehicle drivers are required to adhere to existing 10km/h speed limit to minimise dust.</li> <li>• Substantial tree screening exists behind properties on Tarqui Drive. The trucks utilise the site between 4am-6am and 10pm-12 midnight and therefore it would generally be quite dark to be able to view into the rear yards of adjacent residential premises. The existing manually operated gates on Deuter Road will be replaced with automatic electric gate/s that will negate the need for vehicles to stop and idle in Deuter Road which will eliminate any opportunity for the drivers to look into the adjoining residential properties along the southern side of Deuter Road as the need to stop the vehicles and exit the cabin will be eliminated.</li> <li>• Hours of operation cannot be altered due to an ongoing contract with Inghams Chickens, the times vary on a daily basis depending on when the poultry is required. This is why there are three different operating periods of operation.</li> </ul>

NOTE: Officer's consideration of the above representations and applicant's response are provided under the assessment section of this report.

**10. REFERRALS – INTERNAL**

Comments were sought from internal divisions of Council as follows:

<b>DIVISION</b>	<b>COMMENT</b>
<b><i>Development Engineering</i></b>	<p><i>After reviewing the response from the Applicant's Planning Consultant and images of the site since additional dolomite has been spread, Council's Principal Development Engineer is satisfied with the four (4) year plan that has been proposed in regards to the sealing of the site.</i></p> <p><i>Further information in regards to stormwater and water quality is still required as the site is immediately adjacent wetlands. The stormwater requirements will evolve with the sealing works as the existing dolomite has a permeable material where water can infiltrate into the subgrade. However, the proposed eventual spray seal is impervious.</i></p>
<b><i>Environmental Health</i></b>	<p><i>The proposed development does not have access to SA Water Networks and therefore as there are existing workplace wastewater facilities onsite it is assumed that there would be an existing onsite wastewater system.</i></p> <p><i>The proposed development does not appear to include any additional wastewater facilities or connections, therefore:</i></p> <ul style="list-style-type: none"> <li><i>• If the onsite wastewater system is altered, an application must be lodged for an onsite wastewater works approval in accordance with the South Australian Public Health (Wastewater) Regulations 2013 and Onsite Wastewater Systems Code.</i></li> <li><i>• All buildings must not be constructed within 3 metres of the existing wastewater system, including tanks and effluent disposal areas in accordance with Appendix B of the Onsite Wastewater code.</i></li> </ul>

## 11. DEVELOPMENT DATA

Design Characteristics	
Site Area	The subject site is approximately 6,135m <sup>2</sup>
Building Area	Existing shed 108.75m <sup>2</sup> Proposed shed 256.2m <sup>2</sup> Proposed office 22.5m <sup>2</sup>  <i>Total</i> 387.45m <sup>2</sup>
Site Coverage	Based on the above building areas, the site coverage equates to 6.3%
Setbacks	The proposed shed is to be setback 78 metres from the front property boundary.
Car Parking	Total Office areas = 22.5m <sup>2</sup> Requires 1 carpark/30m <sup>2</sup> 1 space  Total Industrial Area = 364.95m <sup>2</sup> Requires 1 carpark/50m <sup>2</sup> up to 200m <sup>2</sup> 4 spaces 1 carpark/75m <sup>2</sup> 200m <sup>2</sup> to 2000m <sup>2</sup> 2 spaces  <i>Total</i> 7 spaces  Provides ten (10) car parking spaces plus four (4) small truck parks and four (4) large truck parks.
Staff Numbers	The number of employees equates to twenty (20). However, eighteen (18) employees work off site with only two (2) staff remaining on site during shifts.

## 12. ASSESSMENT

Pursuant to Section 35(2) of the *Development Act 1993* it is recommended that the Panel determine that the proposal is not “seriously at variance” with the Salisbury (City) Development Plan – Consolidated 18 December 2014. The following reasons are given in support of this recommendation:

- The proposed land use is considered to be appropriate within an Industry Zone.
- The scale of the activity in terms of the number of trucks stored on-site, their size and overall number of movements to and from the site is considered to be acceptable given the interface with the Residential Zone.
- The scale of the activity proposed combined with the future surface upgrade and proposed landscaping assists in the proposal not having a negative impact on the amenity of the locality.
- Adequate levels of off-street parking are provided.

### Assessment

Detailed assessment of the application has been undertaken against the relevant provisions of the Salisbury (City) Development Plan and is described below under the following headings.

An extract of the relevant Development Plan, consolidated 18 December 2014 is contained in Attachment 5. The relevant provisions are also highlighted in the Attachment.



***Zoning & Land Use***

Objective 1 of the Industry Zone states:

- 1 A zone primarily accommodating a wide range of industrial, warehouse, storage and transport land uses.*

Principle of Development Control 1 further identifies the following forms of development as being envisaged within the Zone:

- 1 The following forms of development are envisaged in the zone:*
  - *industry*
  - *office in association with and ancillary to industry*
  - *transport distribution*
  - *warehouse.*

The subject land has been used as a transport depot for some time and although this does not validate the land use, it does suggest that the proposed development has an acceptable degree of impact on the surrounding locality (noting that it has been in operation for some time without any recorded complaints).

Transport distribution is an envisaged use within the Zone and the formalisation of the proposed use on the subject land is considered appropriate. The Management Plan lodged as part of the application seeks to address potential impacts through the resurfacing of the vehicle manoeuvring areas and the inclusion of additional landscaping.

The subject land lies on the periphery of the Industry Zone with a number of residential dwellings present in the locality to the south-east of the site on the southern side of Deuter Road that is well landscaped in the road reserve. The proposed development is considered to be low in intensity compared to other general industry uses that could occur on the subject land. Less intensive land uses are considered to be more appropriate on the periphery of the zone, especially at the interface with the Residential Zone where a number of sensitive receptors are present.

No industrial activities are proposed to occur on the subject land and as the locality incorporates a mixture of industrial and residential land uses, the lower scale form of development proposed is considered to be appropriate for the subject land.

The proposed development is not considered to prejudice the development of the zone for its intended purpose and nor does it jeopardise the continuance of adjoining authorised land uses. In this regard it should also be noted that there were two representations received during the public notification period, both of which were in support of the proposal. Despite indicating support, concerns expressed by a Representor who is a resident that lives on a property adjoining Deuter Road included the creation of dust, privacy issues, and concerns with the operating times of the proposed use.

The proposed upgrade to the driveway and vehicle manoeuvring surface over a four (4) year period (outlined within the applicant's documentation) will assist in minimising excessive dust generation. Given the context of the site relative to neighbouring properties, the overall Industry Zone at large, and the proposed frequency of use, the proposed surface treatment is considered to be adequate.

Having regards to the privacy concerns, there are a number of trees that screen the rear yards of the properties that front Tarqui Drive within the Deuter Road road reserve. Deuter Road is a public road and privacy issues arising as a result of trucks overlooking rear yards as they arrive/depart is not considered to be a fundamental concern.

The hours of operation are required by the business and although effectively 24 hours the majority of truck movements are during 'normal working hours' apart from the commencement of shift 2 and 3 which are 1am and 5am respectively, which would last no more than 10 to 20 minutes by the time the employee parks their vehicle and leaves the site using the delivery vehicle.

If protective measures were not put in place, the operating times would have the potential to cause greater land use conflict issues with the neighbouring Residential Zone. However, given the low number and frequency of truck movements and the further protective measures proposed such as electric gates and alteration of existing lighting, the proposed hours of operation are considered acceptable.

Given the above, the proposed development is considered to be fundamentally appropriate on the subject land within the Industry Zone, and furthermore is likened to the envisaged uses of the Zone.

### ***Materials, Colours & Finishes***

Under the Council-wide 'Design and Appearance' module, Principle of Development Control 1 and 7 seek:

- 1 The design of a building may be of a contemporary nature and exhibit an innovative style provided the overall form is sympathetic to the scale of development in the locality and with the context of its setting with regard to shape, size, materials and colour.*
- 7 The external walls and roofs of buildings should not incorporate highlight reflective materials which will result in glare to neighbouring properties or drivers.*

The Development Plan seeks buildings that are designed to reduce their visual bulk and provide visual interest through a variety of design elements. External walls and roofs of buildings are to be constructed out of non-reflective materials.

The proposed development incorporates a large shed that is to be clad in pre-colour coated metal with matching gutters and flashings in Colorbond Woodland Grey – a dark grey colour.

The proposed materials and colours are considered to be appropriate for an Industry Zone and the locality generally.

***Building Setbacks***

Principle of Development Control 4 of the Industry Zone states:

- 4     *Development should be set back from any road frontage in accordance with Table Sal/1 – Building Setbacks from Road Boundaries.*

Table Sal/1 – Building Setbacks from Road Boundaries makes specific mention of Deuter Road, Burton and states:

*Portion of Road Affected – The whole length on both sides  
Setback distance – 14 metres*

The proposed shed is to be setback 78 metres from the front property boundary, consistent with Table Sal/1.

***Building Height***

The Industry Zone does not stipulate a maximum building height and the only guiding principle in this regard is considered to relate to advertising hoardings rather than built form - Principle of Development Control 14 states: *'Freestanding structures should not exceed 6 metres in height and should be restricted to one such structure per 6 tenancies.'*

The proposed shed will have a wall height of 6 metres and an overall height of 7.306 metres. Buildings of this height are clearly acceptable within an Industry Zone. Given that the shed is also to be sited more than 78 metres from the Deuter Road boundary, the overall height of the building is considered to be acceptable.

***Effluent Disposal***

Under the Council-wide 'Waste' module, Objective 2 and Principle of Development Control 2 seek:

- 2     *Development that includes the treatment and management of solid and liquid waste to prevent undesired impacts on the environment including, soil, plant and animal biodiversity, human health and the amenity of the locality.*
- 2     *The storage, treatment and disposal of waste materials from any development should be achieved without risk to health or impairment of the environment.*

The applicant advised that the existing toilets and lunchroom are connected to an existing septic tank that is 27 years old. There are no alterations or additions to the septic system necessary as a result of this application.

