



AGENDA

FOR DEVELOPMENT ASSESSMENT PANEL MEETING TO BE HELD ON

28 FEBRUARY 2017 AT 6:00 PM

IN THE COUNCIL CHAMBER, 12 JAMES STREET, SALISBURY

MEMBERS

Mr D Wallace (Presiding Member)
Mr R Bateup
Ms L Caruso
Ms S Johnston
Mr G Reynolds
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
Development Officer – Planning, Ms K Thrussell
Darren Starr, Planning Consultant
Anthony Gatti, Senior Planning Advisor, Intro Design

APOLOGIES

PRESENTATION OF MINUTES

Presentation of the Minutes of the Development Assessment Panel Meeting held on 24 January 2017.

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CLOSE

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

24 JANUARY 2017

MEMBERS PRESENT

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

STAFF

Manager Development Services, Mr C Zafiropoulos
Development Officer – Planning, Ms K Thrusell
Development Officer – Planning, Mr C Carrey

The meeting commenced at 6:01 pm.

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

APOLOGIES

Nil

PRESENTATION OF MINUTES

Mr R Bateup moved and the Panel resolved that:

The Minutes of the Development Assessment Panel Meeting held on 13 December 2016, be taken and read as confirmed.

REPORTS

Development Applications

5.1.1

361/2086/2016/2T

Removal of a Regulated Tree on Road Reserve at Adjacent 27 Andrew Smith Drive, Parafield Gardens, SA 5107 for City of Salisbury

REPRESENTORS

Mr G Harward, spoke on behalf of Ms J Harward, on behalf of their representation.

B & A Harward spoke on behalf of their representation.

APPLICANT'S RESPONSE

Mr M Oborn, City of Salisbury, Coordinator – Tree Services, spoke on behalf of the applicant.

Mr R Bateup moved, and the Panel resolved that:

- A. The proposed development is not considered to be seriously at variance with the Salisbury Council Development Plan – Consolidated 7 July 2016.
- B. Pursuant to Section 33 of the *Development Act 1993*, Development Plan Consent is **REFUSED** to application number 361/2086/2016/2T for Removal of a Regulated Tree on Road Reserve adjacent 27 Andrew Smith Drive, Parafield Gardens for the following reasons:
 - a) The tree warrants retention as it provides important aesthetic benefit to the locality and significantly contributes to the character and visual amenity of the locality, consistent with Objective 1 and 2, General Section: Regulated Trees module.
 - b) There are no relevant grounds for removal of the tree under Principle of Development Control 2, General Section: Regulated Trees module.

5.1.2**361/2237/2016/2T**

Removal of Regulated Tree on Road Reserve at Adjacent 58 Canterbury Drive, Salisbury Heights for City of Salisbury

REPRESENTORS

Mr J Mifsud spoke on behalf of Ms A Mifsud, to their representation.

APPLICANT'S RESPONSE

Mr M Oborn, City of Salisbury, Coordinator – Tree Services, spoke on behalf of the applicant.

Ms S Johnston moved, and the Panel resolved that:

- B. The proposed development is not considered to be seriously at variance with the Salisbury Development Plan – Consolidated 7 July 2016.
- C. Pursuant to Section 33 of the *Development Act 1993*, Development Plan Consent is **REFUSED** to application number 361/2237/2016/2T for Removal of Regulated Tree on Road Reserve adjacent 58 Canterbury Road, Salisbury Heights for the following reasons:
 - a) The tree warrants retention as it provides important aesthetic benefit to the locality and significantly contributes to the character and visual amenity of the locality, consistent with Objective 1 and 2, Council-wide “Regulated Trees” module.
 - b) There are no relevant grounds for removal of the tree under Principle of Development Control 2, Council-wide “Regulated Trees” module.

5.1.3**361/1219/2016/NB**

Change of use (unit 7) to place of worship for temporary period of five (5) years (non-complying development) at Unit 7, 38-50 Barndioota Road, Salisbury Plain for Omega Fire Ministries International Inc.

REPRESENTORS

Nil

APPLICANT'S RESPONSE

M Richardson, Masterplan, appeared on behalf of the applicant.

Mr S White moved, and the Panel resolved that:

- A. The proposed development is not considered to be seriously at variance with the Salisbury Council Development Plan – Consolidated 5 May 2016.
- B. Pursuant to Section 33 of the *Development Act 1993*, Development Plan Consent is **GRANTED** to application number 361/1219/2016/NB for Change of use (unit 7) to place of worship for temporary period of five (5) years (non-complying development) in accordance with the plans and details submitted with the application. subject to the following conditions and the concurrence of the Development Assessment Commission:

Development Plan Consent Conditions

1. The development shall be carried out in accordance with the details submitted with the application and the following stamped approved plans and documents, except where otherwise varied by the conditions herein:

Drawing No.	Plan Type	Date	Prepared By
Dated 20 June 2016	Statement of Support	Received by Council dated 23 June 2016	Masterplan
Not stated	Statement of Effect	Received by Council dated 26 September 2016	Masterplan
Not stated	Site Plan	Received by Council dated 26 September 2016	Masterplan

Not stated	Floor Plan	Received by Council dated 26 September 2016	Masterplan
A16437RP1, Revision B	Omega Fire Ministries Acoustic Consultancy Report: Music Noise Assessment	Received by Council dated 26 September 2016	Resonate Acoustics – Josh Loh
Dated 10 November 2016	Response to Representations	Received by Council dated 16 November 2016	Masterplan

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

2. Use of Unit 7 for a place of worship shall cease 5 years from the date of development approval.

Reason: To ensure the use is for a temporary period only.

3. Except where otherwise approved, the operating hours for the place of worship shall not extend beyond the times specified in the approved Statement of Support and Statement of Effect.

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

4. The maximum number of worshippers within the tenancy at any one time between 9.00am and 6.00pm Monday to Friday shall not exceed 10 persons.

Reason: To ensure that sufficient car parking is provided commensurate with the maximum number of attendees.

5. The maximum number of worshippers within the tenancy at any one time for church services shall not exceed 50 persons.

Reason: To ensure that sufficient car parking is provided commensurate with the maximum number of attendees.

6. Internal noise levels within Unit 7 shall not exceed 88db(A).

Reason: To ensure that noise does not cause nuisance to adjoining occupiers or owners.

7. External noise levels measured at 36 Barndioota Road, Salisbury Plain shall not exceed the criteria (L_{10}) in any octave band as identified in Table 4 of Omega Fire Ministries Acoustic Consultancy Report: Music Noise Assessment (Report Number A16437RP1, Revision B).

Reason: To ensure that noise does not cause nuisance to adjoining occupiers or owners.

8. No amplification devices of any type are to be used outside of the building on the site at any time.

Reason: To ensure that noise does not cause nuisance to adjoining occupiers or owners.

9. All waste and other rubbish shall be contained and stored pending removal in covered containers and waste containers must not be located within designated car parks, manoeuvring areas or traffic aisles.

Reason: To maintain the amenity of the locality.

10. No materials, goods or containers shall be stored outside of the building at any time.

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

11. All carparking associated with the place of worship shall be contained to the marked carparks.

Reason: To ensure carparking is utilised in an orderly manner.

Advice Notes

1. This is not a building consent, and a satisfactory application for Provisional Building Rules Consent has to be submitted before Council can issue a Development Approval.
2. Advertisements and advertising displays are not included in the consent granted. It will be necessary to make a fresh and separate application for any future proposed advertising signage.
3. Except where otherwise varied by this Consent, the conditions imposed herein shall be in addition to conditions that apply to the subject property from previous approvals that remain active.

OTHER BUSINESS

5.2.1 Status of Current Appeal Matters and Deferred Items

Nil

5.2.2 Policy Issues is Arising from Consideration of Development Applications

That staff provide a report on the policies and procedures for street tree removal, including the Council Tree Policy and the alignment with the Regulated and Significant Tree Policies of the Development Plan, Councils delegations and how the community can access HACC assistance with the maintenance of trees.

5.2.3 Future Meetings & Agenda Items

Next meeting scheduled for Tuesday 28th February 2017.

The meeting closed at 7:50 pm.

PRESIDING
MEMBER.....

DATE.....

ITEM	5.1.1
	DEVELOPMENT ASSESSMENT PANEL
DATE	28 February 2017
APPLICATION NO.	361/1238/2016/2A
APPLICANT	LJ Home Developments
PROPOSAL	Residential Development Comprising Six Two Storey Dwellings
LOCATION	12-14 Ada Street, Salisbury SA 5108
CERTIFICATE OF TITLE	Volume 5664 Folio 882 & Volume 5664 Folio 884
AUTHOR	Katherine Thrussell, Development Officer - Planning, City Development

1. DEVELOPMENT APPLICATION DETAILS

Zone/Policy Area	Residential Zone
Application Type	On-Merit
Public Notification	Representations received: Three (3) Representations to be heard: Three (3)
Referrals - Statutory	Nil
Referrals – Internal	Development Engineering Landscape Design
Development Plan Version	Salisbury (City) Development Plan Consolidated 5 th May 2016
Assessing Officer	Katherine Thrussell - Development Officer – Planning, City Development
Recommendation	Grant Development Plan Consent subject to conditions
Meeting Date	28 th February 2017

2. REPORT CONTENTS

Assessment Report

Attachment 1:	Proposal Plans
Attachment 2:	Support Information
Attachment 3:	Notice of Category 2 Application and Representations
Attachment 4:	Applicant Response to Representations
Attachment 5:	Relevant Development Plan Extracts, Consolidated 05 May 2016

3. EXECUTIVE SUMMARY

The applicant seeks Development Plan Consent for six two storey dwellings at 12-14 Ada Street, Salisbury.

The site is located within the Residential Zone. The application was assessed “on-merit” and was subject to Category 2 public notification. Three representations were received during the advertising period in opposition to the development, all of whom have expressed a desire to be heard at the meeting.

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

- a) Dwellings in a range of forms are clearly envisaged within the Residential Zone;
- b) The proposal will constitute medium density in close proximity to public transport routes, public open space, schools and centres – the zone encourages this type of development in this location;
- c) Each dwelling is provided with sufficient area of private open space;
- d) Adequate on-site car parking will be provided;
- e) On-street car parking will not be altered as the proposed driveway will utilise the former crossover location to 12 Ada Street and existing invert to 14 Ada Street;
- f) Privacy of adjoining dwellings will be achieved by provision of high level windows to habitable rooms;
- g) Overshadowing to adjoining properties will be minimal.

Given the above, it is recommended that Development Plan Consent be granted, subject to conditions.

4. BACKGROUND

A previous development application, reference 361/1643/2015/2A, for a Residential development (residential flat building) comprising six (6) two storey dwellings was granted Development Plan Consent by the Development Assessment Panel on 22nd March 2016. The applicant, Rendition Homes, advised Council in writing dated 4th July 2016 of their wish to cancel the application as a result of the client having cancelled their building contract with Rendition Homes.

The former dwelling located at 12 Ada Street and ancillary structures have been demolished since the previous application was granted Development Plan Consent.

Subsequently a new application was lodged for six two storey dwellings on 27th June 2016. Amendments to the previous application include the incorporation of pitched roof forms for individual dwellings with the exception of dwellings 3 and 4 which are under one roof. The previous application incorporated one main roof with parapet features to porticos and balconies to distinguish individual dwellings. Minor variations to the building setbacks and internal floor plan have also been proposed.

5. SUBJECT SITE

The subject site is a rectangular shaped parcel of land of 1,589m², comprising two Torrens Title allotments of 794.32m² each. The site has direct frontage to Ada Street of 34.75m in width. The site is currently vacant land.

The site is served by two existing inverts; one former access to the recently demolished dwelling at the western side of 12 Ada Street and another at the eastern side of 14 Ada Street. The site does not contain any significant or regulated trees.

Site photos are provided on the following page.

Site Photographs

Item 5.1.1



Photo 1: *Looking south-east towards subject site*



Photo 2: *Looking south-west towards the subject site*

6. LOCALITY



The area is characterised by predominantly single storey double fronted homes (one two storey dwelling located at 22 Ada Street) with single garaging and pitched roof forms. Fencing, where provided, is generally low in height (less than 1m) and constructed of brick. There are some examples of tubular open style front boundary fencing and some of solid sheet metal such as Colorbond® or similar. Homes are well maintained with landscaped front yards. Ada Street is well treed with mature height trees within the road reserve. A paved footpath is located on the northern side of Ada Street on the opposite side of the road to the subject site.

A locality plan and contextual plans are provided below.

Aerial View:



Source: Nearmap

Legend	
	Subject site
	Zone boundary

Locality Plan – Cadastre

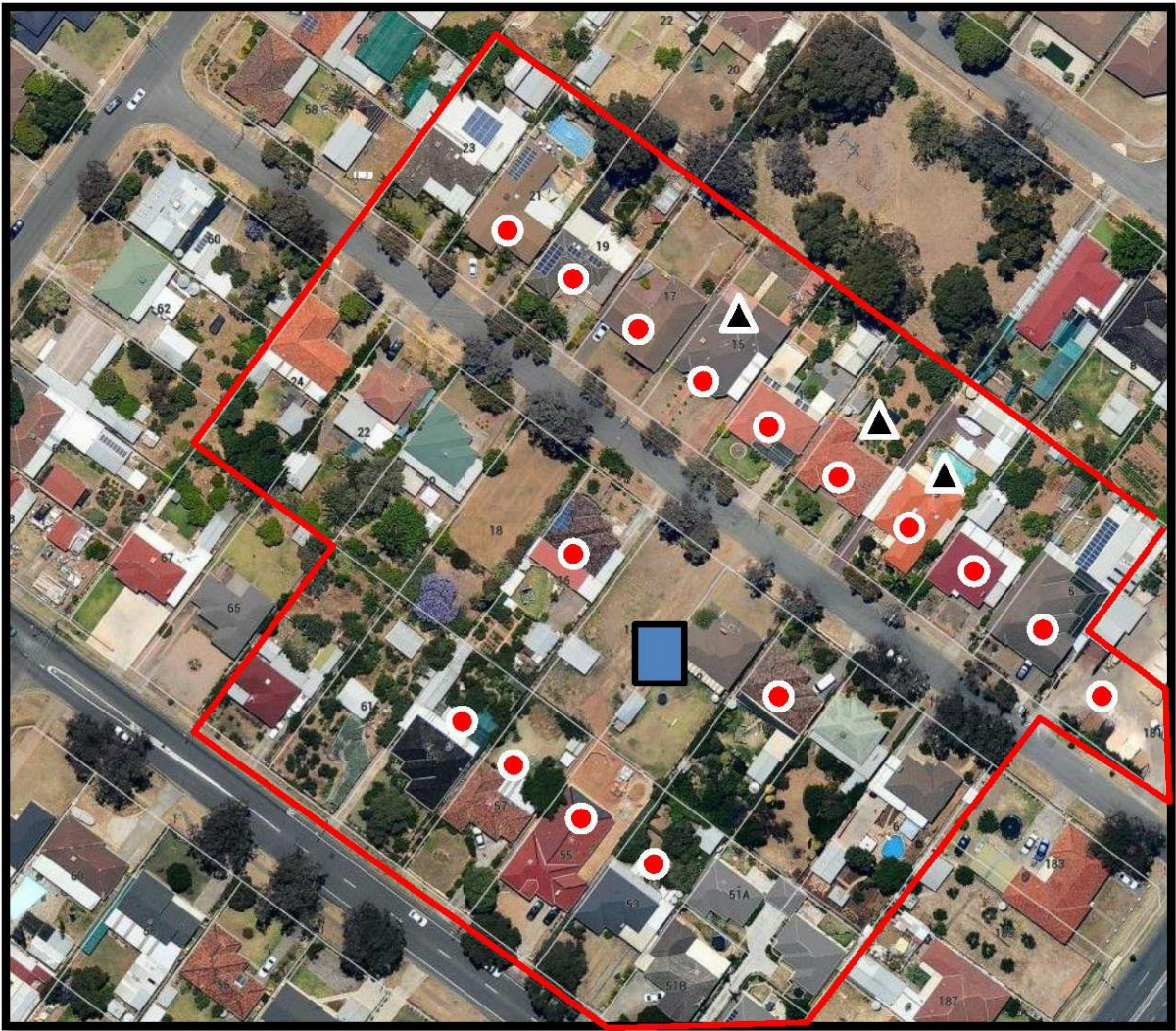
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Source: Dekho

Legend	
	Subject site
	Properties Notified
	Representor
	Locality boundary

Locality Plan – Aerial



Source: Dekho

Legend	
	Subject site
	Properties Notified
	Representor
	Locality boundary

7. DESCRIPTION OF THE PROPOSED DEVELOPMENT

The applicant seeks Development Plan Consent for six (6) two storey dwellings at 12-14 Ada Street, Salisbury.

The dwellings will be setback from the front property boundary in the order of 11m and 12.5m, 900mm from side boundaries and 15m from the rear boundary. Upper floors will be setback 2m from the side boundaries of adjoining properties at 10 and 16 Ada Street.

Pitched gable roof forms with a 25 degree pitch are proposed. Dwellings 3 and 4 are under one roof.

A mix of external materials is proposed including face brick and rendered sheet cladding. Protruding balconies are provided with open style tubular balustrading.

One covered car parking space will be provided per dwelling accessed via a common driveway. A verandah and balcony will project forward of the main building line; that is the ground floor entry and garage. Visitor car parking will be provided directly in front of each garage.

The floor plans for the dwellings are generally the same. The ground floor comprises an entry hallway, single garage, laundry, wc, kitchen, meals and family rooms. The upper floor comprises three bedrooms, study, two bathrooms (including one ensuite connected to bedroom 1) and a balcony accessed from bedroom 1.

Landscaping will be provided to the front of the dwellings. A landscape strip will be provided on either side of the driveway access at the front property boundary that will separate the hard pavement of the common driveway from the Council verge. Additional landscaping will be provided alongside property boundaries and in front of dwelling entries that will further reduce the amount of hard pavement at the front of the property.

A copy of the proposal plans is contained in Attachment 1 and supporting information in Attachment 2.

8. CLASSIFICATION

The site is located within the Residential Zone under the Salisbury (City) Development Plan (Consolidated 5th May 2016). Development of the kind proposed is neither listed as being a Complying or Non-Complying form of development in the Residential Zone and consequently should be assessed “on-merit” against the relevant provisions of the Development Plan.