***Transport, Car Parking and Access***

Objective 2 of the Council-wide 'Transportation and Access' module seeks:

- 2     *Development that:*
  - (a) *provides safe and efficient movement for all motorised and non-motorised transport modes*
  - (b) *ensures access for vehicles including emergency services, public infrastructure maintenance and commercial vehicles*
  - (c) *provides off street parking*
  - (d) *is appropriately located so that it supports and makes best use of existing transport facilities and networks.*

Relevant Principles of Development Control of the 'Transportation and Access' module seek:

- 12     *Industrial/commercial vehicle movement should be separated from passenger vehicle car-parking areas.*
- 22     *Development should have direct access from an all weather public road.*
- 32     *Development should provide off-street vehicle parking and specifically marked disabled car parking places to meet anticipated demand in accordance with Table Sal/2 - Off Street Vehicle Parking Requirements unless an agreement...*
- 33     *Development should be consistent with Australian Standard AS 2890 Parking facilities.*
- 38     *Parking areas should be sealed or paved in order to minimise dust and mud nuisance.*

The Development Plan provisions seek new development that provides for safe and convenient access for vehicles and pedestrians and for the provision of sufficient on-site car parking.

In terms of car parking provision, Table Sal/2 – Off Street Vehicle Parking Requirements prescribes car parking rates for *industry, warehouses and stores* based on the overall floor area at differing rates depending on the intensity of the development. A car parking rate for a transport depot is not specifically listed within this table and therefore the required rate has been calculated based on an industrial land use. Based on the floor area of the buildings there is a requirement for seven (7) on-site car parking spaces.

The development provides for ten (10) car parks adjacent the southern and eastern allotment boundaries with access / egress gained via an 8 metre wide existing gated access way onto Deuter Road which was sealed in August 2014. In addition the site plan identifies four (4) parks for small trucks and four (4) parks for larger trucks. One (1) disabled car park and a shared zone is provided adjacent the proposed office.

The surface treatment of the car parking and vehicle manoeuvring areas is predominantly dolomite rubble over two different surface types, one being compacted crushed quartz rock and the other a crushed rock surface that has been sprayed with bitumen emulsion and then topped with dolomite rubble. The proposal seeks to initially maintain the existing surface treatments before removing the dolomite surface and sealing the area using a 2-coat seal spray (similar to the sealing of Deuter Road) within a four year timeframe. It would be preferable for the applicant to seal the vehicle maneuvering areas sooner rather than later however the maintenance regime proposed in the meantime will minimise the amount of nuisance dust generated on site.

Traffic arrangements will provide for the movement of trucks in and out of the site at the beginning and end of each shift. There are a total of three (3) shifts per day with the majority of the activity occurring off site. Given the low frequency of truck movements, the existing and proposed surface treatments, access road to the site and the fact that trucks can enter and exit the site in a forward direction, the proposed development is not considered to have an unreasonable impact on the free flow and safety of vehicular traffic within the locality and/or the surrounding road network.

### ***Landscaping***

Under the Council-wide “Landscaping, Fences and Walls” module, Principle of Development Control 1 states that:

- 1 Development should incorporate open space and landscaping and minimise hard paved surfaces in order to:*
  - (a) complement built form and reduce the visual impact of larger buildings (eg taller and broader plantings against taller and bulkier building components)*
  - (b) enhance the appearance of road frontages*
  - (c) screen service yards, loading areas and outdoor storage areas*
  - (d) minimise maintenance and watering requirements*
  - (e) enhance and define outdoor spaces, including car parking areas*
  - (f) maximise shade and shelter*
  - (g) assist in climate control within and around buildings*
  - (h) minimise heat absorption and reflection*
  - (i) maintain privacy*
  - (j) maximise stormwater re-use*
  - (k) complement existing vegetation, including native vegetation*
  - (l) contribute to the viability of ecosystems and species*
  - (m) promote water and biodiversity conservation.*

Objective 3 of the Industry Zone also seeks that landscaped buffers are implemented adjacent to main roads and residential areas.

The site plan illustrates a proposed landscaping along the southern, eastern and northern boundaries. The Residential Zone interface is east and south east of the subject land and therefore the proposal in accordance with the abovementioned Objective. The Management Plan provided indicates the southern and eastern plantings will occur in the first year following approval to minimise potential land use conflict issues with residential land uses whilst the northern boundary will be planted in the third year following approval.

The site plan does not specify a particular species to be planted. However, there is a recommended condition of approval for the landscaping to incorporate a range of shade trees, shrubs and ground covers to assist in appropriately screening the site and enhancing the amenity of the locality.

### ***Stormwater***

Under the Council-wide “Natural Resources” module, relevant Principle of Development Controls state:

- 7     *Development should be sited and designed to:*
  - (a) *capture and re-use stormwater, where practical*
  - (b) *minimise surface water runoff*
  - (c) *prevent soil erosion and water pollution .....*
  
- 8     *Water discharged from a development site should:*
  - (a) *be of a physical, chemical and biological condition equivalent to or better than its pre-developed state*
  - (b) *not exceed the rate of discharge from the site as it existed in pre-development conditions.*
  
- 14    *Stormwater management systems should:*
  - (a) *maximise the potential for stormwater harvesting and re-use, either on-site or as close as practicable to the source*
  - (b) *utilise, but not be limited to, one or more of the following harvesting methods:*
    - (i) *the collection of roof water in tanks*
    - (ii) *the discharge to open space, landscaping or garden areas, including strips adjacent to car parks .....*

The site plan provided indicates that stormwater will be directed to the street water table. However, given the sheer distance from the road and the fact that road does not contain a kerb this is not considered to be an ideal solution.

A reserved matter has been included in the recommendation to adequately manage stormwater on the site that is considered could be reasonably achieved given the size of the site.

### ***Interface between Land Uses***

Under the Council-wide “Industrial Development” module, Principle of Development Controls 7 states:

- 7     *Development within 50 metres of the Residential Zone boundary should:*
  - (a) *demonstrate appropriate acoustic performance*
  - (b) *ensure that all noise sources including machinery, outside loading, unloading and other service areas are located away from the Residential Zone boundary*
  - (c) *comprise buildings of masonry or equivalent construction to minimise the transmission of noise with openings located away from residential properties*
  - (d) *limit operating hours to between 7am and 6 pm.....*

This section of the Development Plan encourages development to be located and designed to prevent adverse impact and conflict between land uses and also protect community health and amenity and support the operation of all desired land uses.

Development should be sited and designed to minimise negative impact on existing and potential future land uses considered appropriate in a given locality.

Sensitive uses likely to conflict with the continuation of lawfully existing developments and land uses considered appropriate for the Zone should not be developed or should be designed to minimise negative impacts.

The Industrial Development section of the Development Plan prescribes particular policy relating to industrial development within 50 metres of the Residential Zone boundary. These policies seek to minimise potential land use conflict by siting noise sources in appropriate locations, utilising appropriate building materials and limiting operating hours to between 7am and 6pm.

The proposed physical siting of the built form is some distance from the Residential Zone boundary (more than 80 metres) and “transport distribution” uses are envisaged uses in the subject Industry Zone, the access point and portion of the car park is located within 50 metres. The proposal also includes operating hours outside of the limited hours specified by the policy but these activities are generally occurring more than 50 metres from the closest residential receptor and are not continuous but more so limited traffic movements of vehicle transfer of trucks (and truck driver personal vehicles) entering and exiting the site.

While this aspect of the development is inconsistent with the above-mentioned policy, it is considered to be acceptable because:

- a) Land uses to the north, west and south-west are non-residential in nature;
- b) Trucks are not loaded/unloaded on-site;
- c) The number of trucks to be stored on-site, their size and number of movements is considered to be low for what could occur within an Industry Zone – the nature of the business sees the trucks leave once and return once per shift;
- d) The movement of seven (7) vehicles per day is not considered to be excessive, particularly with no loading or unloading occurring and a distance of 50 plus metres from a landscape and fenced screened interface;
- e) The proposal will see the existing manual operated gates changed to an automatic gate which will negate the need for vehicles to sit and idle while the gates are operated;
- f) The Applicant proposes to amend the location of lighting so that it is directed away from residences;
- g) Additional landscaping is proposed which will assist as a buffer between the subject land and other land within the locality.



An acoustic report was not supplied by the applicant or requested by Council during the initial assessment phase. There is a degree of tolerance that should be anticipated from occupiers of dwellings that adjoin an alternate zone such as the Industry Zone and with further reference to the background noise generated by Port Wakefield Road located close by. This is not to suggest that noise related (or other) impacts can be ignored. However, it is to suggest that some activity within the locality outside of that which is generally anticipated in a residential locality can occur within certain limits.

Having said this, for the reasons outlined above, the proposed development is an envisaged use on the subject Industrial Zone site and is not considered to unreasonably impact the amenity of the locality or the adjoining Residential Zone.

### **13. CONCLUSION**

The proposed development, on balance, is considered to be appropriate for the subject land. The activities involved include the movement and maintenance of trucks, which is considered to be at the lower end of the scale in terms of potential impacts on adjoining properties compared to a general industry. There is to be no loading or unloading of trucks on site and for the majority of the time, the trucks will not be present on site as they will be utilised for deliveries in line with existing contracts with Ingham's Chickens. The implementation of the Management Plan will see improvements to the site and operations over time which can only be of benefit to residents in the adjoining Residential Zone.

The land use has been occurring on the subject land for a considerable period of time and the issuing of Development Plan Consent will allow the business to continue to occur and operate more efficiently with reduced impacts. Although sited within close proximity to the Residential Zone boundary, the overall impact on uses in that Zone will be within acceptable and tolerable limits. A number of conditions are suggested to ensure that the activity does not grow to a point where the activity adversely affects the level of amenity currently enjoyed by the neighbouring residents.

The proposed development generally conforms with the intent of the Development Plan and on balance warrants the issuing of Development Plan Consent subject to a number of conditions and notes.



**14. STAFF RECOMMENDATION**

That the Development Assessment Panel resolve that:

- A. The proposed development is not considered to be “seriously at variance” with the Salisbury Council Development Plan – Consolidated 18 December 2014.
- B. Pursuant to Section 33 of the *Development Act 1993*, Development Plan Consent is **GRANTED** to Development Application number 361/1222/2015/3B for a Transport Depot with associated office, and formalisation of car parking and landscaping in accordance with the plans and details submitted with the application and subject to the following conditions:
  - 1. The proposal shall be developed in accordance with the details and Council stamped approved plans lodged with the application, except where varied by the conditions herein:

Relevant plans and documentation are listed as follows:

*Site Plan – Revision C 07/03/15*

*Site Management Plan – Revision C 07/03/16*

*Floor Plan and Elevations (Office) – Revision C 31/07/15*

*Elevations (Shed) – 26/06/2015*

*Management Plan dated 25 February 2016 prepared by Planning Solutions SA*

*Reason: To ensure the proposal is established in accordance with the submitted plans.*

- 2. The conditions imposed herein shall be in addition to conditions that apply to the subject property from previous approvals that remain active.

*Reason: To ensure orderly development.*

- 3. No materials, goods or containers shall be stored in the designated car parking area or driveways.

*Reason: To ensure the car parking areas are always available for the purpose they are designed. Further that the site be maintained in a clean and tidy state.*

4. The designated landscaping areas shall be planted with shade trees, shrubs and round covers as appropriate to complement the approved buildings and site layout and achieve a high level of amenity. Shade trees shall be planted throughout the car parking areas and screening shrubs shall be located to obscure views of large blank walls and less attractive elements of the development. All landscaping shall be maintained) including the replacement of diseased or dying plants and the removal of weeds and pest plants) to the reasonable satisfaction of Council. Landscaping is to be in accordance with the Management Plan prepared by Planning Solutions SA dated 25 February 2016.with initial landscaping to be completed within three (3) months of the approved use commencing.

*Reason: To ensure the subject land is landscaped so as to enhance the visual and environmental amenity of the locality.*

5. All driveways, car parking and truck parking areas shall be constructed in accordance with the details specified within the Management Plan prepared by Planning Solutions SA dated 25 February 2016.

*Reason: To ensure access and car parking is provided on the site in a manner that maintains and enhances the amenity of the locality.*

6. Access to, from and within the site is to be designed and constructed to comply with AS 2890.2 – Facilities for Commercial Vehicles.

*Reason: To ensure that the development complies with Standards and Best Engineering Practice.*

7. The finished floor level of the proposed shed is to match or be higher than the existing shed finished floor level.

*Reason: To ensure orderly development.*

8. Operations on-site shall achieve the following at all times:

- a) Not more than seven (7) trucks shall be stored on the site at any one time;
- b) The maximum design vehicle servicing the site shall not exceed a 12.50m long heavy rigid vehicle at any time;
- c) Loading and unloading of trucks shall not occur on site at any time.

*Reason: To maintain reasonable level of amenity for residents in adjacent Residential Zone.*

9. All external lighting on site shall be directed, diffused or shielded in such a manner to avoid unnecessary light spill into adjoining properties or the road. All external lighting shall be in accordance with the Management Plan prepared by Planning Solutions SA dated 25 February 2016.

**Reserved Matters:**

There is one reserved matter under Section 33(3) of the Development Act 1993.

1. The site stormwater drainage system shall be designed to control the quantity and quality of stormwater discharged from the site to minimise flooding, to prevent adverse impacts on downstream drainage systems and to protect the water quality of receiving waters. In particular, the following Water Sensitive Design principles and components are to be included in the stormwater drainage design:
  - a) Storm runoff from building roof areas is to be separated from the runoff from ground or paved surfaces and may be discharged directly to Council's downstream underground drainage system without treatment to improve water quality.
  - b) Grassed or vegetated swale drains and sedimentation/detention basins are to be used to provide primary treatment of stormwater runoff from paved surfaces including car parking areas to Council's downstream drainage system, improving water quality and reducing the peak discharge rates and volume of runoff.
  - c) The minor stormwater drainage system of grassed swale drains, culverts, pits and pipes is to be designed with capacity to convey the runoff resulting from a 1 in 10 year ARI storm event;
  - d) Water quality treatment devices and drainage systems are to include high flow bypass and overflow provisions to accommodate extreme storm events resulting from the 1 in 100 year major storm event. Stormwater generated from the major storm event ARI = 100 years is to be captured and disposed of in a manner that does not put downstream properties at risk of inundation or ponding against buildings or structures.

**Advice:**

1. The site shall be served by an appropriate on-site effluent disposal system, under the SA Public Health Act 2011, at all times.

**CO-ORDINATION**

Officer:	GMCiD	MDS
Date:	13.04.16	12.04.16

**ATTACHMENTS**

This document should be read in conjunction with the following attachments:

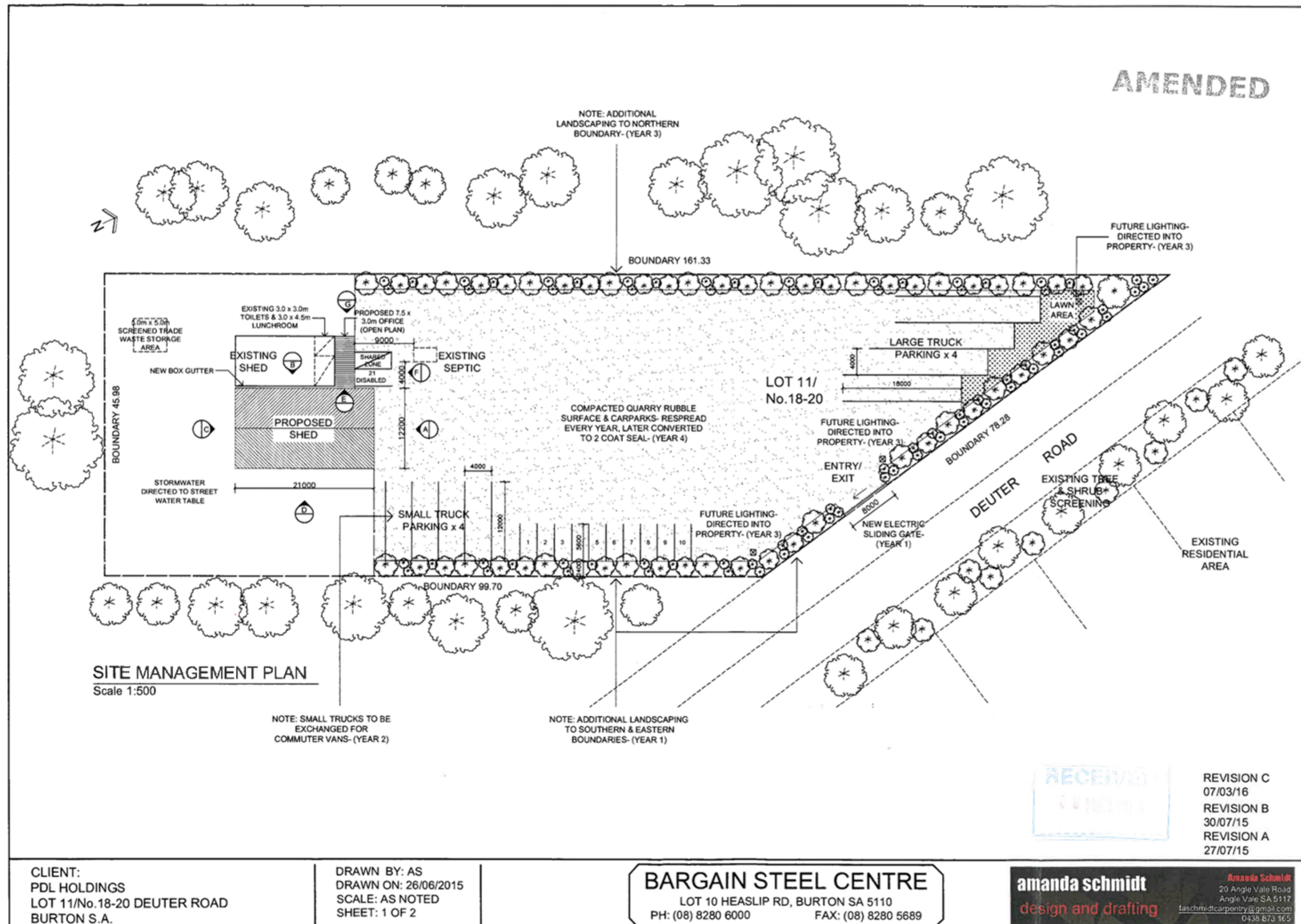
1. Proposal Plans
2. Supporting Information
3. Notice of Category 3 Application and Copy of Representations
4. Response to Representations
5. Relevant Development Plan Extracts Consolidated 18 December 2014



# Attachment 1

## Proposal Plans





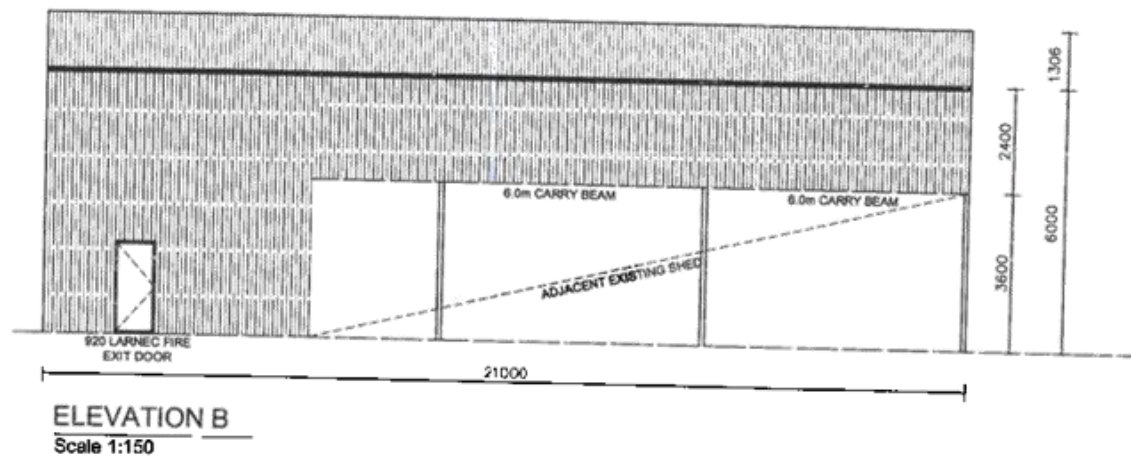
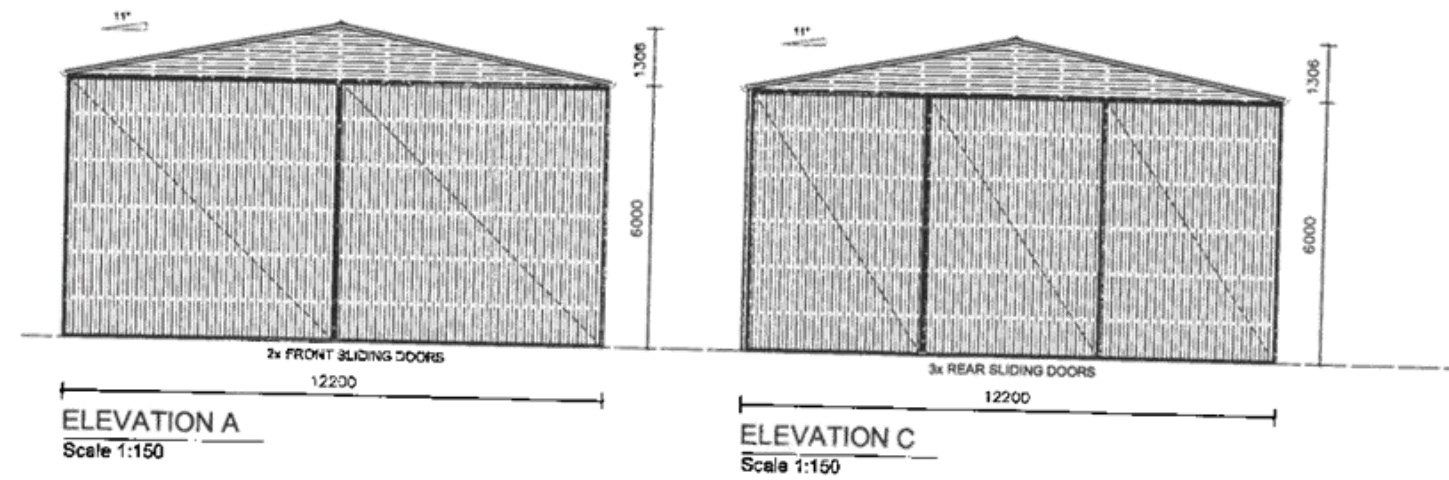