9. PUBLIC NOTIFICATION

The proposed development is neither listed as being a Category 1 or Category 2 form of development under the Residential Zone. Therefore, pursuant to section 38 of the *Development Act 1993*, one must turn to Schedule 9 of the *Development Regulations 2008*.

Schedule 9, Part 2, Clause 18 of the *Development Regulations 2008* states:

Except where the development falls within Part 1 of this Schedule, is within the City of Adelaide, or is classified as non-complying development under the relevant Development Plan, any development which consists of the construction of the following, or a change of land use consequent on the construction of the following:

- (a) a building of 2 storeys comprising dwellings; or*
- (b) 2 or more dwellings on the same site where at least 1 of those dwellings is 2 storeys high, but no residential building is to be more than 2 storeys high; or*
- (c) a building in a situation referred to in clause 6 of this Schedule where the site of the proposed development is adjacent land to land in a zone under the relevant Development Plan which is different to the zone that applies to the site of the development.(emphasis added)*

The proposal consists of a building comprising six (6) two-storey dwellings and as such is deemed to fall under part (b); 2 or more dwellings on the same site where at least 1 of those dwellings is 2 storeys high, but no residential building is to be more than 2 storeys high. Therefore the application is a Category 2 form of development for public notification purposes.

The Category 2 public notification period took place between 19th August and 5th September 2016. Council received three (3) representations during the public notification period as follows:

Representations received	
Representations received	Wish to be Heard
A Assiotis 15 Ada Street, SALISBURY SA 5108	√
S D Round 9 Ada Street, SALISBURY SA 5108	√
Z S Mysko 11 Ada Street, SALISBURY SA 5108	√

The representations and the applicant's response are provided in attachments 3 and 4 respectively. The content of the representations and the applicant's response are summarised in the table below:

Summary of Representations	
Representation	Applicant's Response
Scale of Development	
<ul style="list-style-type: none"> The height of the proposed buildings is not consistent with the surrounding character of the area with no similar examples. The number of dwellings is over development of the site. 4 single storey units would be more appropriate. 	<ul style="list-style-type: none"> The proposed development satisfies Development Plan requirements with respect to building setbacks, private open space, overlooking, solar access, visual impact, off-street car parking and design and as such is considered to be appropriate and not over development of the subject site.
Traffic and Vehicle Parking	
<ul style="list-style-type: none"> Parking on the street will be an issue as additional visitors are expected to the site. Traffic will increase in the street. Manoeuvring is difficult on the road when vehicles are parked on both sides of the street. Access for emergency services may be difficult. Additional vehicle parking should be provided within the site. 	<ul style="list-style-type: none"> It is acknowledged that the addition of four group dwellings may result in additional traffic movements, up to 8, in peak periods based on an assumption that each household will have two vehicles. Utilising the existing crossover, the proposal does not alter on street car parking availability. Four kerbside parking spaces will be available on the southern side of Ada Street. The proposed development will provide sufficient on site car parking in accordance with the relevant provisions of the Development Plan.

Overshadowing	
Shadowing will occur to 10 and 16 Ada Street.	<ul style="list-style-type: none"> Shadow diagrams have been provided that shows that shadow cast by the proposed development at the Winter Solstice will result in limited shadowing of the adjoining property at 10 Ada Street which is considered to be reasonable.
Waste Storage	
<ul style="list-style-type: none"> Additional rubbish bins will result in an untidy street appearance. Lack of external storage for rubbish bins. 	<ul style="list-style-type: none"> Each dwelling is provided with a dedicated waste storage area within the garage located at the rear of the garage or under the staircase.
Other	
<ul style="list-style-type: none"> There will be a negative impact on property values Noise Visual impact to adjoining properties The proposed design is not energy efficient. 	<ul style="list-style-type: none"> No response provided

Note: Officer's consideration of the above representations and applicant's response are provided under the assessment section of this report with the exception of concerns regarding property values as that is not a valid planning consideration.

10. REFERRALS – INTERNAL

DIVISION	COMMENT
Development Engineering	<p><i>The finished floor levels for the building and stormwater drainage are acceptable.</i></p> <p><i>The manoeuvrability for vehicles on the site is acceptable.</i></p>
Landscape Design	<p><i>The garden area behind the letterboxes and the bicycle racks should not be planted out so that these facilities can be accessed across or through.</i></p> <p><i>Initial comments regarding planting types, location of planting and consideration of the existing Council street trees have been addressed and approved.</i></p>

11. DEVELOPMENT DATA

Site Characteristics	Guideline	Proposed	
Site Area	Not stated	212m ² 174m ²	Sites 1 & 6 Sites 2-5
Site Dimensions	Not stated	6.083m x 34.8m 5.285m x 33m	Sites 1 & 6 Sites 2-5
Site Gradient	Not stated	Generally level with slight fall to the rear of allotment	
Easement	Not Applicable	Nil	

Design Characteristics	Guideline	Proposed	
<i>Site Coverage</i>			
Buildings only	Qualitative provision only	46% 57%	Sites 1 & 6 Sites 2-5
<i>Building Height</i>			
Storeys	Qualitative provision only	2 storeys 2.72m ceiling height to both floors 7.3m to top of ridge generally and 8.5m to top of ridge for dwellings 3 & 4.	
<i>Set-backs</i>			
Primary street	Qualitative provision only	12.4m and 13.8m	
Side(s)	Qualitative provision only	0.9m at closest point 2m generally and to upper floor	
<i>Boundary Walls</i>		Not Applicable	
<i>Private Open Space</i>			
Site Area < 250m ²	35m ²	101m ² 79m ²	Sites 1 & 6 Sites 2-5
Dimensions	Minimum dimension 4m	16.64m x 6.083m 15m x 5.285m	Sites 1 & 6 Sites 2-5
<i>Car Parking & Access</i>			
Number of parks	9 1 space per dwelling, plus 0.5 on-site visitor car parking spaces per dwelling	12 Single garage under the main roof. Visitor space provided directly in front of garages.	
Driveway width	6m		
Garage door width	6m or 50% of allotment frontage	2.4m 45% and 39% of property width	
<i>Street Infrastructure</i>			
Crossover	Not Stated	Existing inverts to be utilised	
Trees	Not Stated	The existing street trees will not be affected as the proposal utilises the former crossover to no. 12 and the existing invert to no. 14 Ada Street.	
<i>Flooding</i>	Qualitative provision only	The finished floor levels and stormwater drainage are acceptable	

12. ASSESSMENT

Pursuant to Section 35(2) of the *Development Act 1993*, it is recommended that the Panel determine that the proposed development is not seriously at variance with the Salisbury (City) Development Plan, Consolidated 5th May 2016. Residential development of the kind proposed is clearly envisaged by the Development Plan.

Assessment against Development Plan Objectives and Principles

Assessment

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

An extract of the relevant Development Plan, Consolidated 5th May 2016, is contained in Attachment 5. The relevant provisions are also highlighted in the Attachment.

Land Use

Principle of Development Control 1 of the Residential Zone states that:

- 1 *The following forms of development are envisaged in the zone:*
 - *affordable housing*
 - *dwelling (emphasis added)*

Residential development in the form of six dwellings is clearly an appropriate land use in the Residential Zone as highlighted above.

Density of Development

The following extract from the Desired Character Statement for the Residential Zone states that:

The zone is suitable for a range of low to medium density housing, with higher density in appropriate locations...

Residential development will reflect a variety of building styles, yet where a consistent character exists, new buildings will be designed to harmonise with that which is existing in terms of form, mass, scale, colours and textures of materials and setback distances.

Medium density forms of housing including semi-detached dwellings, row dwellings, residential flat buildings and group dwellings are encouraged in areas with good access to services and facilities. Concentrated nodes of medium density development of up to 4 storeys in height are anticipated in areas close to centres, public transport and significant public open space, and are to be developed in a co-ordinated and orderly manner. Typically this will involve the amalgamation of sites and will result in development that compliments the prevailing character. A transition in building height will be necessary to ensure issues of overlooking is minimised and solar access maintained.

Development will be of a form and scale compatible with adjoining residential development. As part of the increase in residential density there will be an increase in the number of dwellings of two or more storeys. Such development will recognise the proximity of adjoining development and will be designed and sited to maintain the privacy of adjoining dwellings and their private open space areas, and will be designed to integrate with the existing built form (emphasis added).

The proposal provides an increase in density and an alternate dwelling type specifically envisaged by the Desired Character Statement. The subject site is located within close proximity to:

- a. Public transport routes; Salisbury Highway and Spains Road are both within walking distance, Salisbury Interchange is approximately 1.2km, three minute drive or 15 minutes walking;
- b. Public open space; Middleton Green, Middleton Street and the Salisbury Downs Oval (approximately 1km; 12 minutes walking), Little Para Linear Park (approximately 1.5km);
- c. Centres; Hollywood Plaza, (approximately 1km, 13 minutes walking, two minute drive) and Salisbury City Centre, (approximately 1.4km);
- d. Schools; Salisbury Downs Primary School, (approximately 1.3km, 16 minutes walking).

The proposed net dwelling density will be 38 dwellings per hectare which fits within the medium density category as defined in the document entitled “Understanding Residential Densities; A Pictorial Handbook of Adelaide Examples” prepared by the Government of South Australia. Medium density is defined as 34-67 net dwellings per hectare. Based on this definition the proposed development will fall within the lower end of the medium density category.

The proposal will introduce a scale of development that does not presently exist in Ada Street. The Desired Character Statement seeks development of a form and scale compatible with adjoining residential development. The proposed development will provide pitched roof forms and use materials that are in keeping with the surrounding vernacular. The scale of development while of a higher density than presently exists will be designed to maintain the privacy of adjoining dwellings and their private open space areas, and will be setback from the front property boundary such that visual perception of the dominance of the built form is reduced.

Medium density development is clearly encouraged in the Residential Zone in locations close to public transport routes, public open space and centres. This particular site is well located as described above, consequently the densities proposed are considered to be acceptable. Furthermore the dwelling type is envisaged within the Residential Zone and is also considered to be acceptable.

Building Height

The following extract from the Desired Character Statement for the Residential Zone states that:

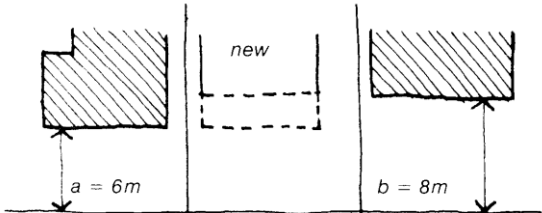
Concentrated nodes of medium density development of up to 4 storeys in height are anticipated in areas close to centres, public transport and significant public open space, and are to be developed in a co-ordinated and orderly manner (emphasis added).

Buildings of up to four storeys in height are clearly envisaged in the Residential Zone. The proposed building height at two storeys is acceptable, subject to assessment against other relevant criteria.

Front Setback

Under the Council-wide “Design and Appearance” module Principle of Development Control 18 states that:

- 18 *Except where specified in a particular zone, policy area or precinct, the main face of a building should be set back from the primary road frontage in accordance with the following table:*

<i>buildings on adjacent allotments</i>	<i>Setback of new building</i>
<i>Up to 2 metres</i>	<i>The same setback as one of the adjacent buildings, as illustrated below:</i>
 <p>When $b - a \leq 2$, setback of new dwelling = a or b</p>	
<i>Greater than 2 metres</i>	<i>At least the average setback of the adjacent buildings.</i>

Existing dwellings on the adjoining properties are setback from the front property boundary in the order of approximately 7.5m. The proposed building will be setback between 12m and 14m. While this distance is greater than the setbacks of the adjoining properties this setback provides for adequate manoeuvring area for vehicles within the site and adequate visitor car parking which, as mentioned earlier, is to be provided directly in front of the garages. The setback enhances the appearance of the development from the street by reducing the perception of building bulk and by allowing for provision of front landscaping including a landscape strip at the front boundary.

The front setback is therefore considered to be acceptable and there are good reasons to depart from the expressed standard under Principle of Development Control 18 quoted above.

Side and Rear Setbacks

Under the Council-wide “Residential Development” module, Principles of Development Control 16 and 17 state that:

- 16 *Dwellings should be set back from allotment or site boundaries to:*
- (a) *contribute to the desired character of the area*
 - (b) *provide adequate visual privacy by separating habitable rooms from pedestrian and vehicle movement.*
- 17 *Dwelling setbacks from side and rear boundaries should be progressively increased as the height of the building increases to:*
- (a) *minimise the visual impact of buildings from adjoining properties*
 - (b) *minimise the overshadowing of adjoining properties.*

The proposed building will be setback 900mm from the side boundaries at ground level and 2.0m to the upper floor. The building will be setback 15m as a minimum from the rear boundary. No boundary walls are proposed and the side setbacks are increased for the upper floor as per Principle of Development Control 17. Further, the side and rear setbacks are consistent with existing built form setbacks in the locality.

In summary the side and rear setbacks are considered to be acceptable.

Design and Appearance

There are a number of Development Plan provisions within the Council-wide “Design and Appearance” module and within the Residential Zone. The following provisions are particularly relevant.

“Design and Appearance” Council-wide module

- 1 *Development of a high architectural standard that responds to and reinforces positive aspects of the local environment and built form.*
- 2 *Buildings should be designed and sited to avoid creating extensive areas of uninterrupted walling facing areas exposed to public view.*
- 3 *Buildings should be designed to reduce their visual bulk and provide visual interest through design elements such as:*
 - (a) *articulation*
 - (b) *colour and detailing*
 - (d) *design and placing of windows*
- 12 *Buildings (other than ancillary buildings or group dwellings) should be designed so that their main façade faces the primary street frontage of the land on which they are situated.*

Residential Zone

- 7 *Where a dwelling has direct frontage to a street the dwelling should be designed to provide surveillance and address the street.*
- 8 *Entries to dwellings should be clearly visible from the streets that they front to enable visitors to identify a specific dwelling easily.*
- 9 *The design of residential flat buildings should:*
 - (a) *define individual dwellings in the external appearance of the building*
 - (b) *provide transitional space around the entry*
 - (c) *ensure building entrances provide shelter, are visible and easily identifiable from the street.*

The design and appearance of the proposed building will introduce a scale of development that does not presently exist in Ada Street. The six dwellings will be approximately 33m wide by 19m deep, resulting in an overall site coverage of approximately 39%.

The dwellings have been designed with a number of vertical and horizontal elements that, in conjunction with variation of external materials and colours, provide articulation to the front façade resulting in a building that will present well to the street. Portico entries protruding forward of the main building line include face brick pillars that extend to the upper floor balconies. Balcony balustrading is open in nature thereby minimising visual bulk.

The main frontage of the building will be provided to Ada Street. Individual dwellings will be distinguished through the stepping of façade elements, such as portico entries, in addition to a variation of colours and materials as stated above. External materials will be a combination of face brick, rendered cladding, glass and colorbond sheeting.

Variation to the side setbacks is achieved through an upper floor setback of 2m and a ground floor setback of 900mm, thereby minimising the amount of uninterrupted two storey wall. Side walls facing to 10 and 16 Ada Street will be articulated by a ground floor section of wall 8.5m in length at 900mm from the side boundary.

Dwellings are provided with a front door that is visible to the street highlighted by a front porch / verandah beneath an upper floor balcony. Surveillance to the street will be achieved through windows, glass sliding doors and balconies on the upper floor.

In summary, while the proposed development introduces a new scale and form of development into the locality it is considered that the design and appearance of the building incorporates many positive design elements encouraged by the Development Plan.

Overshadowing

11 *Development should ensure that north-facing windows to habitable rooms of existing dwelling(s) on the same allotment, and on adjacent allotments, receive at least 3 hours of direct sunlight over a portion of their surface between 9 am and 5 pm on the 21 June.*

12 *Development should ensure that ground-level open space of existing buildings receives direct sunlight for a minimum of two hours between 9 am and 3 pm on 21 June to at least the smaller of the following:*

- (a) half of the existing ground-level open space*
- (b) 35 square metres of the existing ground-level open space (with at least one of the area's dimensions measuring 2.5 metres).*

Development should not increase the overshadowed area by more than 20 per cent in cases where overshadowing already exceeds these requirements.

Shadow diagrams have been prepared which show that shadow cast by the proposed development at the Winter Solstice will not exceed 50% of the private open space of any adjacent residential allotment. Furthermore, north facing windows to the existing dwelling at 10 Ada Street are shown to receive at least three hours of direct sunlight between 9am and 5pm on the 21st June.

Therefore, the development satisfies Principles of Development Control 11 and 12 quoted above.

Visual Privacy

Under the Council-wide “Residential Development” module, Principle of Development Control 29 states that:

- 29 *Upper level windows, balconies, terraces and decks should have a sill height of not less than 1.7 metres or be permanently screened to a height of not less than 1.7 metres above finished floor level to avoid overlooking into habitable room windows or onto the useable private open spaces of other dwellings.*

All upper floor windows to habitable rooms will have a sill height of 1.7m above upper floor level. Balconies situated at the front of the dwellings overlooking the street will not give rise to any privacy concerns as they will overlook the street and such design is in fact encouraged by the Development Plan to provide casual surveillance to public areas. Dwellings 1 and 6 are provided with 1.7m high screens to the south east and north western elevations respectively to avoid overlooking into rear yards of adjacent properties.

The proposal therefore satisfies Principle of Development Control 29 quoted above.

Car Parking

Under the Council-wide “Residential Development” module, Principle of Development Control 39 states that:

- 39 *On-site visitor parking spaces for group and multiple dwellings and residential flat buildings should be sited and designed to:*
- (a) *serve users efficiently and safely*
 - (b) *not dominate internal site layout*
 - (c) *be clearly defined as visitor spaces not specifically associated with any particular dwelling*
 - (d) *ensure they are not sited behind locked garages and are accessible to visitors at all times.*

Council-wide “Transportation and Access” module, Principle of Development Control 32 further states that:

- 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 ...*

Table Sal/2 – Off Street Vehicle Parking Requirements states the number of required car parking spaces for residential flat buildings and group dwellings as follows:

1 space per dwelling, plus 0.5 on-site visitor spaces per dwelling.

The proposed development is served by one under cover car parking space per dwelling beneath the upper floor of the main dwelling. A visitor space will be provided directly in front of the garage for each dwelling. As such, the proposed car parking provision exceeds the minimum standard under Table Sal/2. In terms of the design of the visitor spaces, while Principle of Development Control 39 states that visitor spaces should not be directly associated with any particular dwelling, the proposed solution is considered to be reasonable given that the development will provide three spaces more than is required by Table Sal/2. Furthermore, no additional crossovers are proposed, as such parking on-street is unchanged and available for visitor parking.