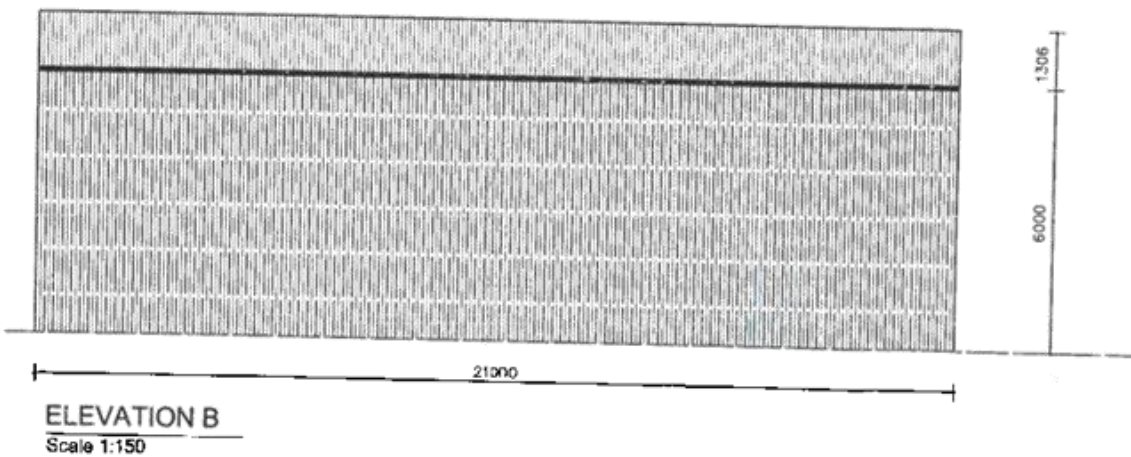








**NOTES:**  
12.2m x 21.0m x 6.0m GABLE SHED  
11° ROOF PITCH  
COLORBOND WALLS, ROOF, GUTTERS & FLASHINGS  
2x FRONT SLIDING DOORS  
3x REAR SLIDING DOORS  
1x LARNEC FIRE EXIT DOOR (920)  
3x SPINAWAY VENTS  
COLOUR- COLORBOND WOODLAND GREY



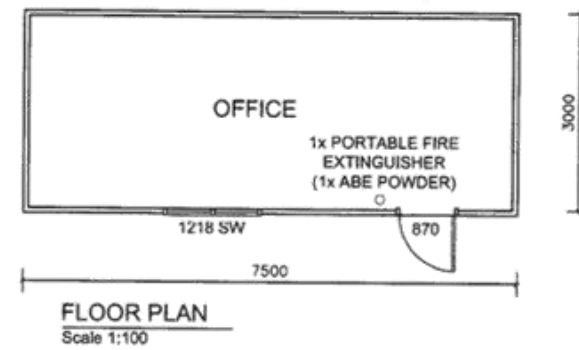
CLIENT:  
PDL HOLDINGS  
LOT 11/No.18-20 DEUTER ROAD  
BURTON S.A.

DRAWN BY: AS  
DRAWN ON: 26/06/2015  
SCALE: AS NOTED  
SHEET: 2 OF 2

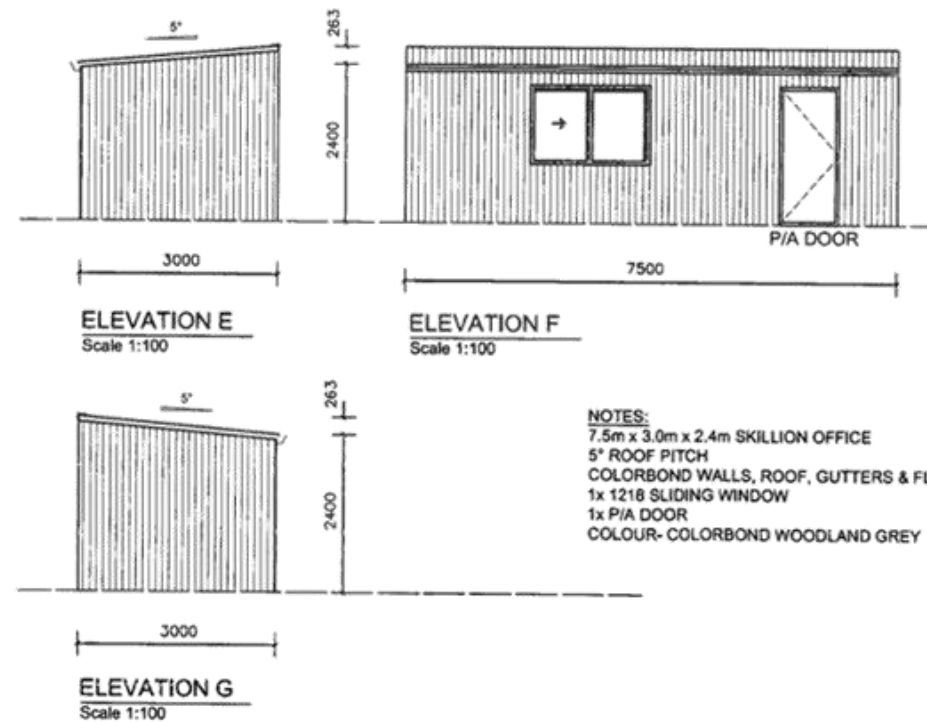
**BARGAIN STEEL CENTRE**  
LOT 10 HEASLIP RD, BURTON SA 5110  
PH: (08) 8280 6000 FAX: (08) 8280 5689

**amanda schmidt**  
design and drafting  
Amanda Schmidt  
20 Angle Vale Road  
Angle Vale SA 5117  
faschmidtcarpentry@gmail.com





NOTES:  
EXPECTED NUMBER OF OCCUPANTS: 2  
TOILET FACILITIES IN EXISTING SHED  
SUITABLE PORTABLE FIRE EXTINGUISHERS ARE TO BE PROVIDED IN ACCORDANCE WITH AS 2444.



NOTES:  
7.5m x 3.0m x 2.4m SKILLION OFFICE  
5° ROOF PITCH  
COLORBOND WALLS, ROOF, GUTTERS & FLASHINGS  
1x 1218 SLIDING WINDOW  
1x P/A DOOR  
COLOUR- COLORBOND WOODLAND GREY



REVISION C  
31/07/15  
REVISION B  
30/07/15

CLIENT:  
PDL HOLDINGS  
LOT 11/No.18-20 DEUTER ROAD  
BURTON S.A.

DRAWN BY: AS  
DRAWN ON: 27/07/2015  
SCALE: AS NOTED  
SHEET: 1 OF 1

**BARGAIN STEEL CENTRE**  
LOT 10 HEASLIP RD, BURTON SA 5110  
PH: (08) 8280 6000 FAX: (08) 8280 5689

**amanda schmidt**  
design and drafting  
Amanda Schmidt  
20 Angle Vale Road  
Angle Vale SA 5117  
taschmidcarpentry@gmail.com





## **Attachment 2**

### Supporting Information



# CITY OF SALISBURY DEVELOPMENT APPLICATION FORM

361/ 1222/2015 3B

Please use BLOCK LETTERS and Black or Blue Ink

APPLICANT NAME: Bargain Steel Centre	
POSTAL ADDRESS: Lot 10 Heaslip Rd. Burton	
OWNER NAME: (This must be completed) PDL Holdings	<input type="checkbox"/> as above
OWNER POSTAL ADDRESS:	<input type="checkbox"/> as above
OWNER PHONE NO:	OWNER FAX NO:
OWNER EMAIL:	
CONTACT PERSON FOR FURTHER INFORMATION: <input type="checkbox"/> as above	
NAME: Kelly	TELEPHONE (W): 8280 6000 (M):
EMAIL: kelly@bargainsteelcentre.com	FAX: 8280 5689
BUILDER NAME: Amey Builder	BUILDERS EMAIL:
BUILDER POSTAL ADDRESS:	CONTACT NO.: LICENCE NO.:
CURRENT USE OF PROPERTY: Residential	
DESCRIPTION OF PROPOSAL: Shed	DEVELOPMENT COST \$ 23000
LOCATION OF PROPOSAL	
Street No: 18-20 Street: Deuter Rd.	Suburb: Burton
Lot No: 11 Section:	Plan: 18551 Volume: 844 Folio: 488
OFFICE USE ONLY	
Registration Date: 3 / 7 / 2015	Zone: IN Ward: West
BUILDING RULES CLASSIFICATION	
Classification sought:	
If Class 5, 6, 7, or 9 classification is sought, state the proposed number of employees	Male: Female:
If Class 9a classification is sought, state the number of persons for whom accommodation is provided:	
If Class 9b classification is sought, state the proposed number of occupants of the various spaces at the premises:	

I acknowledge that copies of this application and supporting documentation may be provided to interested persons in accordance with the Development Regulations, 1993. Developments requiring public notification will be made available to the public for comment via Council's web site at [www.salisbury.sa.gov.au](http://www.salisbury.sa.gov.au)

SIGNATURE: Amey

DATE: 21/7/15

## DEVELOPMENT REGULATIONS 1993

DECLARATION OF APPLICANT  
(BUILDING SAFELY NEAR POWERLINES)  
(Pursuant to clause 2A(1) of Schedule 5)

**TO** City Of Salisbury  
Development Services – Lodgement Officer  
PO Box 8, SALISBURY SA 5108

**FROM** Name Bargain Steel Centre  
Address Lot 10 Heaslip Rd Burton  
Phone No 8280 6000 (Mob) \_\_\_\_\_

Date of Application 21/7/15

## LOCATION OF PROPOSED DEVELOPMENT

House No 18-20 Lot No 11 Street Deuter Road  
Town/Suburb Burton  
Section No (full/part) \_\_\_\_\_ Hundred Munno Para  
Volume 5441 Folio 488

## NATURE OF PROPOSED DEVELOPMENT

Shed  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

I (inset full name) Kelly Gorman

being the applicant / a person acting on behalf of the applicant (delete the inapplicable statement) for the development described above declare that the proposed development will involve the construction of a building which would, if constructed in accordance with the plans submitted, not be contrary to the regulations prescribed for the purposes of section 86 of the Electricity Act 1996. I make this declaration under Clause 2A (1) of Schedule 5 of the Development Regulations 1993.