In summary, the development will be served by an adequate number of off-street car parking spaces. The development therefore satisfies Principle of Development Control 32 quoted above. Variation to Principle of Development Control 39 (c) is considered to be reasonable.

Access and Manoeuvring

Under the Council-wide “Residential Development” module, Principle of Development Control 38 states that:

- 38 *Parking areas and internal driveways servicing more than one dwelling should be of a size and location to:*
- (a) *serve users, including pedestrians, cyclists and motorists, efficiently, conveniently and safely*
 - (b) *provide adequate space for vehicles to manoeuvre between the street and the parking area*
 - (c) *reinforce or contribute to attractive streetscapes.*

As mentioned earlier, access to the property will be via the former crossover to 12 Ada Street and existing invert to 14 Ada Street. No additional crossovers are proposed; as such there will be no reduction in kerbside parking. The internal driveway will be 6m wide, thereby allowing for simultaneous two way movement. It is acknowledged that some parts of the internal driveway narrow to 5m to allow landscape incursions, however this is considered to enhance the outlook to the street.

Council’s Development Engineer has reviewed the car parking layout and has confirmed that this aspect of the development is acceptable. All vehicles are able to enter and exit the site in a forward direction, consistent with Principle of Development Control 38. In addition, the driveway will be formed of impervious material to a standard sufficient to service the dwellings.

Overall, this aspect of the development is considered to be acceptable.

Private Open Space

Under the Council-wide “Residential Development” module, Principle of Development Control 24 states that:

- 24 *Dwellings, particularly those with ground-level habitable rooms should include private open space that conforms to the requirements identified in the following table:*

<i>Site area of dwelling</i>	<i>Minimum area of private open space</i>	<i>Provisions</i>
<i>250 square metres or greater</i>	<i>20 per cent of site area</i>	<i>Balconies, roof patios, decks and the like, can comprise part of this area provided the area of each is 10 square metres or greater. One part of the space should be directly accessible from a living room and have an area equal to or greater than 10 per cent of the site area with a minimum dimension of 5 metres and a maximum gradient of 1-in-10.</i>
<i>Less than 250 square metres</i>	<i>35 square metres</i>	<i>Balconies, roof patios and the like can comprise part of this area provided the area of each is 8 square metres or greater. One part of the space is directly accessible from a living room and has an area of 16 square metres with a minimum dimension of 4 metres and a maximum gradient of 1-in-10.</i>

The dwellings are served by an area of private open space in the rear yard, directly accessible from the rear family room. The total private open space for dwellings 1 and 6 amounts to 101m², and for dwellings 2 to 5, 79m² which exceeds the minimum 35m² listed above and is capable of achieving a minimum dimension of 4m by 4m.

The upper level balconies to the front elevation contribute to the external appearance of the building. While the balconies are accessed from bedroom 1 rather than a living area, they will make a positive contribution to the internal amenity for occupants, particularly as they are oriented to the north.

While there will be some shading of the rear yards during winter as shown on the shadow diagrams, this is considered to be acceptable given that the rear yards will not be in shade for the majority of the time. Further, the rear yards will be of level grade and will be ‘private’.

In summary, the areas of private open space exceed the minimum quantitative standard, are directly accessible from the internal living areas, will be of level grade and will be private.

Site Facilities and Storage

Under the Council-wide “Residential Development” module, Principle of Development Control 28 states that:

- 28 *Site facilities for group dwellings, residential parks and residential flat buildings should include:*
- (a) mail box facilities sited close to the major pedestrian entrance to the site*
 - (b) bicycle parking for residents and visitors*
 - (c) household waste and recyclable material storage areas away from dwellings*
 - (d) external clothes drying areas, which are readily accessible to each dwelling and complement the development and streetscape character for dwellings which do not incorporate ground level private open space.*

Bicycle parking facilities are able to be accommodated within the garage by way of a wall mounted rack. Storage for domestic rubbish bins can also be accommodated within the garage. Additional bicycle parking is provided adjacent the common driveway at the front property boundary. A group letterbox is proposed at the street front boundary adjacent to the access driveway. The size and dimensions of the rear yard space is sufficient to allow for external clothes drying and will not impact on the usability of the private open space.

The development therefore satisfies all parts of Principle of Development Control 28 quoted above.

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.*

Landscaping will be provided at the front of the dwellings as detailed on the landscape plan contained in attachment 1. A landscape strip will be provided on either side of the driveway access at the front property boundary that will enhance the streetscape appearance and separate the hard pavement of the common driveway from the Council verge. Additional landscaping will be provided alongside property boundaries and in front of the dwelling entries that will further minimise the amount of hard pavement at the front of the property.

13. CONCLUSION

The applicant seeks approval for six (6) two storey dwellings at 12-14 Ada Street, Salisbury.

This report has provided a detailed assessment of the application against the relevant provisions of the Salisbury (City) Development Plan. In summary, the assessment found that:

- a) Dwellings in a range of forms are clearly envisaged within the Residential Zone;
- b) The proposal will constitute medium density in close proximity to public transport routes, public open space, schools and centres – the zone encourages this type of development in this location;
- c) Each dwelling is provided with sufficient area of private open space;
- d) Adequate on-site car parking will be provided;
- e) On-street car parking will not be altered as the proposed driveway will utilise the existing crossover to 12 Ada Street and existing invert to 14 Ada Street;
- f) Privacy of adjoining dwellings will be achieved by provision of high level windows to habitable rooms;
- g) Overshadowing to adjoining properties will be minimal.

Given the above, it is recommended that Development Plan Consent be granted, subject to conditions.

14. STAFF RECOMMENDATION

That the Development Assessment Panel resolve that:

- A. The proposed development is considered not to be seriously at variance with the Salisbury Development Plan – Consolidated 5th May 2016.
- B. Pursuant to Section 33 of the *Development Act 1993*, Development Plan Consent is **GRANTED** to application number 361/1238/2016/2A for Residential Development Comprising Six Two Storey Dwellings in accordance with the plans and details submitted with the application and subject to the following conditions:

Reserved Matters:

The following shall be submitted for further assessment and approval by the Manager – Development Services, as delegate of the Development Assessment Panel, as Reserved Matters under Section 33(3) of the Development Act 1993:

- 1. Detailed designs and specifications for all civil works and retaining.

Development Plan Consent Conditions

1. The proposal shall be developed in accordance with the details submitted with the application and the following Council stamped approved plans and documents, except where varied by the conditions herein:

Drawing No.	Drawing Type	Date	Prepared By
Page 1 of 10 Revision E	Site Plan – Lower Floor	Received by Council dated 18 th August 2016	LJ Home Developments
Page 2 of 10 Revision E	Site Plan – Upper Floor	Received by Council dated 18 th August 2016	LJ Home Developments
Page 3 of 10 Revision F	Landscape Plan	Received by Council dated 19 th September 2016	LJ Home Developments
Page 4 of 10 Revision E	Floor Plan – Res 1 & 6(mirror)	Received by Council dated 19 th September 2016	LJ Home Developments
Page 5 of 10 Revision E	Elevations	Received by Council dated 19 th September 2016	LJ Home Developments
Page 6 of 10 Revision E	Floor Plan – Res 2 & 5	Received by Council dated 19 th September 2016	LJ Home Developments
Page 7 of 10 Revision E	Elevations	Received by Council dated 19 th September 2016	LJ Home Developments
Page 8 of 10 Revision E	Floor Plan – Res 3 (mirror) & 4	Received by Council dated 19 th September 2016	LJ Home Developments
Page 9 of 10 Revision E	Elevations	Received by Council dated 19 th September 2016	LJ Home Developments
Page 10 of 10 Revision E	Streetscape Elevations	Received by Council dated 19 th September 2016	LJ Home Developments

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

2. The external finishes shall be maintained in good condition at all times.

Reason: To ensure a high standard of external building appearance.

3. The designated landscaping areas shall be planted with shade trees, shrubs and ground covers as identified on the proposed plans. 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 at all times. All landscaping is to be completed prior to occupation of the dwellings.

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

4. 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.

5. The proposed building(s) finished floor level is to be a minimum of 300mm above the top of the roadside kerb immediately adjacent to the building site.

Reason: To allow disposal of stormwater.

6. 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 of any dwelling and shall be 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.

CO-ORDINATION

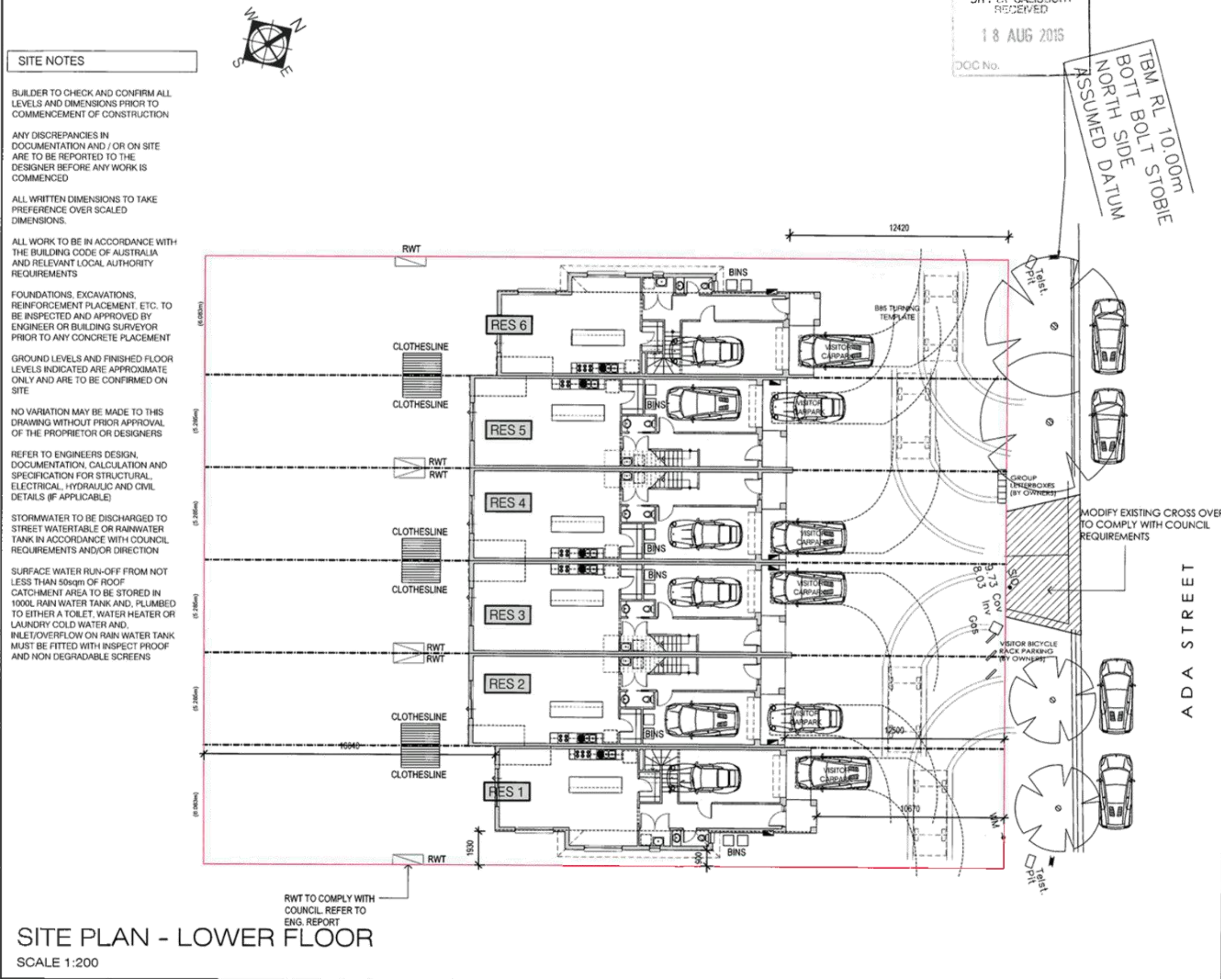
Officer:	GMCiD	MDS
Date:	15.02.17	08.02.17


ATTACHMENTS

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

1. Proposal Plans
2. Support Information
3. Notice of Category 2 Application and Representations
4. Applicant Response to Representations
5. Relevant Development Plan Extracts, Consolidated 05 May 2016

**Attachment 1:
Proposal Plans**





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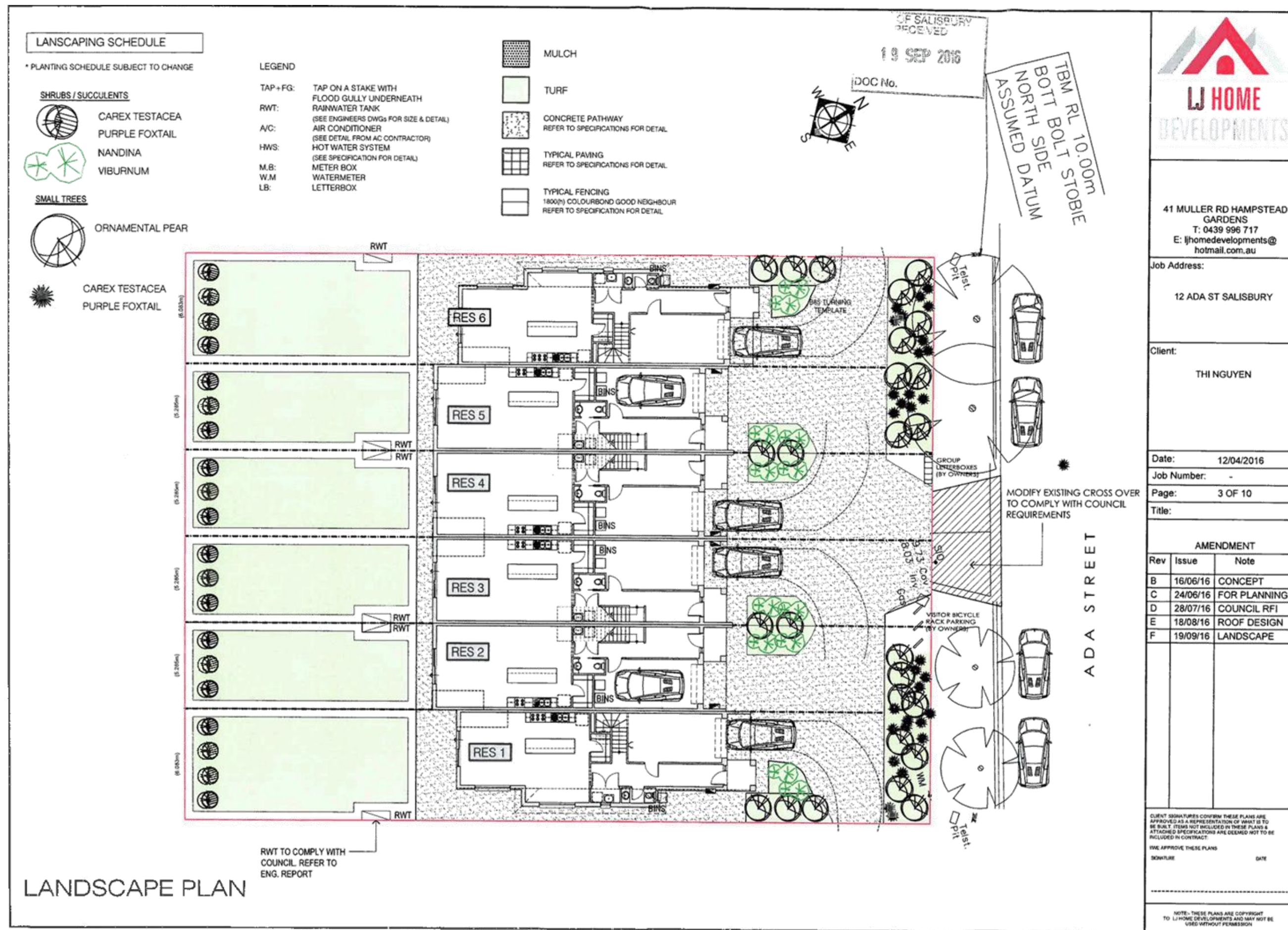
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Rev	Issue	Note
B	16/06/16	CONCEPT
C	24/06/16	FOR PLANNING
D	28/07/16	COUNCIL RFI
E	18/08/16	ROOF DESIGN