SIGNED [Signature] DATE 21/7/15

PLEASE NOTE THAT THE FORM CONTINUES OVER



Government of South Australia  
Department of Planning,  
Transport and Infrastructure

Product	Register Search
Date/Time	24/06/2015 01:21PM
Customer Reference	pdl
Order ID	20150624005977
Cost	\$26.50

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



Registrar-General

## Certificate of Title - Volume 5441 Folio 488

Parent Title(s) CT 4313/14  
Dealing(s) CONVERTED TITLE  
Creating Title  
Title Issued 11/08/1997  
Edition 4  
Edition Issued 26/05/2014

REAL PROPERTY ACT, 1936



### Estate Type

FEE SIMPLE

### Registered Proprietor

PDL HOLDINGS PTY. LTD. (ACN: 120 568 078)  
OF 18-20 DEUTER ROAD BURTON SA 5110

### Description of Land

ALLOTMENT 11 DEPOSITED PLAN 18551  
IN THE AREA NAMED BURTON  
HUNDRED OF MUNNO PARA

### Easements

NIL

### Schedule of Dealings

Dealing Number	Description
12126047	MORTGAGE TO COMMONWEALTH BANK OF AUSTRALIA

### Notations

Dealings Affecting Title

NIL

Priority Notices

NIL

Page 4



Government of South Australia  
Department of Planning,  
Transport and Infrastructure

Product  
Date/Time  
Customer Reference  
Order ID  
Cost

Register Search  
24/06/2015 01:21PM  
pdl  
20150624005977  
\$26.50

### Notations on Plan

NIL

### Registrar-General's Notes

NIL

### Administrative Interests

NIL

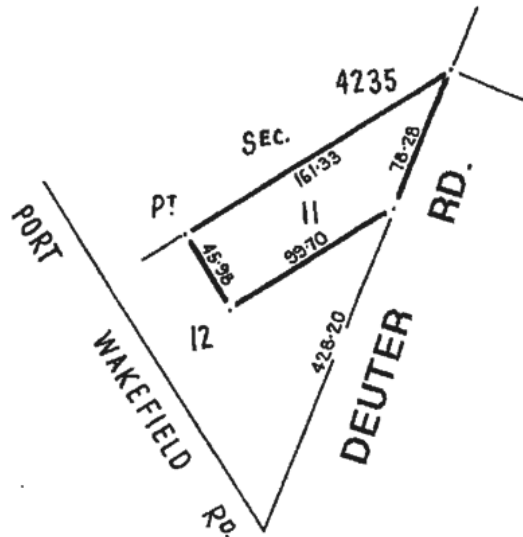
\* Denotes the dealing has been re-lodged.



Government of South Australia  
Department of Planning,  
Transport and Infrastructure

Product  
Date/Time  
Customer Reference  
Order ID  
Cost

Register Search  
24/06/2015 01:21PM  
pdl  
20150624005977  
\$26.50



0 30 60 90 120 Metres

### **Statement of Particulars – 18-20 Deuter Road, Burton**

The use of the existing building and the proposed building is a storage warehouse/holding warehouse. The warehouse is to maintain trucks and transport equipment, basic maintenance consisting of oil changes and maintenance of equipment and cleaning of trucks. The trucks leave the yard to collect poultry from offsite and transport the poultry to the required destination than return to back to the site empty. The office is used to arrange the pickup and deliveries.

A welder, compressor, drill press and hand tools are stored on site to perform the basic maintenance of the trucks and transport equipment.

The number of employees is 20, however 18 work off site and only 2 work on site.

The days and hours of operation vary, as follows,

Monday – Friday operations

Shift 1 – 10pm – 4am

Shift 2 – 1am – 9am

Shift 3 – 5am – 3pm

3 x small tray top trucks and 4 single semi trailer trucks, traffic movements have been provided on the site plan, the surface of which the vehicles move on is compacted quarry rubble.





Ref: PS/TWV412/tww

25 February 2016

Ms Karyn Brown  
Development Officer - Planning  
City of Salisbury  
12 James Street  
SALISBURY SA 5108



RURAL & URBAN  
P L A N N E R S

Dear Karyn,

**RE: DA 361/1222/2015/3B - RESPONSE TO CATEGORY 3 WRITTEN  
REPRESENTATIONS FOR TRANSPORT DEPOT WITH ASSOCIATED OFFICE,  
CARPARKING AND LANDSCAPING**

In response to the Category 3 written representation received by the Salisbury City Council in relation to DA 361/1222/2015/3B and forwarded to the applicant, pursuant to Section 38(8) of the *Development Act 1993*, Planning Solutions (SA) Pty Ltd have been authorised by the applicant to prepare and submit the following response to the written representations received, pursuant to Section 38(9) of the *Development Act 1993*.

This response has been prepared in consultation with the Applicant (Bargain Steel Centre and also the landowner of PDL Holdings Pty Ltd) to the issues raised in the written representations and the document has also been reviewed by the landowner, prior to submission to the Salisbury City Council.

This document will provide a formal response only to the following planning issues that were raised in the written representations received by the Salisbury City Council at the close of the public notification in relation to Development Application 361/1222/2015/3B. There were two (2) written representations received, of which there was one (1) opposed to the application, whilst the other representation supports the proposal.

1. Dust arising from Vehicle movements on the Site;
2. Noise generated from the vehicle movements to and from the site after normal business hours;
3. Loss of privacy as representor believes the drivers are able to see into their yard and premises, due to the height of the truck cabins; and
4. Hours of Operation and the times the vehicles leave and return to the 'subject land'.

**Proposal to Address the Issues Raised by the Representor:**

The issues raised in the written representation opposing the Application have been discussed at length with the Applicant and the current landowner, being PDL Holdings Pty Ltd. To provide a solution to the issues raised in one attempt is cost prohibitive and would result in up to 20 employees being made redundant.

To deliver an outcome over a period of time, PDL Holdings Pty Ltd have requested that the following 4 Year Management Plan be put forward for consideration by Council, which will outline the issues that were raised by the representation along with the benefits that will be gained by the completion of each stage of the proposed Management Plan.

However, to demonstrate the landowners commitment to develop a working relationship between the residential properties on the operations on the 'subject land', PDL Holdings Pty Ltd have asked me to convey to Council that should financial circumstances allow, PDL Holdings are prepared to execute the commitments outlined in Years 1 to 3 in a shorter timeframe.

A PO Box 1117 Gawler SA 5118    T (08) 8523 3890    F (08) 8523 2462    M 0420 501 680  
W [www.planningsolutions.sa.com.au](http://www.planningsolutions.sa.com.au)    E [trevor@planningsolutions.sa.com.au](mailto:trevor@planningsolutions.sa.com.au)

**Proposed Management Plan:****Year 1:**

- Immediate implementation of a Single or Dual Electric gates to replace the existing chainmesh gates that are locked after normal business hours and then have to be opened and closed when the vehicles return to the 'subject land' outside normal business hours.
- Implementation of additional Landscaping along the Eastern border of the 'subject land' (refer to **attached** Site Plan, revision 'C')

**Year 1 Benefits:**

The current operations from the 'subject land' sees 2 semi-trailers leave the site between 7.30pm and 9.00pm each day, Monday and Friday and then return to the site between the hours of 4.00am and 6.00am the following morning. The vehicles are contracted to 'Ingham's' and as such the hours of operation are controlled by the contracted hours required by the third party.

As the drivers of the two nominated vehicles arrive at the site they open the existing swing gates and then when they leave the site they close the gates. This operation sees either the drivers own private vehicle and the semi-trailers idling in Deuter Road, whilst the existing swing gates are opened and/or closed.

This current practise will be greatly diminished with the installation of the new Electric gate(s) system. Each driver will be provided with an electric gates activation devices which will allow drivers to enter and exit the 'subject land', without stopping, thus preventing vehicles from idling whilst the existing swing gates are either opened and/or closed, thus reducing noise generated from idling vehicles significantly.

As the two semi-trailers that exit and enter the site outside 'normal' business hours will be able to carry out this operation without stopping to open or close the existing swing gates will eliminate any opportunity for the drivers of the said vehicles to look into the adjoining residential properties along the southern side of Deuter Road as the need to stop the vehicles and exit the cabin will be eliminated.

The vehicle drivers will be required to adhere to the speed limits suggested by the representor, which have been supported and reinforced by the landowner of PDL Holdings Pty Ltd as there are existing 10kph signs located on the existing swing gates to the 'subject land'. The same signage will be installed on the proposed new electric gate(s) system that will be installed immediately, should Development Plan Consent be granted for the proposal.

Also within Year 1, the landowner also proposes to plant additional landscaping along the eastern and southern boundaries of the Site. The additional landscaping will be planted adjacent to the existing fencing, which is additional to the existing mature tree plantings that already exist in the vicinity to the southern, western and northern boundaries of the site and the existing landscaping that exists adjacent to the rear fences of the residential properties that abut Deuter Road.