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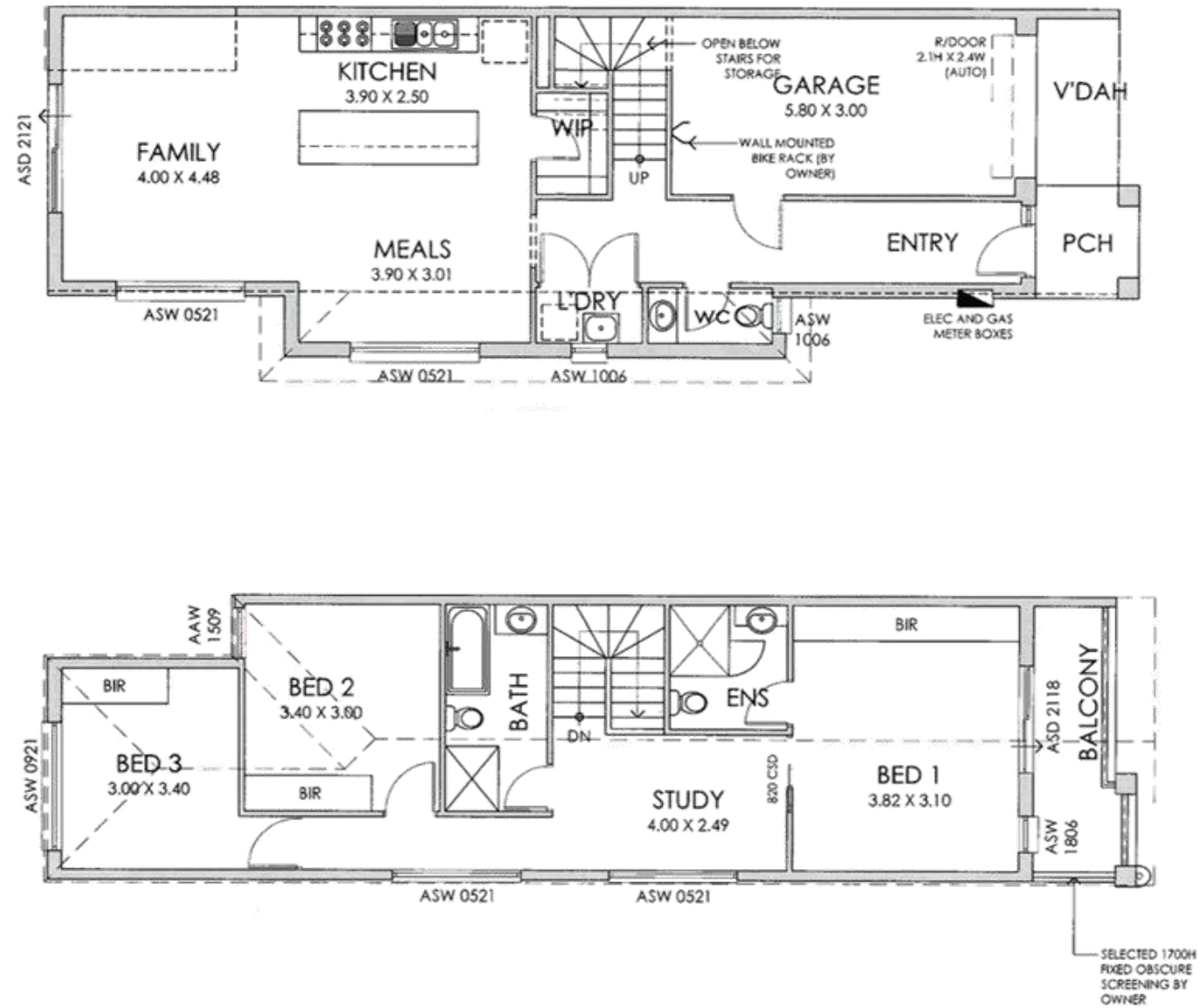
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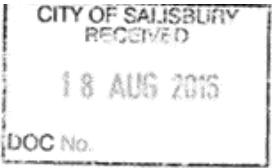
SITE NOTES

- BUILDER TO CHECK AND CONFIRM ALL LEVELS AND DIMENSIONS PRIOR TO COMMENCEMENT OF CONSTRUCTION
- ANY DISCREPANCIES IN DOCUMENTATION AND / OR ON SITE ARE TO BE REPORTED TO THE DESIGNER BEFORE ANY WORK IS COMMENCED
- ALL WRITTEN DIMENSIONS TO TAKE PREFERENCE OVER SCALED DIMENSIONS.
- ALL WORK TO BE IN ACCORDANCE WITH THE BUILDING CODE OF AUSTRALIA AND RELEVANT LOCAL AUTHORITY REQUIREMENTS
- FOUNDATIONS, EXCAVATIONS, REINFORCEMENT PLACEMENT, ETC. TO BE INSPECTED AND APPROVED BY ENGINEER OR BUILDING SURVEYOR PRIOR TO ANY CONCRETE PLACEMENT
- GROUND LEVELS AND FINISHED FLOOR LEVELS INDICATED ARE APPROXIMATE ONLY AND ARE TO BE CONFIRMED ON SITE
- NO VARIATION MAY BE MADE TO THIS DRAWING WITHOUT PRIOR APPROVAL OF THE PROPRIETOR OR DESIGNERS
- REFER TO ENGINEERS DESIGN, DOCUMENTATION, CALCULATION AND SPECIFICATION FOR STRUCTURAL, ELECTRICAL, HYDRAULIC AND CIVIL DETAILS (IF APPLICABLE)
- STORMWATER TO BE DISCHARGED TO STREET WATERTABLE OR RAINWATER TANK IN ACCORDANCE WITH COUNCIL REQUIREMENTS AND/OR DIRECTION
- SURFACE WATER RUN-OFF FROM NOT LESS THAN 50sqm OF ROOF CATCHMENT AREA TO BE STORED IN 1000L RAIN WATER TANK AND, PLUMBED TO EITHER A TOILET, WATER HEATER OR LAUNDRY COLD WATER AND, INLET/OVERFLOW ON RAIN WATER TANK MUST BE FITTED WITH INSPECT PROOF AND NON DEGRADABLE SCREENS



FLOOR PLAN - RES 1 & 6 (mirror)
SCALE 1:100

PROPOSED RESIDENCE 1	
LWR LIVING	70.54m²
UPR LIVING	76.83m²
GARAGE:	19.60m²
PORCH:	3.34m²
BALCONY:	7.18m²
VERANDAH	3.94m²
TOTAL:	181.43m²



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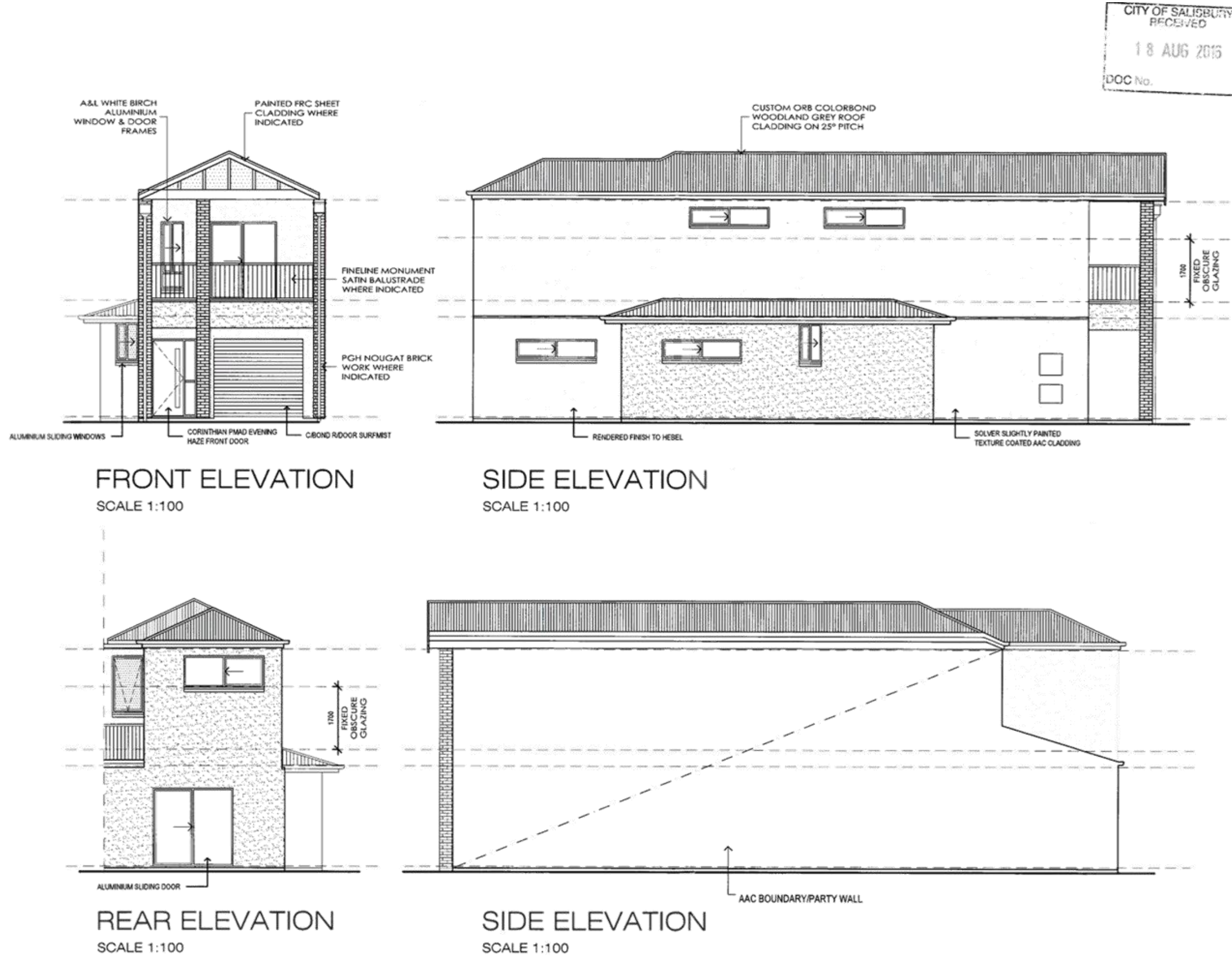
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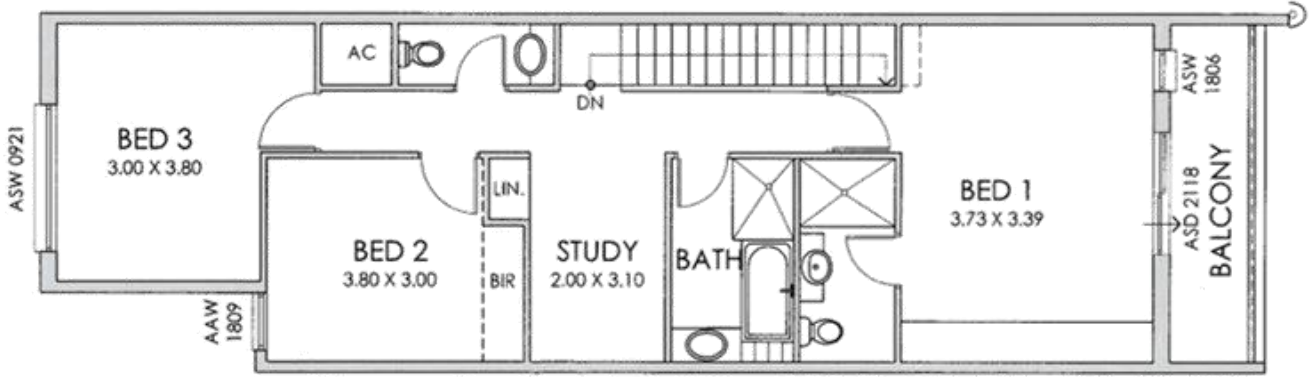
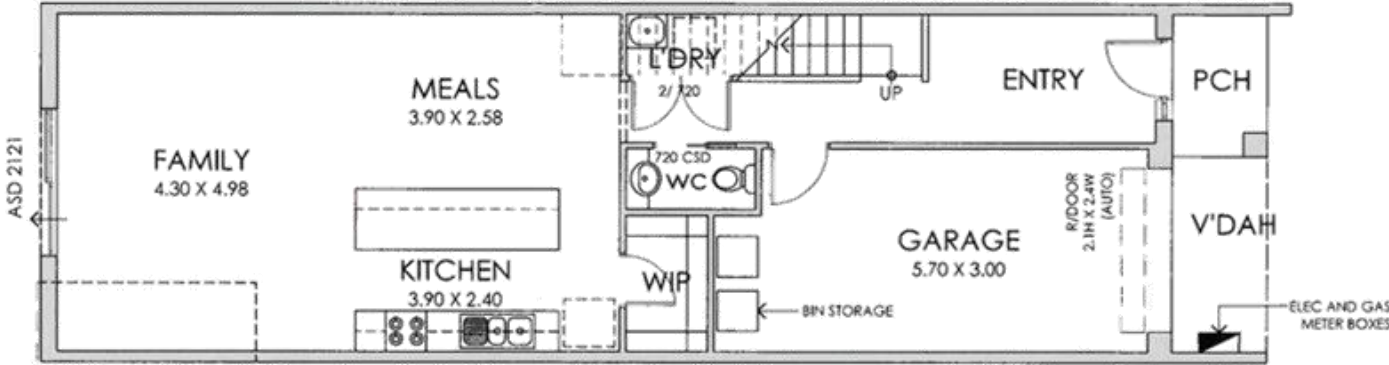
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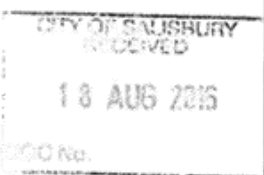
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FLOOR PLAN - RES 2 & 5
SCALE 1:100



PROPOSED RESIDENCE 1	
LWR LIVING	67.73m²
UPR LIVING	84.83m²
GARAGE:	20.80m²
PORCH:	2.93m²
BALCONY:	4.05m²
VERANDAH	6.97m²
TOTAL:	187.31m²



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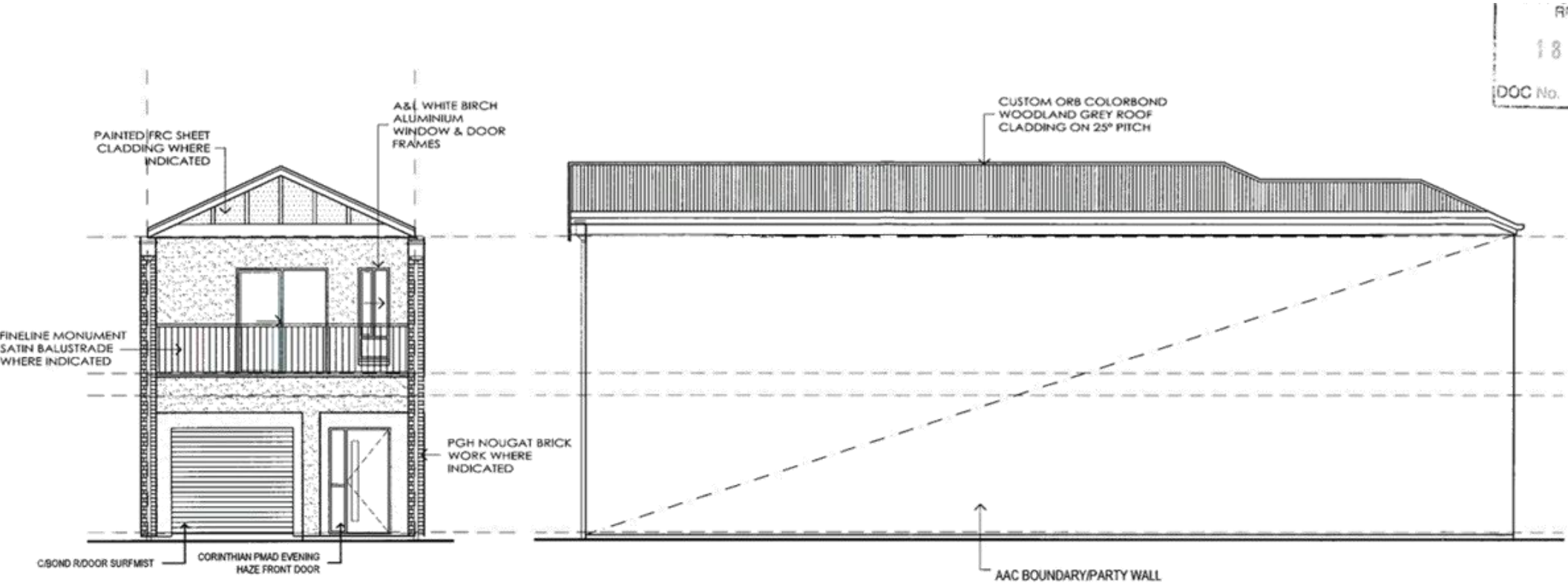
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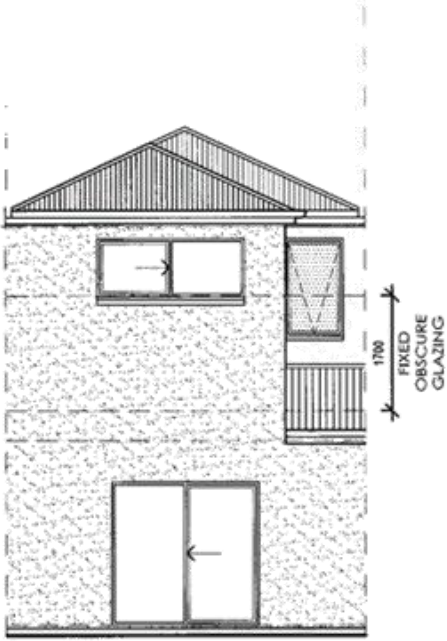
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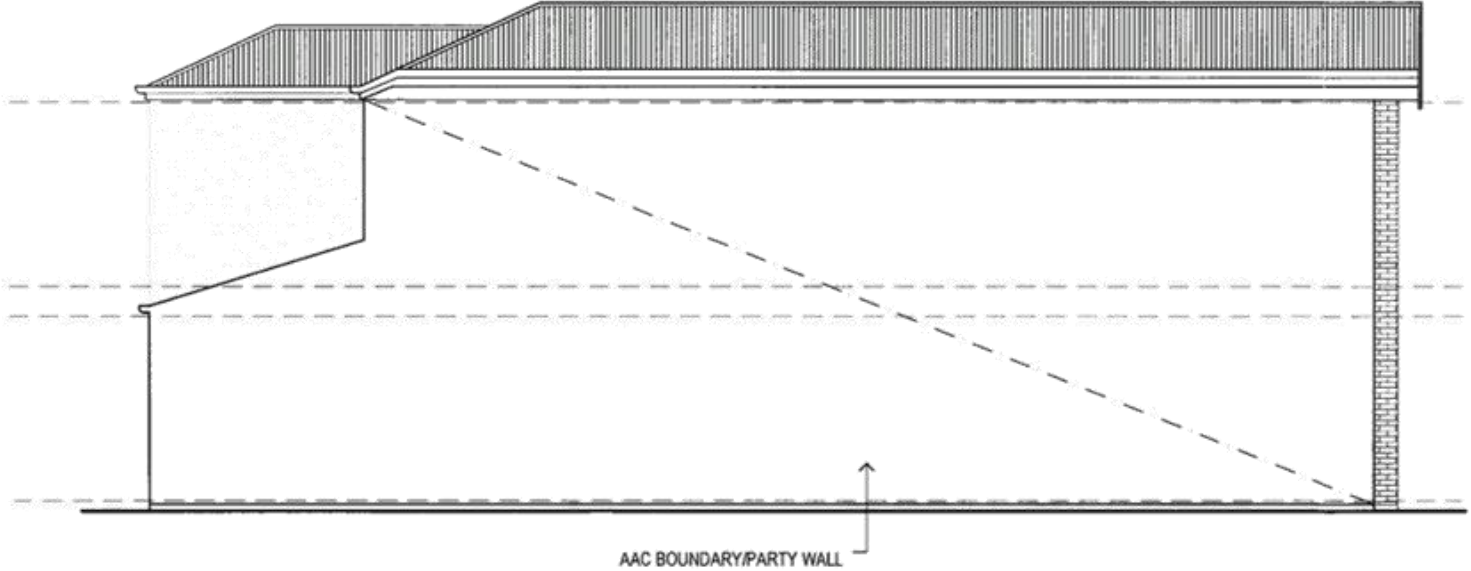


FRONT ELEVATION
SCALE 1:100

SIDE ELEVATION
SCALE 1:100



REAR ELEVATION
SCALE 1:100



SIDE ELEVATION
SCALE 1:100

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Date: 08/06/2016

Job Number: -

Page: 7 OF 10

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CLIENT SIGNATURES CONFIRM THESE PLANS ARE
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BE BUILT. ITEMS NOT INCLUDED IN THESE PLANS &
ATTACHED SPECIFICATIONS ARE DEEMED NOT TO BE
INCLUDED IN CONTRACT.