The additional landscaping will be in the form of both tree and shrub plantings. This combination has been selected as when developed provides a more solid and dense screen to concealing the vehicles that are parked on the 'subject land'. Refer to **attached** Site Plan and photographs below indicating the extent and location of the additional landscaping that is proposed in Year 1 of the Management Plan)



**PHOTOGRAPH No.1**

Photograph taken showing the existing 10kph Speed Limit sign on the existing gates which are opened manually when Drivers are leaving or entering the Site. The same signage will be installed on the proposed new electric gate(s) in the near future.

Photograph provided by Planning Solutions (SA) Pty Ltd – 3 February 2016

#### Year 2:

Year 2 will see a change in type of vehicles currently used to convey employees to and from the site. Currently 6 employees use a twin cabin tray top truck to travel to 'Ingham' chicken farms located within reasonable travelling distance to the 'subject land' (refer to photograph on Page 4 for the current vehicle type used to transport employees).

The vehicle type shown in the photograph on Page 4 is currently used to transport employees to and from the 'subject land' to 'Ingham' chicken farm located in rural South Australia. This type of vehicle will be replaced in Year 2 with a Commuter Van that is capable of transporting the same number of employees.

#### Year 2 Benefits:

The change in vehicle type when implemented in conjunction with the new electric gate(s) that will be installed in Year 1, will reduce the amount of noise that is generated through the movement of vehicles to and from the 'subject land', significantly.

As indicated previously the electric gate(s) will eliminate the need for the vehicles leaving and entering the site outside 'normal' business hours from stopping while the existing swing gates are either opened or closed. In addition the existing landscaping that already exists adjacent to the residential properties on Deuter Road, combined with the proposed additional landscaping in Year 1, along with the elimination of vehicles stopping will significantly reduce the visual impact of the vehicles parked on the site and the noise generated by the movement of vehicles to and from the 'subject land'.

**PHOTOGRAPH No.2**

Photograph taken showing the type of Vehicle currently used by PDL Holdings Pty Ltd to transport employees to 'Ingham' Chicken Farms located in rural South Australia. This type of Vehicle in Year 2 will be replaced by a Commuter Van which is capable of transporting the same number of staff.

Photograph provided by Planning Solutions (SA) Pty Ltd – 3 February 2016

**PHOTOGRAPH No.3**

Photograph taken showing the type the existing landscaping that exists along Deuter Road, adjacent to the existing Residential properties. With the implementation of new electric gate(s) which will alleviate the need for vehicles to stop to open or close the existing swing gates when entering or leaving the 'subject land'.

Photograph provided by Planning Solutions (SA) Pty Ltd – 3 February 2016

A PO Box 1117 Gawler SA 5118    T (08) 8523 3890    F (08) 8523 2462    M 0420 501 680  
 W [www.planningsolutionssa.com.au](http://www.planningsolutionssa.com.au)    E [trevor@planningsolutionssa.com.au](mailto:trevor@planningsolutionssa.com.au)



**Year 3:**

Relocation of all lighting required for security and operational needs on the site will be relocated to the front of the property (near the eastern boundary), with all lighting directed into the 'subject land' in order to minimise any impact of light spill on either Deuter Road or residential properties located on the southern side of the same, combined with additional landscaping that will be planted on the northern boundary of the site (Refer to attached Site Plan indicating the location of the additional landscaping and lighting poles)

**Year 3 Benefits:**

Currently there is an existing movement activated light mounted on the existing Office complex which is used for security purposes. As all lighting necessary for security and operational purposes will be relocated along the boundary that fronts Deuter Road and directed into the 'subject land'. The mounting and direction in which the proposed new lighting will be directed will alleviate any light spill onto Deuter Road and any residential property abutting.

**PHOTOGRAPH No.3**

Photograph taken showing the existing office and workshop and the security lighting mounted on the eastern wall of the existing office. This will be removed when the lighting for the site will be relocated to poles located near the eastern boundary of the site. All pole mounted lighting will be directed into the site in order to delete light spill from the site.

Photograph provided by Planning Solutions (SA) Pty Ltd – 3 February 2016

The surface of the site over which the 7 existing vehicles move is predominantly dolomite rubble over two different surface types. One portion of the site the dolomite rubble has been placed over compacted quartz crushed rock material. With the movement of the vehicles to and from the site the dolomite rubble has in places been pushed off the compacted quarry rubble surface and with the movement of the vehicles has the potential to generate nuisance dust.

The remainder of the trafficable area, which consists of compacted crushed rock surface that has been sprayed with bitumen emulsion and then topped with dolomite rubble. Should the movement of the vehicles move the rubble off this emulsified surface, then the exposed surface is **less** likely to generated nuisance dust to the extent the non sprayed surface may.



To ensure the generation of nuisance dust is kept to an absolute minimum PDL Holdings Pty Ltd will implement the following procedure:

- On a daily basis PDL Holdings Staff will inspect the vehicle manoeuvring area and if there are areas where the dolomite rubble has been pushed off the compacted crushed rock surface, then the rubble will be respread using a piece of reinforcing mesh behind a small on-site tractor this will minimise the generation of nuisance dust from the site
- In addition during the summer months when there are periods of dry weather, then PDL Holdings staff will use a small water cart to apply water to the dolomite rubble which will further minimise the generation of nuisance dust.

The activities outlined above will be immediately implemented and will continue until Year 4 where the dolomite surface will be removed and the area will be sealed using a 2 coat seal spray, which is similar to the recent sealing that has been carried out in Deuter Road.



**PHOTOGRAPH No.4**

Photograph taken showing an area of the existing compacted crushed surface that had been sprayed with bituminous emulsion and where the dolomite rubble has been pushed off the surface. The generation of nuisance dust from the exposed surface is minimal and will be further minimised with the continual respraying of the dolomite rubble until it is sealed with a 2 coat seal in Year 4.

Photograph provided by Planning Solutions (SA) Pty Ltd – 3 February 2016

#### Year 4:

Sealing of the existing trafficable surface with a two coat seal, which will match with the surface treatment recently carried out on Deuter Road and the entranceway to the 'subject land'.

#### Year 4 Benefits:

The treatment of the surface will further minimise the generation of nuisance dust generated from the site through the movement of the vehicles within the 'subject land' and also when entering and leaving the site.

However, until Year 4 and there are sufficient finances available to seal the existing yard as defined on the attached Site Plan, PDL Holding Pty Ltd will undertake the method of treating the existing surface during the first 3 years.

PDL Holdings Pty Ltd have also authorised me to indicate that should the Management Plan be accepted, every effort will be made to carry out all commitments in a shorter timeframe than outlined in the Management Plan, should finances allow, including the sealing of the site as defined on the attached Site Plan.

#### Other Information:

The existing and proposed workshop operating hours will operate during what is deemed to be 'normal' business hours which will be as follows:

- Monday - Friday 7.00am to 7.00pm
- Saturday - 7.00am to 5.00pm
- Sunday and Public Holidays - not open

However, there may be occasions when there is a need to continue beyond the nominated hours in order to either complete or carry out minor repairs on vehicles in order to meet commitments of the third party.

#### In summary:

The following are key points that summarise the method of alleviating the issues raised by the written representation in relation to the current application being considered by Council.

- The implementation of a 4 Year Management Plan to alleviate all of the issues raised by the written representor during the public notification period.
- The commitment of the landowner (PDL Holdings Pty Ltd) to develop a workable relationship between the residential property on the southern side of Deuter Road and the operations conducted on the 'subject land' by committing to address the issues raised.
- The commitment of the landowner (PDL Holdings Pty Ltd) to immediately remove the existing swing gates and install an electric gate(s) to alleviate the need for either staff vehicles or the 2 semi-trailers from stopping and idling in Deuter Road while the existing swing gates are either opened or closed.
- The commitment of the landowner (PDL Holdings Pty Ltd) to expedite the changes in years 1- 3 in a shorter timeframe than outlined in the proposed Management Plan, if finances allow.
- The commitment of the landowner (PDL Holdings Pty Ltd) to seal the trafficable surface in Year 4, considering the cost of carrying out this activity, this activity could also be carried out prior to year 4, should financial circumstances allow.
- Acceptance of the proposed Management Plan allows the business to continue operations and also allows the existing 20 staff continued employment.

Staff from Planning Solutions (SA) Pty Ltd will be attending the DAP Meeting at the appropriate time to respond on behalf of the Applicant.

Should you have any queries regarding the information provided, please do not hesitate in contacting the undersigned in the first instance by telephone on 0420 501 680 or by email at [trevor@planningsolutionssa.com.au](mailto:trevor@planningsolutionssa.com.au).

Yours sincerely



**Trevor V White**  
Managing Director

MURP MPIA Grad Cert Blg & Planning, Dip Bus

att: Amended Site Plan  
cc: PDL Holdings Pty Ltd, 18-20 Deuter Road, BURTON SA 5110  
Bargain Steel, Lot 10 Heaslip Road, BURTON SA 5110



# **Attachment 3**

## **Notice of Category 3 Application and Copy of Representations**



**DEVELOPMENT ACT 1993  
CITY OF SALISBURY**

**NOTICE OF APPLICATION FOR CATEGORY 3 DEVELOPMENT**  
Pursuant to Section 38(5) of the Development Act, 1993

An application for development has been lodged with the Council for assessment. The details are as follows:

<b>DEVELOPMENT NO:</b>	361/1222/2015
<b>APPLICANT:</b>	Bargain Steel Centre 10 Heaslip Rd BURTON SA 5110
<b>NATURE OF THE DEVELOPMENT:</b>	TRANSPORT DEPOT WITH ASSOCIATED OFFICE, CARPARKING AND LANDSCAPING
<b>LOCATED AT:</b>	18-20 Deuter Road, Burton SA 5110
<b>CERTIFICATE OF TITLE:</b>	CT-5441/488
<b>ZONE:</b>	Industry

The application may be examined at the Office of the Council located at 12 James Street, Salisbury during business hours (8.30am – 5pm Monday to Friday) and on Council's web site at [www.salisbury.sa.gov.au](http://www.salisbury.sa.gov.au). Any person or body may make representations in writing, or by email to [development@salisbury.sa.gov.au](mailto:development@salisbury.sa.gov.au), concerning this application and should address their representation to the Chief Executive Officer at PO Box 8, Salisbury or [representations@salisbury.sa.gov.au](mailto:representations@salisbury.sa.gov.au). Representations must be received **no later than Thursday 27<sup>th</sup> August 2015**.