WE APPROVE THESE PLANS

SIGNATURE

DATE

NOTE: THESE PLANS ARE COPYRIGHT
TO LJ HOME DEVELOPMENT AND MAY NOT BE
USED WITHOUT PERMISSION

SITE NOTES

BUILDER TO CHECK AND CONFIRM ALL LEVELS AND DIMENSIONS PRIOR TO COMMENCEMENT OF CONSTRUCTION

ANY DISCREPANCIES IN DOCUMENTATION AND / OR ON SITE ARE TO BE REPORTED TO THE DESIGNER BEFORE ANY WORK IS COMMENCED

ALL WRITTEN DIMENSIONS TO TAKE PREFERENCE OVER SCALED DIMENSIONS.

ALL WORK TO BE IN ACCORDANCE WITH THE BUILDING CODE OF AUSTRALIA AND RELEVANT LOCAL AUTHORITY REQUIREMENTS

FOUNDATIONS, EXCAVATIONS, REINFORCEMENT PLACEMENT, ETC. TO BE INSPECTED AND APPROVED BY ENGINEER OR BUILDING SURVEYOR PRIOR TO ANY CONCRETE PLACEMENT

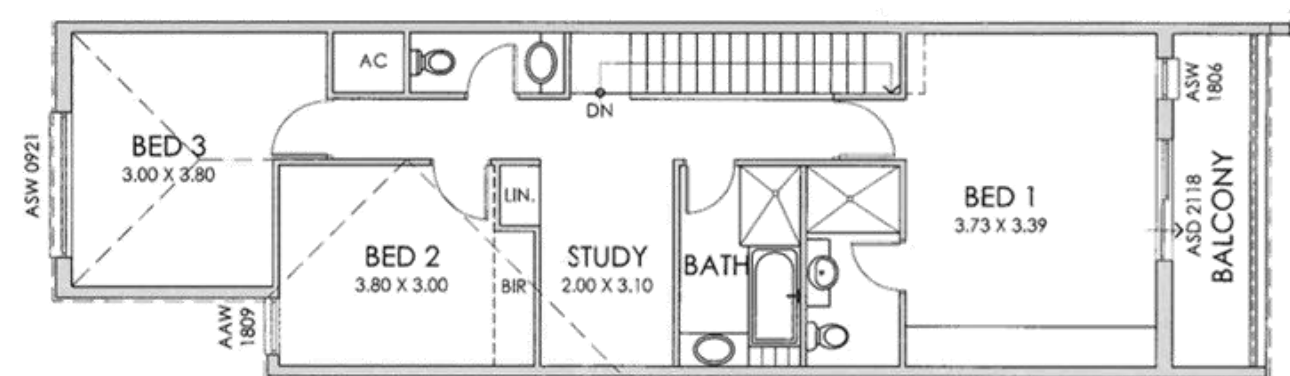
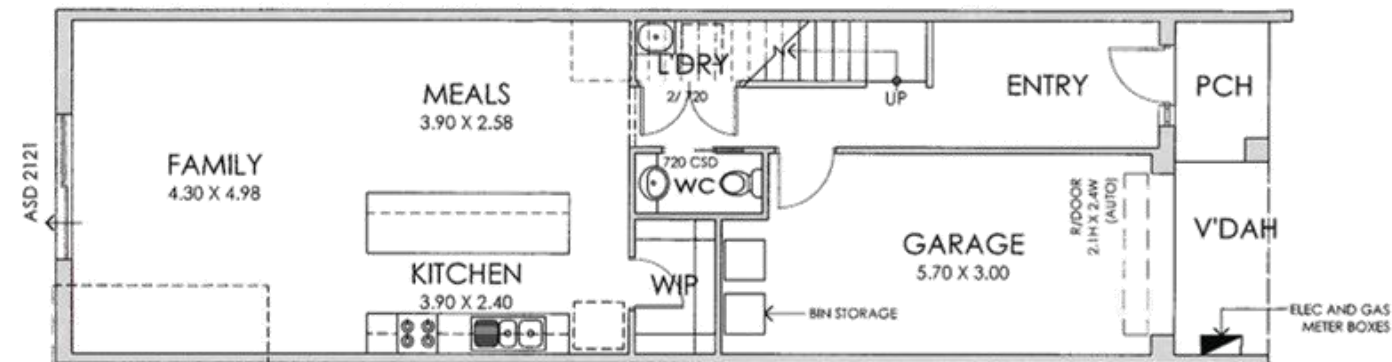
GROUND LEVELS AND FINISHED FLOOR LEVELS INDICATED ARE APPROXIMATE ONLY AND ARE TO BE CONFIRMED ON SITE

NO VARIATION MAY BE MADE TO THIS DRAWING WITHOUT PRIOR APPROVAL OF THE PROPRIETOR OR DESIGNERS

REFER TO ENGINEERS DESIGN, DOCUMENTATION, CALCULATION AND SPECIFICATION FOR STRUCTURAL, ELECTRICAL, HYDRAULIC AND CIVIL DETAILS (IF APPLICABLE)

STORMWATER TO BE DISCHARGED TO STREET WATERTABLE OR RAINWATER TANK IN ACCORDANCE WITH COUNCIL REQUIREMENTS AND/OR DIRECTION

SURFACE WATER RUN-OFF FROM NOT LESS THAN 50sqm OF ROOF CATCHMENT AREA TO BE STORED IN 1000L RAIN WATER TANK AND, PLUMBED TO EITHER A TOILET, WATER HEATER OR LAUNDRY COLD WATER AND, INLET/OVERFLOW ON RAIN WATER TANK MUST BE FITTED WITH INSPECT PROOF AND NON DEGRADABLE SCREENS



PROPOSED RESIDENCE 1	
LWR LIVING	67.73m ²
UPR LIVING	84.83m ²
GARAGE:	20.80m ²
PORCH:	2.93m ²
BALCONY:	4.05m ²
VERANDAH	6.97m ²
TOTAL:	187.31m²

FLOOR PLAN - RES 3 (mirror) & 4
SCALE 1:100

RECEIVED
18 AUG 2016
DOC No.



41 MULLER RD HAMPSTEAD
GARDENS
T: 0439 996 717
E: ljhomedevlopments@hotmail.com.au

Job Address:

12 ADA ST SALISBURY

Client:

THI NGUYEN

Date: 08/06/2016

Job Number: -

Page: 8 OF 10

Title:

AMENDMENT

Rev	Issue	Note
A	09/06/16	CONCEPT
B	16/06/16	CONCEPT
C	24/06/16	FOR PLANNING
E	18/08/16	ROOF DESIGN

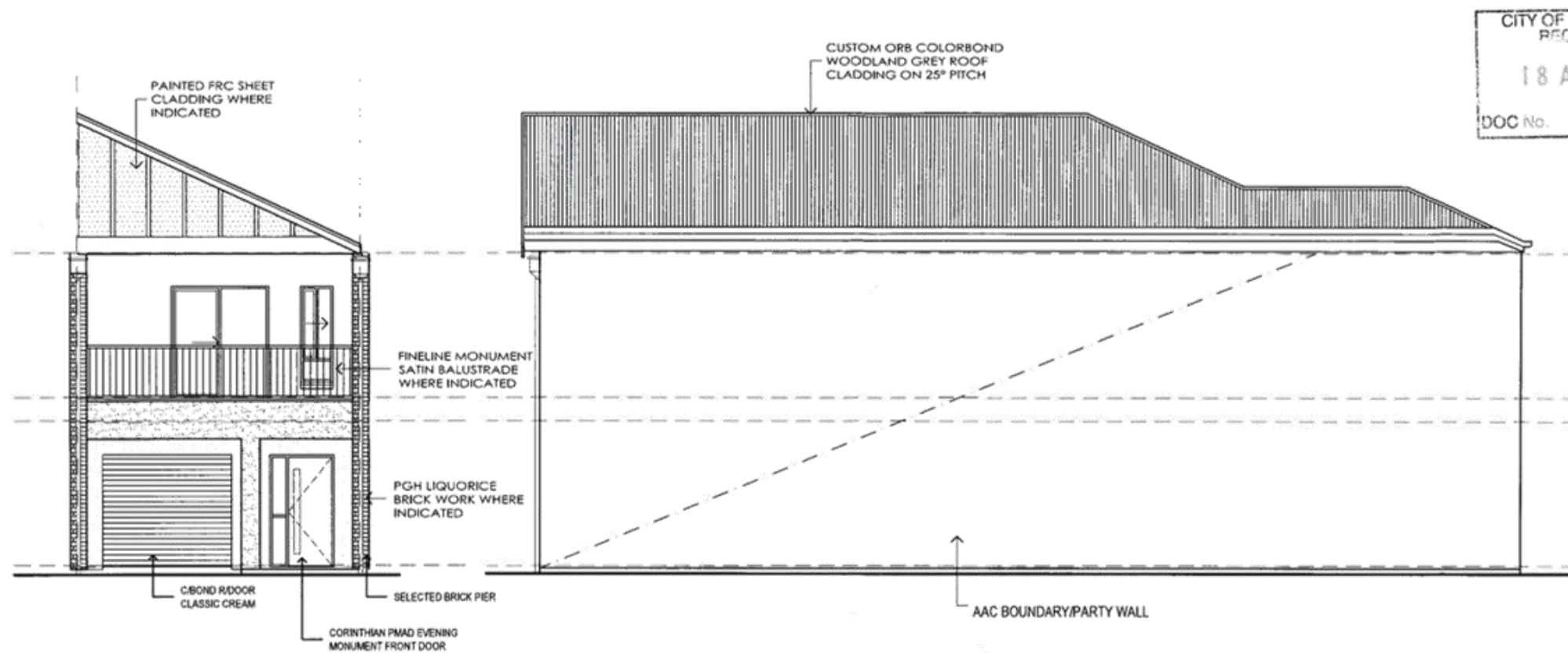
CLIENT SIGNATURES CONFIRM THESE PLANS ARE APPROVED AS A REPRESENTATION OF WHAT IS TO BE BUILT. ITEMS NOT INCLUDED IN THESE PLANS & ATTACHED SPECIFICATIONS ARE DEEMED NOT TO BE INCLUDED IN CONTRACT.

UVE APPROVE THESE PLANS

SIGNATURE

DATE

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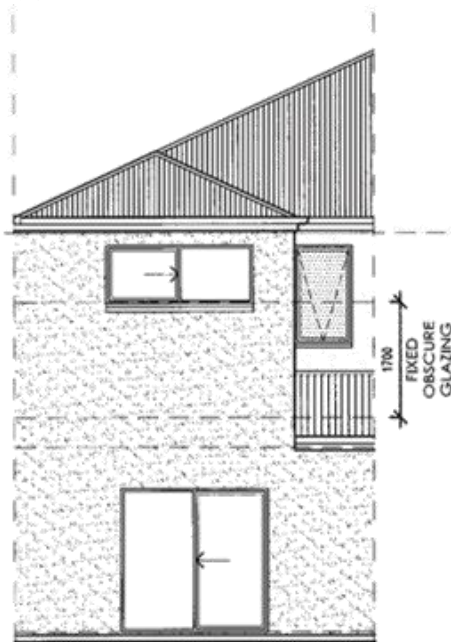


FRONT ELEVATION

SCALE 1:100

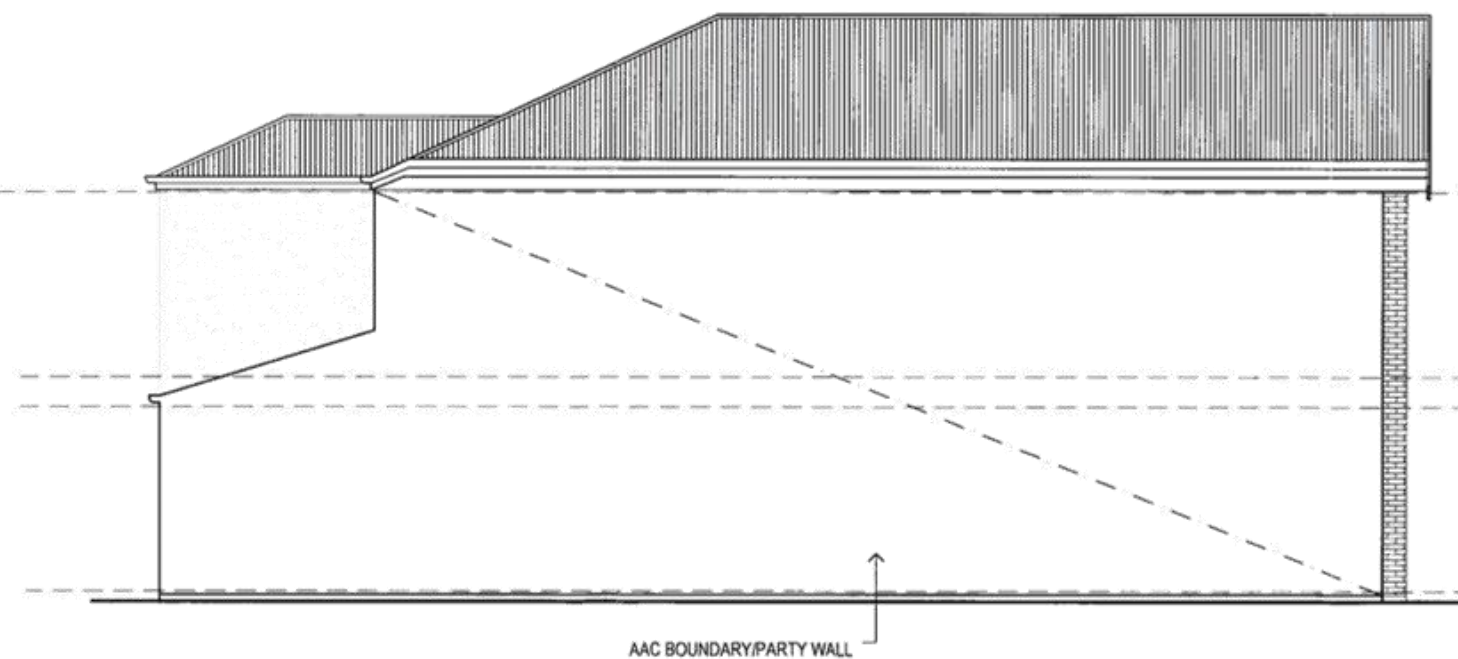
SIDE ELEVATION

SCALE 1:100



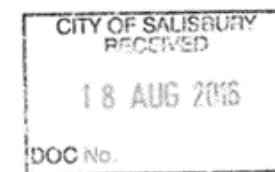
REAR ELEVATION

SCALE 1:100



SIDE ELEVATION

SCALE 1:100



41 MULLER RD HAMPSTEAD
GARDENS
T: 0439 996 717
E: ljhomedevlopments@
hotmail.com.au

Job Address:

12 ADA ST SALISBURY

Client:

THI NGUYEN

Date: 08/06/2016

Job Number: -

Page: 9 OF 10

Title:

AMENDMENT

Rev	Issue	Note
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C	24/06/16	FOR PLANNING
E	18/08/16	ROOF DESIGN

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FRONT STREETSCAPE ELEVATION
SCALE 1:100



REAR STREETSCAPE ELEVATION
SCALE 1:100

RECEIVED
18 AUG 2016
DOC No.



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Date: 08/06/2016

Job Number: -

Page: 10 OF 10

Title:

AMENDMENT

Rev	Issue	Note
A	09/06/16	CONCEPT
B	16/06/16	CONCEPT
C	24/06/16	FOR PLANNING
D	28/07/16	COUNCIL RFI
E	18/08/16	ROOF DESIGN

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SIGNATURE

DATE

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Attachment 2:

Supporting Information

- **Development Application Form**
- **Certificates of Title**
- **Shadow Diagrams**



CITY OF SALISBURY DEVELOPMENT APPLICATION FORM

361/ 1238 /2016/1A

Please use BLOCK LETTERS and Black or Blue Ink

APPLICANT NAME: <i>L J Homedevelopments Pty Ltd</i>		
POSTAL ADDRESS: <i>41 Miller Rd Hampstead Gardens</i>		
OWNER NAME: (This must be completed) <i>Lan Nguyen</i>		<input type="checkbox"/> as above
OWNER POSTAL ADDRESS: <i>69 Shearwater Dr Mowson Lakes</i>		<input type="checkbox"/> as above
OWNER PHONE NO:	OWNER FAX NO:	OWNER EMAIL:
CONTACT PERSON FOR FURTHER INFORMATION <input type="checkbox"/> as above		
NAME: <i>Chester</i>	TELEPHONE (W): <i>[REDACTED]</i> (M): <i>[REDACTED]</i>	
EMAIL: <i>l.j.homedevelopments@hotmail.com</i>	FAX:	
BUILDER NAME:	BUILDERS EMAIL:	
BUILDER POSTAL ADDRESS:		CONTACT NO.: LICENCE NO.:
CURRENT USE OF PROPERTY:		
DESCRIPTION OF PROPOSAL: <i>Six Townhouses</i>		DEVELOPMENT COST <i>\$ 1,200,000</i>
LOCATION OF PROPOSAL		
Street No: <i>12-14</i> Street: <i>Abla St</i>		Suburb: <i>Salisbury</i>
Lot No: <i>126+127</i>	Section: <i>2254</i>	Plan: <i>D4811</i> Volume: <i>5664</i> Folio: <i>882 884</i>
OFFICE USE ONLY		
Registration Date: <i>27 / 6 / 2016</i>	Zone: <i>R</i>	Ward: <i>Central</i>
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

SIGNATURE: *[Signature]*

DATE: *24 / 6 / 16*

CERTIFICATE OF TITLE

REAL PROPERTY ACT, 1886



South Australia

VOLUME 5664 FOLIO 882

Edition 2

Date Of Issue 22/06/1999

Authority CONVERTED TITLE

I certify that the registered proprietor is the proprietor of an estate in fee simple (or such other estate or interest as is set forth) in the land within described subject to such encumbrances, liens or other interests set forth in the schedule of endorsements.

B PI

REGISTRAR-GENERAL



REGISTERED PROPRIETOR IN FEE SIMPLE

THI LAN NGUYEN OF 69 SHEARWATER DRIVE MAWSON LAKES SA 5095

DESCRIPTION OF LAND

ALLOTMENT 126 DEPOSITED PLAN 4811
IN THE AREA NAMED SALISBURY
HUNDRED OF YATALA

EASEMENTS

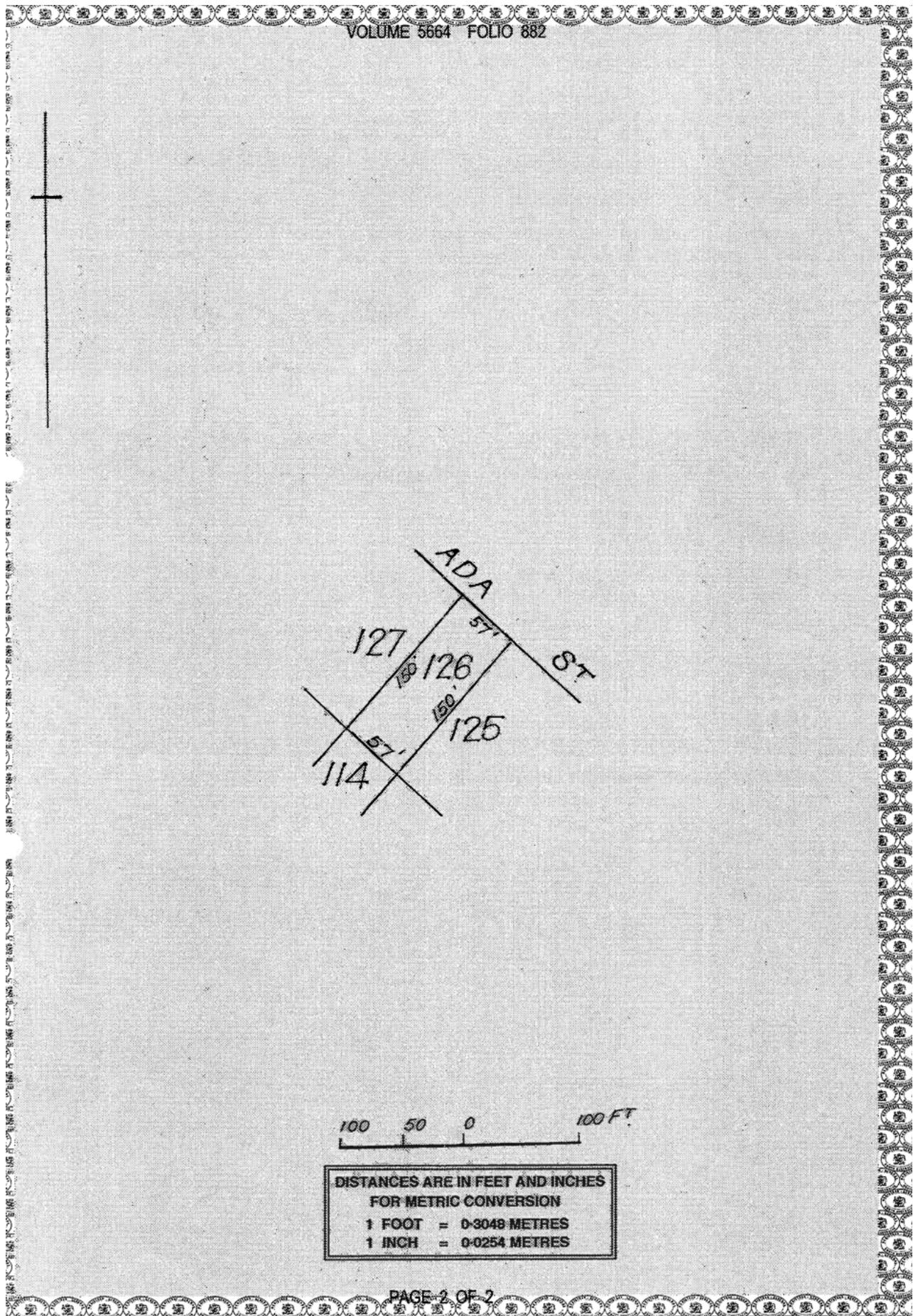
NIL

SCHEDULE OF ENDORSEMENTS

NIL

PAGE 1 OF 2

End of Text.



CERTIFICATE OF TITLE

REAL PROPERTY ACT, 1886



South Australia

VOLUME 5664 FOLIO 884

Edition 2

Date Of Issue 22/06/1999

Authority CONVERTED TITLE

I certify that the registered proprietor is the proprietor of an estate in fee simple (or such other estate or interest as is set forth) in the land within described subject to such encumbrances, liens or other interests set forth in the schedule of endorsements.

B PI

REGISTRAR-GENERAL



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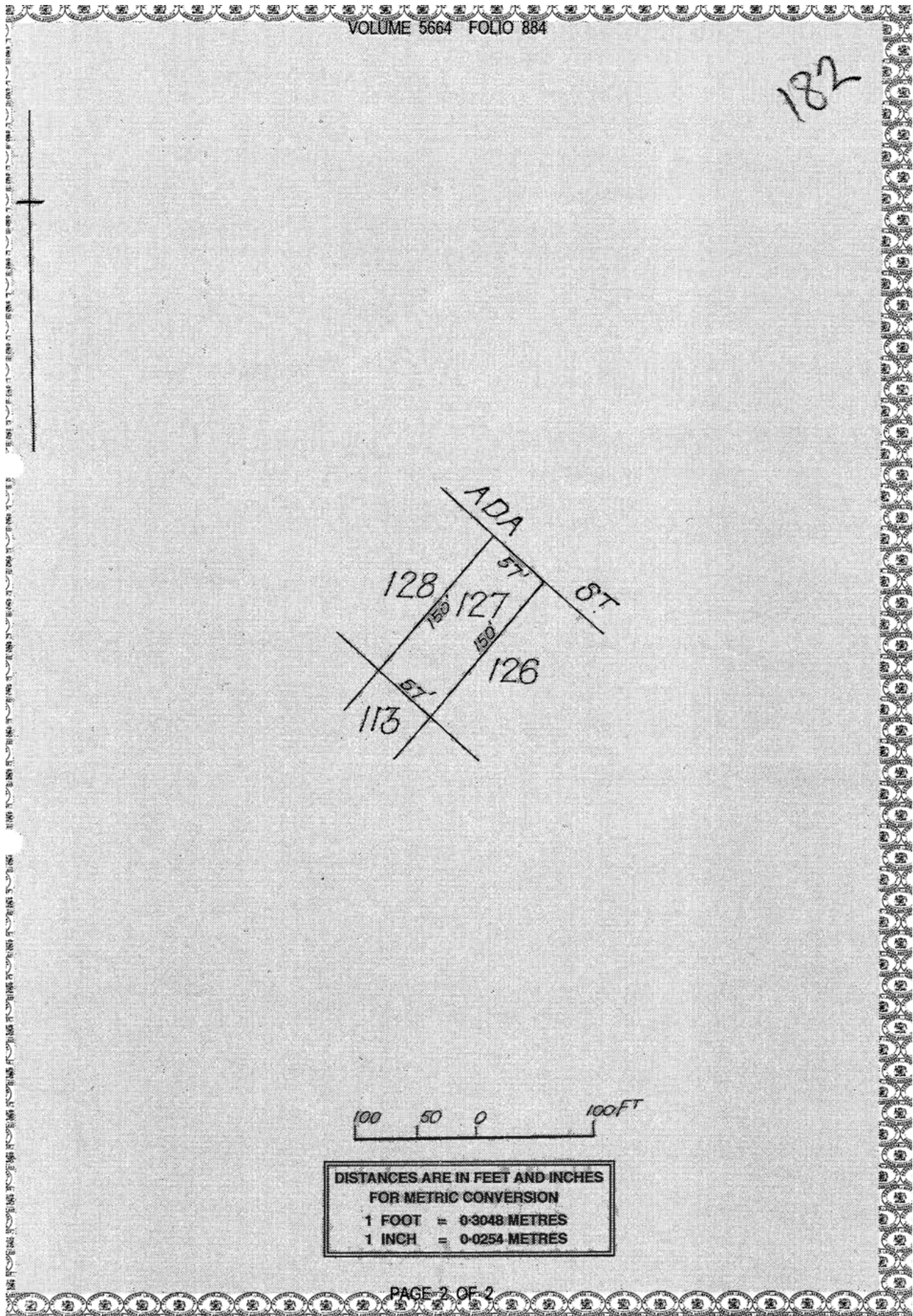
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SCHEDULE OF ENDORSEMENTS

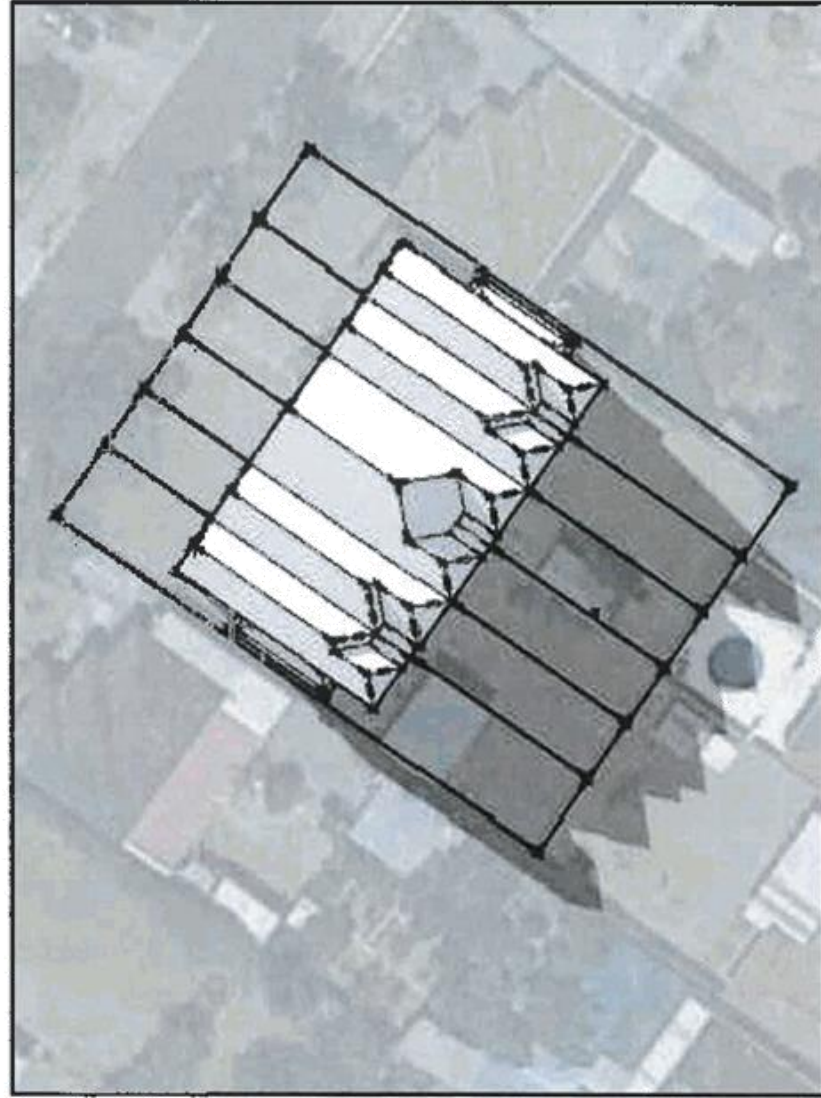
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PAGE 1 OF 2

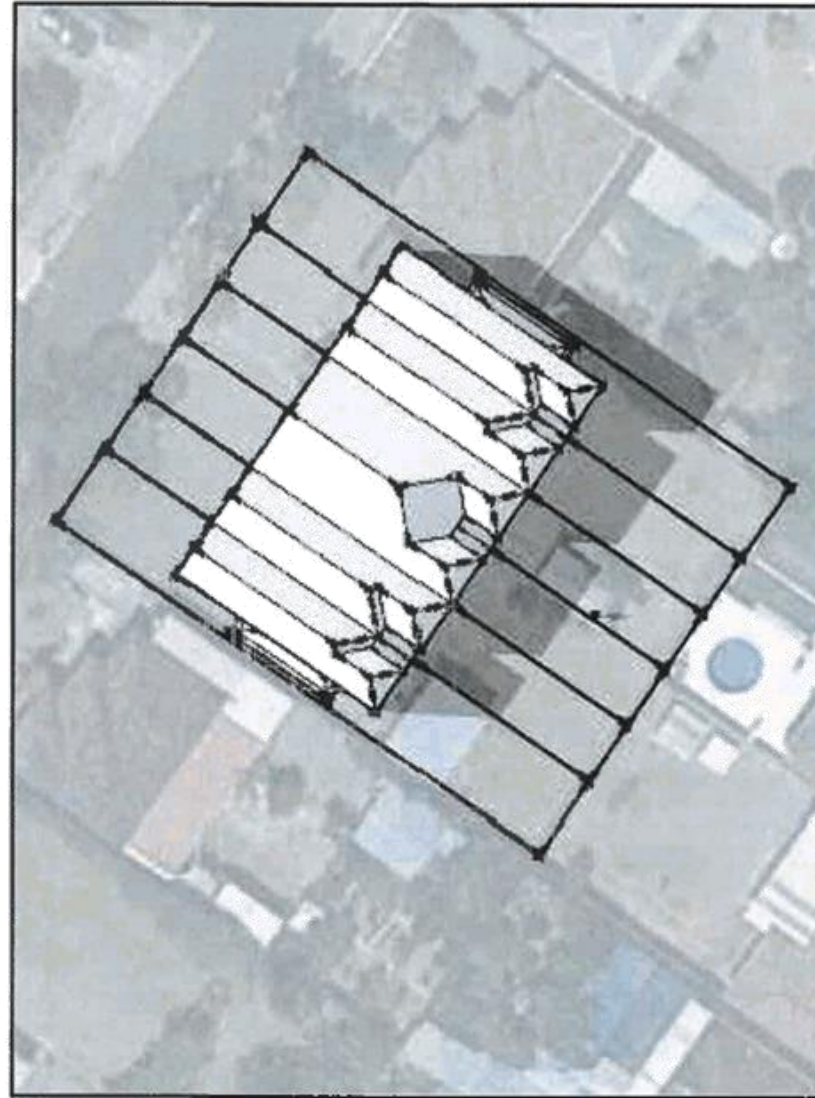
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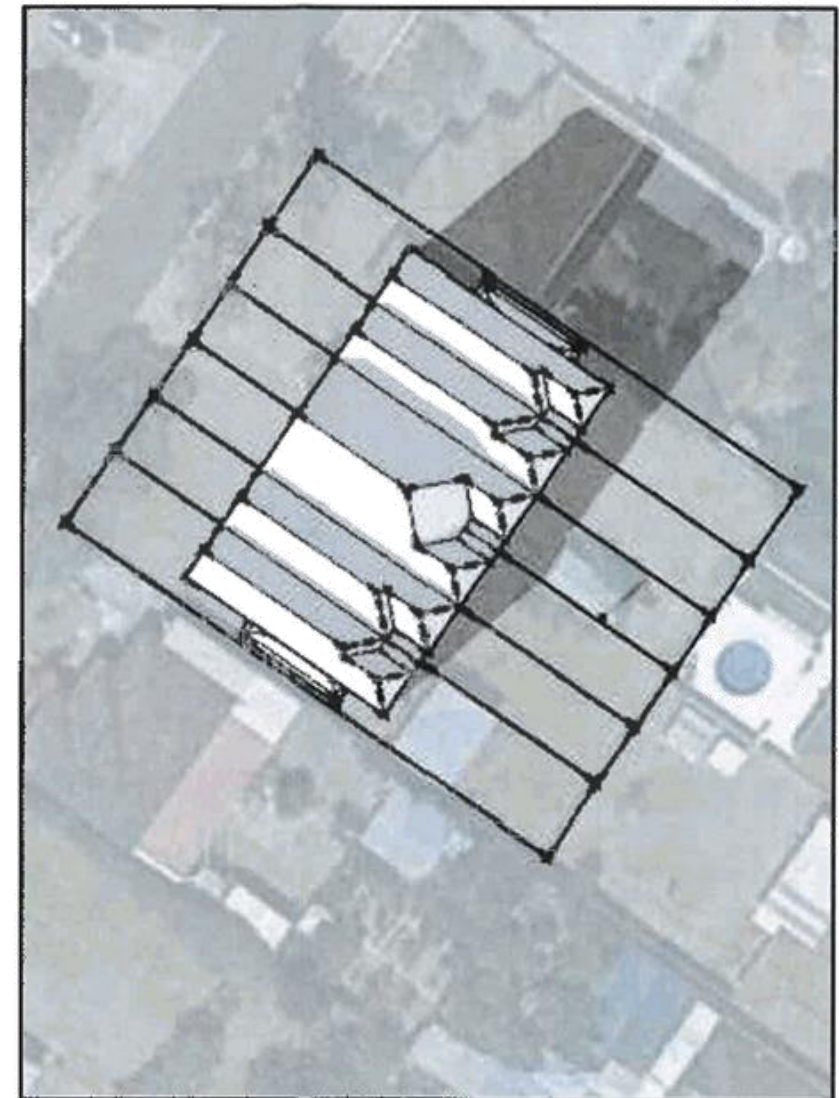
SCALE 1:500 @ A3



21st JUNE - 9AM



21st JUNE - NOON



21st JUNE - 3PM

SHADOW DIAGRAMS
12 ADA STREET, SALISBURY



Attachment 3:
Notice of Category 2 Application and
Representations

**DEVELOPMENT ACT 1993
CITY OF SALISBURY**

NOTICE OF APPLICATION FOR CATEGORY 2 DEVELOPMENT

Pursuant to Section 38(4) of the Development Act, 1993

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

DEVELOPMENT NO:	361/1238/2016/2A
APPLICANT:	Lj Home Developments Pty Ltd 41 Muller Rd HAMPSTEAD GARDENS SA 5086
NATURE OF THE DEVELOPMENT:	RESIDENTIAL DEVELOPMENT COMPRISING SIX TWO STOREY GROUP DWELLINGS
LOCATED AT:	12-14 Ada Street , Salisbury SA 5108
CERTIFICATE OF TITLE:	CT-5664/882, CT-5664/884
ZONE:	Residential

The application may be examined at the Office of the Council located at 12 James Street, Salisbury during normal business hours (8.30am – 5pm Monday to Friday) and on Council's web site at www.salisbury.sa.gov.au. Any person or body may make representations in writing, or by email 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. Representations must be received **no later than Monday 5th September 2016**.