Each person making a submission should indicate whether they wish to appear personally, or be represented by another party, in support of their submission. Please note that should you nominate to be heard in support of your representation, you will be required to attend a Development Assessment Panel meeting held at the Council offices, scheduled on the fourth Tuesday of each month at 6.00pm (unless otherwise advised).

Please note that, pursuant to Section 38(8) of the Development Act, a copy of each representation received will be forwarded to the applicant to allow them to respond to all representations received.

Signed: Karyn Brown, Development Officer

Date: 11 August 2015

***THIS IS THE FIRST AND ONLY PUBLICATION OF THIS NOTICE***



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

**To:** City of Salisbury  
PO Box 8, SALISBURY SA 5108  
Email: representations@salisbury.sa.gov.au

THIS SHEET PROVIDES YOU WITH THE OPPORTUNITY TO MAKE COMMENTS IN RELATION TO A PROPOSED DEVELOPMENT. PLEASE FIND ATTACHED DETAILS OF THE PROPOSED DEVELOPMENT.

Development Number: **361/1222/2015/3B**  
Applicant: Bargain Steel Centre  
Location: 18-20 Deuter Road, Burton SA 5110  
Proposed Development: TRANSPORT DEPOT WITH ASSOCIATED OFFICE, CARPARKING AND LANDSCAPING

**YOUR DETAILS:** (this information must be provided to ensure that this is a valid representation)

NAME(S): Kris & Julie Day  
ADDRESS: 35 Tarqui Drive Paralowie SA  
PHONE NO: [REDACTED] EMAIL: [REDACTED]

I am: (please tick one of the following boxes as appropriate)

- ☒ The owner/occupier of the property located at: 35 Tarqui Drive Paralowie  
☐ Other (please state): .....

### YOUR COMMENTS:

I/We: (please tick the most appropriate box below)

- ☒ Support the proposed development.  
☐ Oppose the proposed development.

27 AUG 2015

**Whether you support or oppose this proposal you must provide written reasons below to ensure that this is a valid representation.**

The business is an existing one & currently operating from the premises. Our main concern, which is already existing, is the amount of dust arising from truck continually utilising Deuter Rd which is not properly sealed (bitumenised) to handle the area

P

361/1222/2015/

- of heavy traffic utilising it.
- 2/ also the movement of traffic within the yard disturbs the dust as well, even at a low speed along with their air brakes causing dust clouds
  - 3/ due to the height of trucks, our privacy is being invaded as they drivers can see into our yards & premises.
  - 4/ the times<sup>hours</sup> of operation are of some concern also, many times they start in/out of yard at approx 5a & don't cease until approx 11pm. As the gates are chained & locked before & after normal hours, this disturbs our dog & all the neighbours dogs which causes anger due to much barking, dumping & vandalism in the area directly behind our property.

**My concerns would be addressed by:** (state changes/actions to the proposal sought)

- 1/ Bitumenise the road leading up to & into LTB-20
- 2/ bitumenise the areas where trucks will be driving a turning circle & yard
- 3/ heighten the fences directly opposite the gate of the residents on Tarqui Dr.
- 4/ somehow adjust times to within normal work times & advise staff to keep noise to a bare minimum

Finally, it would benefit the whole area if there was a speed limit applied to Deuter Rd ie 25kms & 10kms on entering site, plus install a 'No thru road' sign at the beginning of Deuter Rd at the Pt Wakefield road entrance.

PT



Regulation 35(e) of the Development Regulations 2008 requires that a representation must indicate a person's desire to be heard or not. Please note that if you do not indicate that you wish to be heard, it will be taken that you do not wish to be heard by the Panel.

I/We:

☐ Do not wish to be heard in support of my representation.

☒ Wish to be heard in support of my representation, and I will be:

☒ Appearing personally,

**OR**

☐ Represented by the following person: .....

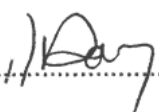
Contact details: .....

*(Please note, matters raised in your written representation will be considered during the assessment and do not need to be repeated at the hearing).*

**Your written representation must be received by Council no later than 11.59pm on Thursday 27<sup>th</sup> August 2015, to ensure that it is a valid representation and taken into account.**

**Representor's Declaration:**

I am aware that the representation will become a public document as prescribed in the Freedom of Information Act 1991, and will be made available to the applicant, agencies and other bodies pursuant to the Development Act 1993, and may be uploaded to the Council's website as an attachment to the hearing agenda.

Signature: .....  .....

Date: 27 / 8 / 15.

**Please complete this checklist to ensure your representation is valid:**

- ☒ Name and address of person (or persons).
- ☒ If more than one person, details of person making the representation.
- ☒ Detail of reasons for making the representation.
- ☒ Indication whether or not the person (or persons) wishes to be heard.
- ☒ Submitted no later than 11.59pm on **Thursday 27<sup>th</sup> August 2015**.



# STATEMENT OF REPRESENTATION

## Pursuant to Section 38 of the Development Act

**To:** City of Salisbury  
PO Box 8, SALISBURY SA 5108  
Email: representations@salisbury.sa.gov.au

THIS SHEET PROVIDES YOU WITH THE OPPORTUNITY TO MAKE COMMENTS IN RELATION TO A PROPOS DEVELOPMENT. PLEASE FIND ATTACHED DETAILS OF THE PROPOSED DEVELOPMENT.

Development Number: **361/1222/2015/3B**  
Applicant: Bargain Steel Centre  
Location: 18-20 Deuter Road, Burton SA 5110  
Proposed Development: TRANSPORT DEPOT WITH ASSOCIATED OFFICE, CARPARKING AND LANDSCAPING

**YOUR DETAILS:** (this information must be provided to ensure that this is a valid representation)

NAME(S): R.F. & N.J. Osmond  
ADDRESS: [REDACTED]  
PHONE NO: [REDACTED] EMAIL: [REDACTED]

I am: (please tick one of the following boxes as appropriate)

- ☒ The owner/occupier of the property located at: Nos 12-14-16-17 Deuter Rd, BURTON  
☐ Other (please state):

### YOUR COMMENTS:

I/We: (please tick the most appropriate box below)

- ☒ Support the proposed development.  
☐ Oppose the proposed development.

**Whether you support or oppose this proposal you must provide written reasons below to ensure that this is a valid representation.**

① PROMOTES LOCAL EMPLOYMENT.  
② ENHANCES NORTHERN DEVELOPMENT WHICH  
IS SO MUCH NEEDED.  
R. F. Osmond  
17.8.2015

P

361/1222/2015,

.....

.....

.....

.....

.....

.....

.....

.....

.....

.....

.....

.....

.....

.....

.....

**My concerns would be addressed by:** *(state changes/actions to the proposal sought)*

.....

.....

.....

.....

.....

.....

.....

.....

.....

.....

.....

.....

.....

.....

.....

PTI



Regulation 35(e) of the Development Regulations 2008 requires that a representation must indicate a person's desire to be heard or not. Please note that if you do not indicate that you wish to be heard, it will be taken that you do not wish to be heard by the Panel.

I/We:

☒ Do not wish to be heard in support of my representation.

☐ Wish to be heard in support of my representation, and I will be:

☐ Appearing personally,

**OR**

☐ Represented by the following person: .....

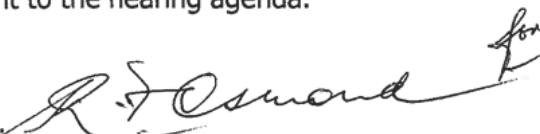
Contact details: .....

*(Please note, matters raised in your written representation will be considered during the assessment and do not need to be repeated at the hearing).*

**Your written representation must be received by Council no later than 11.59pm on Thursday 27<sup>th</sup> August 2015, to ensure that it is a valid representation and taken into account.**

#### **Representor's Declaration:**

I am aware that the representation will become a public document as prescribed in the Freedom of Information Act 1991, and will be made available to the applicant, agencies and other bodies pursuant to the Development Act 1993, and may be uploaded to the Council's website as an attachment to the hearing agenda.

Signature:  ..... Date: 12/8/2015

R.F. & N.J. Osmond

#### **Please complete this checklist to ensure your representation is valid:**

- ☐ Name and address of person (or persons).
- ☐ If more than one person, details of person making the representation.
- ☐ Detail of reasons for making the representation.
- ☐ Indication whether or not the person (or persons) wishes to be heard.
- ☐ Submitted no later than 11.59pm on **Thursday 27<sup>th</sup> August 2015**.

# **Attachment 4**

## **Response to Representations**



**BARGAIN  
STEEL  
CENTRE**  
JOMALI

ABN 65119942497  
Lot 10 Heaslip Rd, Burton, SA, 5110  
P - 8280 6000 F - 8280 6000

**Karyn Brown**  
Development Officer - Planning  
City of Salisbury

3/9/2015

Re: 361/1222/2015

Dear Karyn,

Please find following my written response regarding the representations to council for my clients proposed transport depot with associated office, car parking and landscaping at 18-20 Deuter Road, Burton.

Representation received from RF and NJ Osmond, 12-17 Deuter Road, Burton – No further response.

Representation received from K and J Day, 35 Tarqui Drive, Paralowie.

My response is,

As proposed on the site plan the entire driveway, surface and car parks will be finished in compacted quarry rubble to reduce the amount of dust arising from the trucks. The matter of excessive dust has already been brought to the attention of our client this year from the residents directly impacted on Tarqui drive. It was discussed between our client and the residents that the rubble would be placed on all surfaces this year after winter and the wet weather had ceased, as winter and the wet weather has not yet ceased he is unable to complete this at this time. The road has been completely bitumised up until the end of the businesses on Deuter Road.

The times of the trucks entering and exiting at 18-20 Deuter Road vary between 4am – 6am and 10pm 12am so the times that the drivers could see into the yards is minimal. The drivers are not able to see into the yards of the properties at Tarqui drive due to the extensive tree screening behind these properties. My suggestion would be for the residents to lodge a request to council to provide more tree screening behind their properties as this is council land.

The hours of operation cannot be altered due to an ongoing contract with Inghams Chickens, the times vary on a daily basis depending on when Inghams Chickens require the pick ups of the poultry. This is why my client has provided three different operating hour periods, however our client has agreed to inform the employees to keep noise to a bare minimum when opening and closing the gates and to be more mindful of noise limits for the adjoining residents. Our client also has future plans to install an electric gate which will minimise the noise of the gate opening and closing.

Hooning, dumping of rubbish and vandalism on deuter road is not an issue my client can control and is an issue suggested to be lodged with the council directly.