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.

This development is classified as a Category 2 development under the Development Act. Please be aware that there is no right of appeal against Council's decision.

Signed: Katherine Thrussell, Development Officer

Date: 19 August 2016

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: 361/1238/2016/2A
Applicant: Lj Home Developments Pty Ltd
Location: 12-14 Ada Street, Salisbury SA 5108
Proposed Development: RESIDENTIAL DEVELOPMENT COMPRISING SIX TWO STOREY GROUP DWELLINGS

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

NAME(S): Anna Assiotis

ADDRESS: 15 Ada Street, Salisbury

PHONE NO: [REDACTED] EMAIL: [REDACTED]

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

- ☒ The owner/occupier of the property located at: 15 Ada Street, Salisbury
- ☐ Other (please state):

YOUR COMMENTS:

☒ 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.

I believe the proposed development is not suitable in this neighbourhood & especially Ada Street because the fact that it's two storey, and 6 properties in total. Parking cars on the street with an issue for extra

PTO

361/1238/2016/2A

visitors to the development, even though allowance has been made on the property. The noise and traffic will increase down the street and it's not very wide for cars to drive if cars are parked on both sides of the street.

Emergency services vehicles will find it a challenge driving or parking on the street as it will be restrictive from the extra visitor street parking.

Garbage bins - extra garbage waste bins & recycle/green bins will create an untidy appearance & congestion from the site proposed dwellings. The street is currently kept tidy & very quiet. Single storey dwellings would be more appealing & appropriate.

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

Single storey dwellings would be more appealing & appropriate.

Noise & traffic would be minimal.

PTO

Regulation 35(e) of the Development Regulations 2008 requires that a representation must indicate a person's desire to be heard. 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 Monday 5th September 2016, 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: 

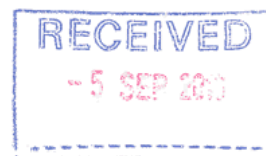
Date: 2 / 9 / 16

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 **Monday 5th September 2016.**



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: 361/1238/2016/2A
Applicant: Lj Home Developments Pty Ltd
Location: 12-14 Ada Street, Salisbury SA 5108
Proposed Development: RESIDENTIAL DEVELOPMENT COMPRISING SIX TWO STOREY GROUP DWELLINGS

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

NAME(S): STEVE ROUND

ADDRESS: 9 ADA ST SALISBURY

PHONE NO: 0412 773257... EMAIL: roundie14@bigpond.c

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

☒ The owner/occupier of the property located at:

☐ 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.

see attached sheets

PTO

1) High rise building proposed does not blend in with other homes in the area. There are no development like this nearby. Not in transport hub or close to shops

2) Over development of property - more suited to 4 single storey dwellings

increased street parking will cause traffic flow problems especially Fire Trucks and Garbage trucks

Negative impact on our property value

Have design rules for Disabled access been met

Solar panels on immediate buildings would be reduced capacity

Street lighting poor, no footpaths and poorly maintained verges make pedestrian access hazardous.

Dwellings would require lighting for safe vehicle and pedestrian access

No external provision for the rubbish bins to be stored.

361/1238/2016/2A

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

1) reduce size to 4 units single storey

2) provide 2 car parks + visitor parking area off street.

3) change traffic flow to ADA St and stop long term on street parking

4) provide improved lighting and foot paths

5)

PTO

Regulation 35(e) of the Development Regulations 2008 requires that a representation must indicate a person's desire to be heard. 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 Monday 5th September 2016, 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: E. Kama

Date: 4 / 9 / 2016

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 **Monday 5th September 2016.**



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



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Development Number: 361/1238/2016/2A
Applicant: Lj Home Developments Pty Ltd
Location: 12-14 Ada Street, Salisbury SA 5108
Proposed Development: RESIDENTIAL DEVELOPMENT COMPRISING SIX TWO STOREY GROUP DWELLINGS

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

NAME(S): Z. MYSKO

ADDRESS: 11 ADA ST SALISBURY

PHONE NO: [REDACTED] EMAIL: [REDACTED]

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

☒ The owner/occupier of the property located at: 11 ADA

☐ 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.

- PROPOSAL NOT IN KEEPING WITH ADA ST. AND SURROUNDING HOMES, EVEN THOUGH THERE ARE OTHER TWO STOREY DWELLINGS, BUT NOT OF THIS SIZE AND MAGNITUDE - REF TO SALISBURY COUNCIL RESIDENTIAL DEVELOPMENT STREET+BOUNDARY SETBACK PARA 16(9), 17(1), 18(1)(b).

PTO

361/1238/2016/2A

- PARKING AND STREET CONGESTION INCREASED, BY ADDING 6 DWELLINGS OFF 3 BEDROOMS - 18 IN TOTAL TRIPLED THE NUMBER OF RESIDENCES PER BLOCK
COUNCIL OBJECTIVES 133
- TIGHT PARKING DESIGN WILL ONLY LEED TO OFF STREET PARKING MAKING ACCESS TO STREET FOR TRUCKS OR EMERGENCY VEHICLES DIFFICULT. THIS WILL BECOME A MATTER FOR COUNCIL - PRINCIPLES OF DEVELOPMENT 19.
- ~~HOUSEHOLD~~ WASTE IN DWELLING 23-45. PRINCIPLES OF DEVELOPMENT 28 (c)
- SHADOWING TO 10 AND 16 APA ST. PRINCIPLES OF DEVELOPMENT 10-11-12
- VISUAL IMPACT TO ADJOINING PROPERTIES PRINCIPLES OF DEVELOPMENT 16-17-18-19.
- NOT CLOSE TO SHOPPING CENTRE 1 KLM TO HOLLYWOOD AND OVER 1K TO SALISBURY CENTRAL. - COUNCIL OBJECTIVE 3 -
- DESIGN NOT ENERGY EFFICIENT. PRINCIPLES OF DEVELOPMENT 1 (d)

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

- DEVELOPMENT MORE SUITED TO A MULTI FUNCTION POLIS ON MANSON LAKES OR MAIN HIGHWAY OR ROAD NOT APA ST.

PTO

Regulation 35(e) of the Development Regulations 2008 requires that a representation must indicate a person's desire to be heard. 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 Monday 5th September 2016, to ensure that it is a valid representation and taken into account.

Representor's Declaration:

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Signature: 3 myste

Date: 1 1 9 1 1 6

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 **Monday 5th September 2016.**

Attachment 4:
Applicant Response to Representations

SA URBAN AND REGIONAL PLANNING

ACN43 600 857 154
 PO Box 1377
 GOLDEN GROVE VILLAGE SA 5125
 Mobile 0411 096 597
 nicksimosplanning@adam.com.au



3 January 2017

Chief Executive Officer
 City of Salisbury
 PO Box 8
 SALISBURY SA 5108

Attention: Katherine Thrussell
 Development Officer – Planning, City Development

Dear Katherine,

**RE: DEVELOPMENT APPLICATION 361/1238/2016/2A
 LJ HOME DEVELOPMENT PTY LTD
 12-14 ADA STREET, SALISBURY
 CONSTRUCTION OF A RESIDENTIAL DEVELOPMENT COMPRISING SIX TWO STOREY GROUP
 DWELLINGS**

As you are aware I act for the applicants, LJ Home Development Pty Ltd, who have lodged the abovementioned application. By letter dated 6 September 2016 you provided my clients with a copy of the representations that had been received by Council during the public notification period of this application. Please find below my response, on behalf of my clients, to those representations. Please note that my comments are in respect to the amended plans that have been submitted to Council that have addressed a number of the concerns that had been raised by the representors.

- **Scale of the development**
- **Reduction in on-street car parking spaces**
- **Traffic congestion**
- **Overshadowing**
- **Waste storage**

Name and Address of Representors

A Assiotis 15 Ada St, Salisbury SA 5108

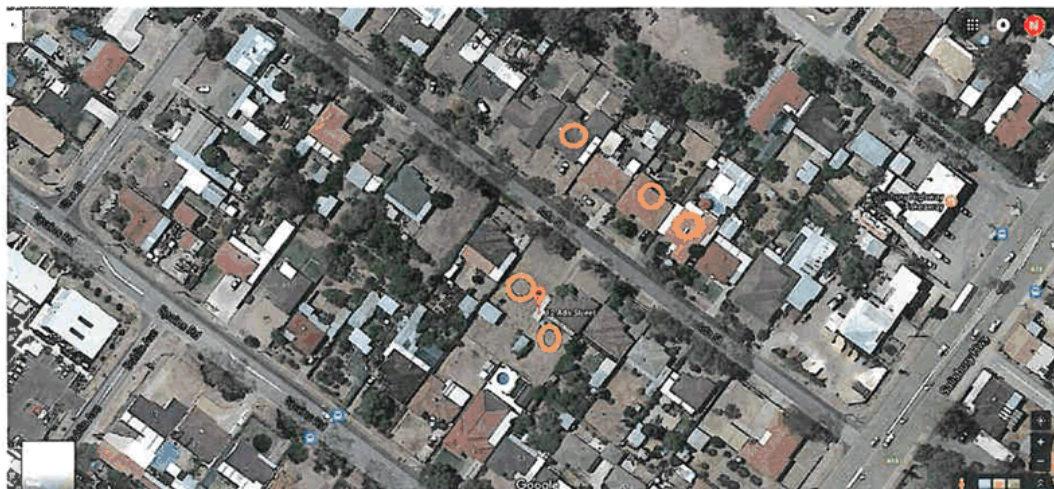
S D Round 9 Ada St, Salisbury SA 5108

Z S Mysko 11 Ada St, Salisbury SA 5108

The representors (highlighted in orange circles) reside immediately to the north-eastern side of the subject lands (highlighted in yellow circles) and obtains a single vehicle access from Ada Street (refer to google map).

SA URBAN AND REGIONAL PLANNING

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Aerial photograph taken from Google maps.

Scale of development

The proposed development has been designed to meet the provisions of the Development Plan with respect to set-backs, private open space, overlooking, solar access, visual impact, on-site parking, and general design elements. When assessed against those relevant provisions of the Development Plan, the proposed development is consistent with such provisions and is not considered to be "over development of the property" as has been suggested.

Reduction in parking spaces

The amended plans submitted to Council show that , once the proposed development has been undertaken, four kerb-side parking spaces can still be provided on the southern side of the carriageway in Ada Street. This is due to the proposed development design utilising the existing crossover. The development will provide sufficient on-site parking, including visitors parking allocations, in accordance with the relevant provisions of the Development Plan and as such, there should be no demand by the occupants or visitors to the subject land for on-street parking.

Traffic congestion

The addition of four group dwellings on the subject lands may result in a maximum of 8 extra traffic movements in the morning and afternoon (assuming that each group dwelling is occupied by a household with two vehicles). Given this assumption, it is difficult to accept that there will be traffic congestion resulting from the four additional group dwellings on the site.

Shadow diagram

Please find enclosed a shadow diagram illustrating the shadows at 9am, 12pm and 3pm on the 21st June (Winter solstice) for the proposed development. This shadow diagram, provided as part of this application, indicates the impact of the proposed development on the adjoining properties. The diagram demonstrates that only one property will be impacted, being the adjoining property at 10 Ada Street. This property will be in full shade from 3.00pm, in partial shade from 12 noon to three but in full sunlight

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prior to noon. It is considered that the limited shadowing of the adjoining property is reasonable and consistent with the relevant provisions of the Development Plan.

Waste Storage

The amended plans indicate that the group dwellings provide a dedicated waste storage area within the garage. This is located at the rear of the garage and under the stair case. Therefore, the development provides sufficient waste storage area.

Conclusion

In my opinion, having considered all of the relevant matters including that the proposed development is consistent with the relevant provisions of the Development Plan, the application warrants a Development Plan consent being granted.

Please note that my clients wish to appear at the Council Development Assessment Panel (*DAP*) meeting when this application is considered. It would be appreciated if you would forward a copy of the advice of the time and place of that *DAP* meeting to me via email at nicksimosplanning@adam.com.au

My clients and I look forward to a favourable outcome to this application.

Kind Regards

Nick Simos
Principal Planner
Bachelor of Urban and Regional Planning
Honours, MPlA

Attachment 5:
Relevant Development Plan Extracts, Consolidated
05 May 2016

Development Plan

Salisbury Council

Consolidated – 5 May 2016

Please refer to the Salisbury Council page at www.sa.gov.au/developmentplans to see any amendments not consolidated.



Government of South Australia
Department of Planning,
Transport and Infrastructure

Consolidated – 5 May 2016



Department of Planning, Transport and Infrastructure

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Consolidated - 5 May 2016

General Section

Crime Prevention

OBJECTIVES

- 1 A safe, secure, crime resistant environment where land uses are integrated and designed to facilitate community surveillance.

PRINCIPLES OF DEVELOPMENT CONTROL

- 1 Development should be designed to maximise surveillance of public spaces through the incorporation of clear lines of sight, appropriate lighting and the use of visible permeable barriers wherever practicable.
- 2 Buildings should be designed to overlook public and communal streets and public open space to allow casual surveillance.
- 3 Development should provide a robust environment that is resistant to vandalism and graffiti.
- 4 Development should provide lighting in frequently used public spaces including those:
 - (a) along dedicated cyclist and pedestrian pathways, laneways and access routes
 - (b) around public facilities such as toilets, telephones, bus stops, seating, litter bins, automatic teller machines, taxi ranks and car parks.
- 5 Development, including car park facilities should incorporate signage and lighting that indicate the entrances and pathways to, from and within sites.
- 6 Landscaping should be used to assist in discouraging crime by:
 - (a) screen planting areas susceptible to vandalism
 - (b) planting trees or ground covers, rather than shrubs, alongside footpaths
 - (c) planting vegetation other than ground covers a minimum distance of two metres from footpaths to reduce concealment opportunities.
- 7 Site planning, buildings, fences, landscaping and other features should clearly differentiate public, communal and private areas.
- 8 Buildings should be designed to minimise and discourage access between roofs, balconies and windows of adjoining dwellings.
- 9 Public toilets should be located, sited and designed:
 - (a) to promote the visibility of people entering and exiting the facility (eg by avoiding recessed entrances and dense shrubbery that obstructs passive surveillance)
 - (b) near public and community transport links and pedestrian and cyclist networks to maximise visibility.
- 10 Development should avoid pedestrian entrapment spots and movement predictors (eg routes or paths that are predictable or unchangeable and offer no choice to pedestrians).

Salisbury Council
General Section
Crime Prevention

- 11 Development should be designed to maximise surveillance of open space, pedestrian routes, centres and residential areas by:
- (a) orienting the frontages and entrances of buildings towards the public street
 - (b) avoiding screens, high walls, carports and landscaping that obscure direct views to public areas
 - (c) placing the entrances of buildings opposite each other across a street, or group entrances of multiple dwelling developments onto a commonly visible area to provide maximum mutual surveillance
 - (d) arranging living areas, windows, access ways and balconies to overlook open space and recreation areas and provide observation points to all areas of a site, particularly entrances and car parks.

Design and Appearance

OBJECTIVES

- 1 Development of a high architectural standard that responds to and reinforces positive aspects of the local environment and built form.
- 2 Roads, open spaces, buildings and land uses laid out and linked so that they are easy to understand and navigate.

PRINCIPLES OF DEVELOPMENT CONTROL

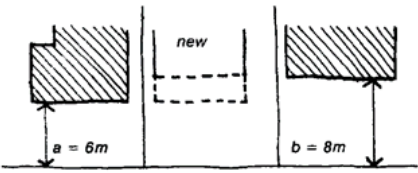
- 1 The design of a building may be of a contemporary nature and exhibit an innovative style provided the overall form is sympathetic to the scale of development in the locality and with the context of its setting with regard to shape, size, materials and colour.
- 2 Buildings should be designed and sited to avoid creating extensive areas of uninterrupted walling facing areas exposed to public view.
- 3 Buildings should be designed to reduce their visual bulk and provide visual interest through design elements such as:
 - (a) articulation
 - (b) colour and detailing
 - (c) small vertical and horizontal components
 - (d) design and placing of windows
 - (e) variations to facades.
- 4 Where a building is sited on or close to a side boundary, the side boundary wall should be sited and limited in length and height to minimise:
 - (a) the visual impact of the building as viewed from adjoining properties
 - (b) overshadowing of adjoining properties and allow adequate sun light to neighbouring buildings.
- 5 Building form should not unreasonably restrict existing views available from neighbouring properties and public spaces.
- 6 Transportable buildings and buildings which are elevated on stumps, posts, piers, columns or the like, should have their suspended footings enclosed around the perimeter of the building with brickwork or timber, and the use of verandas, pergolas and other suitable architectural detailing to give the appearance of a permanent structure.
- 7 The external walls and roofs of buildings should not incorporate highly reflective materials which will result in glare to neighbouring properties or drivers.
- 8 Structures located on the roofs of buildings to house plant and equipment should form an integral part of the building design in relation to external finishes, shaping and colours.
- 9 Building design should emphasise pedestrian entry points to provide perceptible and direct access from public street frontages and vehicle parking areas.

Salisbury Council
General Section
Design and Appearance

- 10 Development should provide clearly recognisable links to adjoining areas and facilities.
- 11 Buildings, landscaping, paving and signage should have a co-ordinated appearance that maintains and enhances the visual attractiveness of the locality.
- 12 Buildings (other than ancillary buildings or group dwellings) should be designed so that their main façade faces the primary street frontage of the land on which they are situated.
- 13 Where applicable, development should incorporate verandas over footpaths to enhance the quality of the pedestrian environment.
- 14 Development should be designed and sited so that outdoor storage, loading and service areas are screened from public view by an appropriate combination of built form, solid fencing and/or landscaping.
- 15 Outdoor lighting should not result in light spillage on adjacent land.
- 16 Balconies should:
 - (a) be integrated with the overall architectural form and detail of the building
 - (b) be sited to face predominantly north, east or west to provide solar access
 - (c) have a minimum area of 2 square metres.