The suggestion of the 25km speed limit on Deuter road would be supported by our clients but again this is an issue that needs to be lodged with the council directly.

The suggestion of a “no through road” sign would also be supported by our client but again this is an issue that needs to be lodged with the council directly.

Our client is happy to put a “10km while entering site” sign on the front gate.

If you require any further information please contact me on 82806000.

Kind regards,



Kelly Gourlay  
Planning and Development Coordinator





# **Attachment 5**

## **Relevant Development Plan Extracts Consolidated 18 December 2014**

**ATTACHMENT ^****DEVELOPMENT PLAN PROVISIONS**

The Objective and Principles of Development Control of the Development Plan that are considered the most relevant to the assessment of the application are outlined as follows. The are contained in the Salisbury (City) Development Plan – consolidated 18 December 2014.

**Zoning & Land Use***Industry Zone*

**Objective 1** A zone primarily accommodating a wide range of industrial, warehouse, storage and transport land uses.

**Objective 3** provision of landscaped buffers adjacent to main roads and residential areas.

**PDC 1** The following forms of development are envisaged in the zone:

- industry
- office in association with and ancillary to industry
- transport distribution
- warehouse.

**PDC 3** Development listed as non-complying is generally inappropriate.

**PDC 4** Development should be set back from any road frontage in accordance with *Table Sal/1- Building Setbacks from Road Boundaries*.

**PDC 5** Industrial buildings should not occupy more than 50 per cent of the total area of the site upon which they are located.

*General Section: Orderly and Sustainable Development*

**Objective 1** Orderly and economical development that creates a safe, convenient and pleasant environment in which to live.

**Objective 2** Development occurring in an orderly sequence and in a compact form to enable the efficient provision of public services and facilities.

**Objective 3** Development that does not jeopardise the continuance of adjoining authorised land uses.

**Objective 4** Development that does not prejudice the achievement of the provisions of the Development Plan.

**PDC 4** Urban development should form a compact extension to an existing built-up area.

*General Section: Industrial Development*

**Objective 1** Industrial, warehouse, storage and transport distribution development on appropriately located land, integrated with transport networks and designed to minimise potential impact on these networks.

**Objective 3** Industrially zoned allotments and uses protected from encroachment by adjoining uses that would reduce industrial development or expansion.

**Objective 4** Industrial development occurring without adverse effects on the health and amenity of occupiers of land in adjoining zones.

**Objective 5** Compatibility between industrial uses within industrial zones.

**Materials, Colours & Finishes**

*General Section: Design and Appearance*

**PDC 1** The design of a building may be of a contemporary nature and exhibit an innovative style provided the overall form is sympathetic to the scale of development in the locality and with the context of its setting with regard to shape, size, materials and colour.

**PDC 2** Buildings should be designed and sited to avoid creating extensive areas of uninterrupted walling facing areas exposed to public view.

**PDC 7** The external walls and roofs of buildings should not incorporate highly reflective materials which will result in glare to neighbouring properties or drivers.

**Building set-backs – site development**

*Industry Zone*

**PDC 4** Development should be set back from any road frontage in accordance with Table Sal/1- Building Setbacks from Road Boundaries.

**PDC 5** Industrial buildings should not occupy more than 50 per cent of the total area of the site upon which they are located.

#### **Building height**

##### *Industry Zone*

**PDC 14** Freestanding structures should not exceed 6 metres in height and should be restricted to one such structure per 6 tenancies.

#### **Effluent and Waste Disposal**

##### *General Section: Waste*

**Objective 2** Development that includes the treatment and management of solid and liquid waste to prevent undesired impacts on the environment including, soil, plant and animal biodiversity, human health and the amenity of the locality.

**PDC 2** The storage, treatment and disposal of waste materials from any development should be achieved without risk to health or impairment of the environment.

#### **Transport, Car Parking and Access**

##### *General Section: Transportation and Access*

**Objective 1** A comprehensive, integrated, affordable and efficient air, rail, sea, road, cycle and pedestrian transport system that will:

- (a) provide equitable access to a range of public, community and private transport services for all people
- (b) ensure a high level of safety
- (c) effectively support the economic development of the State
- (d) have minimal negative environmental and social impacts
- (e) maintain options for the introduction of suitable new transport technologies.

**Objective 2** Development that:

- (a) provides safe and efficient movement for all motorised and non-motorised transport modes
- (b) ensures access for vehicles including emergency services, public infrastructure maintenance and commercial vehicles
- (c) provides off street parking
- (d) is appropriately located so that it supports and makes best use of existing transport facilities and networks.

**PDC 1** Land uses arranged to support the efficient provision of sustainable transport networks and encourage their use.

**PDC 2** Development should be integrated with existing transport networks, particularly major rail and road corridors as shown on *Location Maps* and *Overlay Maps - Transport*, and designed to minimise its potential impact on the functional performance of the transport networks.

**PDC 12** Development should discourage commercial and industrial vehicle movements through residential streets and adjacent other sensitive land uses such as schools.

**PDC 22** Development should have direct access from an all weather public road.

**PDC 23** Development should be provided with safe and convenient access which:

- (a) avoids unreasonable interference with the flow of traffic on adjoining roads
- (b) provides appropriate separation distances from existing roads or level crossings
- (c) accommodates the type and volume of traffic likely to be generated by the development or land use and minimises induced traffic through over-provision
- (d) is sited and designed to minimise any adverse impacts on the occupants of and visitors to neighbouring properties.

**PDC 32** Development should provide off-street vehicle parking and specifically marked disabled car parking places to meet anticipated demand in accordance with Table Sal/2 - Off Street Vehicle Parking Requirements unless an agreement is reached between the Council and the applicant for a reduced number of parking spaces where one of the following applies:

- (a) a financial contribution is paid into the Council Car Parking Funds specified by the Council, in accordance with the gazetted rate per car park associated with the 'Car Park



Fund Areas' identified on Concept Plan Map Sal/27 - Salisbury District Centre Car Park Fund Area and Concept Plan Map Sal/29 - Ingle Farm District Centre Car Park Fund Area.

(b) it can be demonstrated that fewer car parks would be required to meet the car parking needs associated with the development.

**PDC 33** Development should be consistent with Australian Standard AS 2890 Parking facilities.

**PDC 37** Parking areas that are likely to be used during non daylight hours should provide floodlit entrance and exit points and site lighting directed and shaded in a manner that will not cause nuisance to adjacent properties or users of the car park.

**PDC 38** Parking areas should be sealed or paved in order to minimise dust and mud nuisance.

**PDC 39** To assist with stormwater detention and reduce heat loads in summer, vehicle parking areas should include soft (living) landscaping.

**PDC 40** Parking areas should be line-marked to indicate parking bays, movement aisles and direction of traffic flow.

### *Landscaping*

#### *General Section: Landscaping, Fences and Walls*

**Objectives 1** The amenity of land and development enhanced with appropriate planting and other landscaping works, using locally indigenous plant species where possible.

**PDC 1** Development should incorporate open space and landscaping and minimise hard paved surfaces in order to:

- (a) complement built form and reduce the visual impact of larger buildings (eg taller and broader plantings against taller and bulkier building components)
- (b) enhance the appearance of road frontages
- (c) screen service yards, loading areas and outdoor storage areas
- (d) minimise maintenance and watering requirements
- (e) enhance and define outdoor spaces, including car parking areas
- (f) maximise shade and shelter

- (g) assist in climate control within and around buildings
- (h) minimise heat absorption and reflection
- (i) maintain privacy
- (j) maximise stormwater re-use
- (k) complement existing vegetation, including native vegetation
- (l) contribute to the viability of ecosystems and species
- (m) promote water and biodiversity conservation.

**PDC 2** Landscaping should:

- (a) include the planting of locally indigenous species where appropriate
- (b) be oriented towards the street frontage
- (c) result in the appropriate clearance from powerlines and other infrastructure being maintained.

***Stormwater and Services***

***General Section: Infrastructure***

**PDC 1** Development should not occur without the provision of adequate utilities and services, including:

- (a) electricity supply
- (b) water supply
- (c) drainage and stormwater systems
- (d) waste disposal
- (e) effluent disposal systems
- (f) formed all-weather public roads
- (g) telecommunications services
- (h) social infrastructure, community services and facilities
- (i) gas services.

*General Section: Natural Resources*

**Objective 5** Development consistent with the principles of water sensitive design.

**Objective 7** Storage and use of stormwater which avoids adverse impact on public health and safety.

**PDC 5** Development should be designed to maximise conservation, minimise consumption and encourage re- use of water resources.

**PDC 9** Development should include stormwater management systems to protect it from damage during a minimum of a 1-in-100 year average return interval flood.

**PDC 15** Where it is not practicable to detain or dispose of stormwater on site, only clean stormwater runoff should enter the public stormwater drainage system.

*Interface between Land Uses**General Section: Interface between Land Uses*

**Objective 1** Development located and designed to prevent adverse impact and conflict between land uses.

**Objective 2** Protect community health and amenity and support the operation of all desired land uses.

**PDC 1** Development should not detrimentally affect the amenity of the locality or cause unreasonable interference through any of the following:

- (a) the emission of effluent, odour, smoke, fumes, dust or other airborne pollutants
- (b) noise
- (c) vibration
- (d) electrical interference
- (e) light spill
- (f) glare
- (g) hours of operation
- (h) traffic impacts.

**PDC 2** Development should be sited and designed to minimise negative impact on existing and potential future land uses considered appropriate in the locality.

**PDC 5** Sensitive uses likely to conflict with the continuation of lawfully existing developments and land uses considered appropriate for the zone should not be developed or should be designed to minimise negative impacts.

**PDC 6** Development should be sited, designed and constructed to minimise negative impacts of noise and to avoid unreasonable interference.

*General Section: Industrial Development*

**Objective 1** Industrial, warehouse, storage and transport distribution development on appropriately located land, integrated with transport networks and designed to minimise potential impact on these networks.

**Objective 2** The development of small scale agricultural industries, wineries, mineral water extraction and processing plants, and home based industries in rural areas.

**PDC 7** Development within 50 metres of the Residential Zone boundary should:

- (a) demonstrate appropriate acoustic performance
- (b) ensure that all noise sources including machinery, outside loading, unloading and other service areas are located away from the Residential Zone boundary
- (c) comprise buildings of masonry or equivalent construction to minimise the transmission of noise with openings located away from residential properties
- (d) limit operating hours to between 7am and 6 pm .....