Building Setbacks from Road Boundaries

- 17 The setback of buildings from public roads should:
 - (a) be similar to, or compatible with, setbacks of buildings on adjoining land and other buildings in the locality
 - (b) contribute positively to the streetscape character of the locality
 - (c) not result in or contribute to a detrimental impact upon the function, appearance or character of the locality.
- 18 Except where specified in a particular zone, policy area or precinct, the main face of a building should be set back from the primary road frontage in accordance with the following table:

Setback difference between buildings on adjacent allotments	Setback of new building
Up to 2 metres	The same setback as one of the adjacent buildings, as illustrated below:  <p style="text-align: center;">When $b - a \leq 2$, setback of new dwelling = a or b</p>
Greater than 2 metres	At least the average setback of the adjacent buildings.

- 19 Except where specified in a particular zone, policy area, or precinct, buildings and structures should be set back from road boundaries having regard to the requirements set out in [Table Sal/1 - Building Setbacks from Road Boundaries](#).

- 20 Except where specified in a zone, policy area or precinct, the setback of development from a secondary street frontage should reflect the setbacks of the adjoining buildings and other buildings in the locality.
- 21 Development likely to encroach within a road widening setback under the *Metropolitan Adelaide Road Widening Plan Act 1972* should be set back sufficiently from the boundary required for road widening.

Salisbury Council
General Section
Energy Efficiency

Energy Efficiency

OBJECTIVES

- 1 Development designed and sited to conserve energy.
- 2 Development that provides for on-site power generation including photovoltaic cells and wind power.

PRINCIPLES OF DEVELOPMENT CONTROL

- 1 Development should provide for efficient solar access to buildings and open space all year around.
- 2 Buildings should be sited and designed:
 - (a) to ensure adequate natural light and winter sunlight is available to the main activity areas of adjacent buildings
 - (b) so that open spaces associated with the main activity areas face north for exposure to winter sun.

On-site Energy Generation

- 3 Development should facilitate the efficient use of photovoltaic cells and solar hot water systems by:
 - (a) taking into account overshadowing from neighbouring buildings
 - (b) designing roof orientation and pitches to maximise exposure to direct sunlight.
- 4 Public infrastructure and lighting, should be designed to generate and use renewable energy.

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.
- 2 Functional fences and walls that enhance the attractiveness of development.

PRINCIPLES OF DEVELOPMENT CONTROL

- 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.
- 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.
- 3 Landscaping should not:
 - (a) unreasonably restrict solar access to adjoining development
 - (b) cause damage to buildings, paths and other landscaping from root invasion, soil disturbance or plant overcrowding

Salisbury Council
General Section
Landscaping, Fences and Walls

- (c) introduce pest plants
- (d) increase the risk of bushfire
- (e) remove opportunities for passive surveillance
- (f) increase leaf fall in watercourses
- (g) increase the risk of weed invasion
- (h) obscure driver sight lines
- (i) create a hazard for train or tram drivers by obscuring sight lines at crossovers.

4 Fences and walls, including retaining walls, should:

- (a) not result in damage to neighbouring trees
- (b) be compatible with the associated development and with existing predominant, attractive fences and walls in the locality
- (c) enable some visibility of buildings from and to the street to enhance safety and allow casual surveillance
- (d) incorporate articulation or other detailing where there is a large expanse of wall facing the street
- (e) assist in highlighting building entrances
- (f) be sited and limited in height, to ensure adequate sight lines for motorists and pedestrians especially on corner sites
- (g) in the case of side and rear boundaries, be of sufficient height to maintain privacy and/or security without adversely affecting the visual amenity or access to sunlight of adjoining land
- (h) be constructed of non-flammable materials.

Orderly and Sustainable Development

OBJECTIVES

- 1 Orderly and economical development that creates a safe, convenient and pleasant environment in which to live.
- 2 Development occurring in an orderly sequence and in a compact form to enable the efficient provision of public services and facilities.
- 3 Development that does not jeopardise the continuance of adjoining authorised land uses.
- 4 Development that does not prejudice the achievement of the provisions of the Development Plan.
- 5 Development abutting adjoining Council areas having regard to the policies of that Council's Development Plan.
- 6 Urban development contained within existing townships and settlements and located only in zones designated for such development.

PRINCIPLES OF DEVELOPMENT CONTROL

- 1 Development should not prejudice the development of a zone for its intended purpose.
- 2 Land outside of townships and settlements should primarily be used for primary production and conservation purposes.
- 3 The economic base of the region should be expanded in a sustainable manner.
- 4 Urban development should form a compact extension to an existing built-up area.
- 5 Ribbon development should not occur along the coast, water frontages or arterial roads shown in *Overlay Maps - Transport*.
- 6 Development should be located and staged to achieve the economical provision of public services and infrastructure, and to maximise the use of existing services and infrastructure.
- 7 Where development is expected to impact upon the existing infrastructure network (including the transport network), development should demonstrate how the undue effect will be addressed.
- 8 Vacant or underutilised land should be developed in an efficient and co-ordinated manner to not prejudice the orderly development of adjacent land.

Salisbury Council
General Section
Residential Development

Residential Development

OBJECTIVES

- 1 Safe, convenient, pleasant and healthy-living environments that meet the full range of needs and preferences of the community.
- 2 An increased mix in the range and number of dwelling types available within urban boundaries to cater for changing demographics, particularly smaller household sizes and supported accommodation.
- 3 Higher dwelling densities in areas close to centres, public and community transport and public open spaces.
- 4 The regeneration of selected areas identified at zone and/or policy area levels.
- 5 Affordable housing and housing for aged persons provided in appropriate locations.

PRINCIPLES OF DEVELOPMENT CONTROL

- 1 Residential allotments and sites should have the appropriate orientation, area, configuration and dimensions to accommodate:
 - (a) the siting and construction of a dwelling and associated ancillary outbuildings
 - (b) the provision of landscaping and private open space
 - (c) convenient and safe vehicle access and off street parking
 - (d) passive energy design.
- 2 Buildings on battleaxe allotments or the like should be single storey and be designed to maintain the privacy of adjoining properties.
- 3 Residential allotments should be of varying sizes to encourage housing diversity.
- 4 Dwellings constituting affordable housing should be located to optimise access to shops, social services and facilities, or public transport.
- 5 Medium density development that achieves gross densities of between 23 and 45 dwellings per hectare (which translates to net densities of between 40 and 67 dwellings per hectare) should typically be in the form of 2 to 4 storey buildings.
- 6 High density development that achieves gross densities of more than 45 dwellings per hectare (which translates to net densities of more than 67 dwellings per hectare) should typically be in the form of over 4 storey buildings.

Design and Appearance

- 7 Where a dwelling has direct frontage to a street the dwelling should be designed to provide surveillance and address the street.
- 8 Entries to dwellings should be clearly visible from the streets that they front to enable visitors to identify a specific dwelling easily.

- 9 The design of residential flat buildings should:
- (a) define individual dwellings in the external appearance of the building
 - (b) provide transitional space around the entry
 - (c) ensure building entrances provide shelter, are visible and easily identifiable from the street.

Overshadowing

- 10 The design and location of buildings should ensure that direct winter sunlight is available to adjacent dwellings, with particular consideration given to:
- (a) windows of habitable rooms, particularly living areas
 - (b) ground-level private open space
 - (c) upper-level private balconies that provide the primary open space area for any dwelling
 - (d) access to solar energy.
- 11 Development should ensure that north-facing windows to habitable rooms of existing dwelling(s) on the same allotment, and on adjacent allotments, receive at least 3 hours of direct sunlight over a portion of their surface between 9 am and 5 pm on the 21 June.
- 12 Development should ensure that ground-level open space of existing buildings receives direct sunlight for a minimum of two hours between 9 am and 3 pm on 21 June to at least the smaller of the following:
- (a) half of the existing ground-level open space
 - (b) 35 square metres of the existing ground-level open space (with at least one of the area's dimensions measuring 2.5 metres).

Development should not increase the overshadowed area by more than 20 per cent in cases where overshadowing already exceeds these requirements.

Garages, Carports and Outbuildings

- 13 Garages, carports and outbuildings should have a roof form and pitch, building materials and detailing that complement the associated dwelling.
- 14 Garages and carports facing the street should not dominate the streetscape.
- 15 Residential outbuildings, including garages and sheds, should not be constructed unless in association with an existing dwelling.

Street and Boundary Setbacks

- 16 Dwellings should be set back from allotment or site boundaries to:
- (a) contribute to the desired character of the area
 - (b) provide adequate visual privacy by separating habitable rooms from pedestrian and vehicle movement.
- 17 Dwelling setbacks from side and rear boundaries should be progressively increased as the height of the building increases to:
- (a) minimise the visual impact of buildings from adjoining properties
 - (b) minimise the overshadowing of adjoining properties.

Salisbury Council
General Section
Residential Development

- 18 Side boundary walls in residential areas should be limited in length and height to:
- (a) minimise their visual impact on adjoining properties
 - (b) minimise the overshadowing of adjoining properties.
- 19 Carports and garages should be set back from road and building frontages so as to:
- (a) contribute to the desired character of the area
 - (b) not adversely impact on the safety of road users
 - (c) provide safe entry and exit
 - (d) not dominate the appearance of dwellings from the street.

Site Coverage

- 20 Site coverage should be limited to ensure sufficient space is provided for:
- (a) pedestrian and vehicle access and vehicle parking
 - (b) domestic storage
 - (c) outdoor clothes drying
 - (d) a rainwater tank
 - (e) private open space and landscaping
 - (f) front, side and rear boundary setbacks that contribute to the desired character of the area
 - (g) convenient storage of household waste and recycling receptacles.

Private Open Space

- 21 Private open space (land available for exclusive use by residents of each dwelling) should be provided for each dwelling and should be sited and designed:
- (a) to be accessed directly from the internal living areas of the dwelling
 - (b) generally at ground level to the side or rear of a dwelling and screened for privacy
 - (c) to take advantage of but not adversely affect natural features of the site
 - (d) to minimise overlooking from adjacent buildings
 - (e) to achieve separation from bedroom windows on adjoining sites
 - (f) to have a northerly aspect to provide for comfortable year-round use
 - (g) to not be significantly shaded during winter by the associated dwelling or adjacent development
 - (h) to be shaded in summer.
- 22 Dwellings should have associated private open space of sufficient area and shape to be functional, taking into consideration the location of the dwelling, and the dimension and gradient of the site.
- 23 Where an onsite wastewater disposal system is required, areas required for soakage trenches or similar should not be included in private open space calculations.

- 24 Dwellings, particularly those with ground-level habitable rooms should include private open space that conforms to the requirements identified in the following table:

Site area of dwelling	Minimum area of private open space	Provisions
250 square metres or greater	20 per cent of site area	Balconies, roof patios, decks and the like, can comprise part of this area provided the area of each is 10 square metres or greater. One part of the space should be directly accessible from a living room and have an area equal to or greater than 10 per cent of the site area with a minimum dimension of 5 metres and a maximum gradient of 1-in-10.
Less than 250 square metres	35 square metres	Balconies, roof patios and the like can comprise part of this area provided the area of each is 8 square metres or greater. One part of the space is directly accessible from a living room and has an area of 16 square metres with a minimum dimension of 4 metres and a maximum gradient of 1-in-10.

- 25 Private open space should not include driveways, effluent drainage areas, rubbish bin storage, sites for rainwater tanks and other utility areas, and common areas such as parking areas and communal open space in residential flat buildings and group dwellings, and should have a minimum dimension of:

- (a) 2.5 metres for ground level or roof-top private open space
- (b) 2 metres for upper level balconies or terraces.

- 26 Balconies should make a positive contribution to the internal and external amenity of residential buildings and should be sited adjacent to the main living areas, such as the living room, dining room or kitchen, to extend the dwelling's living space.

- 27 Rooftop gardens should be incorporated into residential flat buildings.

Site Facilities and Storage

- 28 Site facilities for group dwellings, residential parks and residential flat buildings should include:

- (a) mail box facilities sited close to the major pedestrian entrance to the site
- (b) bicycle parking for residents and visitors
- (c) household waste and recyclable material storage areas away from dwellings
- (d) external clothes drying areas, which are readily accessible to each dwelling and complement the development and streetscape character for dwellings which do not incorporate ground level private open space.

Visual Privacy

- 29 Upper level windows, balconies, terraces and decks should have a sill height of not less than 1.7 metres or be permanently screened to a height of not less than 1.7 metres above finished floor level to avoid overlooking into habitable room windows or onto the useable private open spaces of other dwellings.
- 30 Permanently fixed external screening devices should be designed and coloured to blend with the associated building's external material and finishes.

Salisbury Council
General Section
Residential Development

Noise

- 31 Noise generated by fixed noise sources such as air conditioning units and pool pumps should be located, designed and attenuated to avoid causing potential noise nuisance to adjoining landowners and occupiers.
- 32 Residential development close to high noise sources (eg major roads, railway lines, tram lines, industry, and airports) should be designed to locate bedrooms, living rooms and private open spaces away from those noise sources, or protect these areas with appropriate noise attenuation measures.
- 33 Residential development on sites abutting established collector or higher order roads should include front fences and walls that will supplement the noise control provided by the building facade.
- 34 The number of dwellings sharing a common internal pedestrian entry within a residential flat building should be minimised to limit noise generation in internal access ways.
- 35 External noise and light intrusion to bedrooms should be minimised by separating or shielding these rooms from:
 - (a) active communal recreation areas, parking areas and vehicle access ways
 - (b) service equipment areas and fixed noise sources on the same or adjacent sites.

Car Parking and Access

- 36 The number of driveway crossovers should be minimised and appropriately separated to optimise the provision of on-street visitor parking and preserve and enhance street character including opportunities for landscaping, tree planting and fences.
- 37 On-site parking should be provided having regard to:
 - (a) the number, nature and size of proposed dwellings
 - (b) proximity to centre facilities, public and community transport within walking distance of the dwellings
 - (c) the anticipated mobility and transport requirements of the likely occupants, particularly groups such as aged persons
 - (d) availability of on-street car parking
 - (e) any loss of on-street parking arising from the development (eg an increase in number of driveway crossovers).
- 38 Parking areas and internal driveways servicing more than one dwelling should be of a size and location to:
 - (a) serve users, including pedestrians, cyclists and motorists, efficiently, conveniently and safely
 - (b) provide adequate space for vehicles to manoeuvre between the street and the parking area
 - (c) reinforce or contribute to attractive streetscapes.
- 39 On-site visitor parking spaces for group and multiple dwellings and residential flat buildings should be sited and designed to:
 - (a) serve users efficiently and safely
 - (b) not dominate internal site layout

(c) be clearly defined as visitor spaces not specifically associated with any particular dwelling

(d) ensure they are not sited behind locked garages and are accessible to visitors at all times.

- 40 Driveways on arterial roads that serve more than one dwelling should be designed to cater for the simultaneous two-way movements of the largest vehicles expected to enter and exit the site.
- 41 On-site parking and manoeuvring areas servicing development abutting arterial roads should be designed to enable all vehicles to enter and exit the site in a forward direction.

Undercroft Garaging of Vehicles

- 42 Undercroft garaging of vehicles should occur only where:
- (a) the overall height and bulk of the development does not adversely impact on streetscape character or the amenity of adjacent properties
 - (b) vehicles can safely exit from the site without compromising pedestrian safety or causing conflict with other vehicles
 - (c) driveway gradients provide for safe and functional entry and exit
 - (d) driveways and adjacent walls, fencing and landscaping are designed to provide adequate sightlines from vehicles to pedestrians using the adjacent footpath
 - (e) openings into undercroft garage areas are designed to integrate with the main building so as to minimise visual impact
 - (f) landscaping, mounding and/or fencing is incorporated to improve its presentation to the street and to adjacent properties
 - (g) the overall streetscape character of the locality is not adversely impaired (eg visual impact, building bulk, front setbacks relative to adjacent development).
- 43 Buildings with four storeys or more above natural surface level should include provision for undercroft parking.
- 44 Semi-basement or undercroft car parking should be suitably integrated with building form.
- 45 In the case of semi-basement car parks where cars are visible, adequate screening and landscaping should be provided.

Dependent Accommodation

- 46 Dependent accommodation (ie accommodation where the living unit is connected to the same services of the main dwelling) should be developed on the same allotment as the existing dwelling only where:
- (a) the site is of adequate size and configuration
 - (b) the accommodation has a small floor area relative to the associated main
 - (c) adequate outdoor space
 - (d) adequate on-site car parking is provided
 - (e) the building is designed to, and comprises colours and materials that will, complement the original dwelling.

Swimming Pools and Outdoor Spas

- 47 Swimming pools, outdoor spas and associated ancillary equipment and structures should be sited so as to protect the privacy and amenity of adjoining residential land.

Transportation and Access

OBJECTIVES

- 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.
- 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.
- 3 A road hierarchy that promotes safe and efficient transportation in an integrated manner throughout the State.
- 4 Provision of safe, pleasant, accessible, integrated and permeable pedestrian and cycling networks.
- 5 Safe and convenient freight movement throughout the State.

PRINCIPLES OF DEVELOPMENT CONTROL

Land Use

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

Movement Systems

- 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.
- 3 Transport corridors should be sited and designed so as to not unreasonably interfere with the health and amenity of adjacent sensitive land uses.
- 4 Roads should be sited and designed to blend with the landscape and be in sympathy with the terrain.

Salisbury Council
General Section
Transportation and Access

- 5 Land uses that generate large numbers of visitors such as shopping centres and areas, places of employment, schools, hospitals and medium to high density residential uses should be located so that they can be serviced by existing transport networks and encourage walking and cycling.
- 6 Development generating high levels of traffic, such as schools, shopping centres and other retail areas, entertainment and sporting facilities, should incorporate passenger pick-up and set down areas. The design of such areas should ensure interference to existing traffic is minimised and give priority to pedestrians, cyclists and public and community transport users.
- 7 The location and design of public and community transport set-down and pick-up points should maximise safety and minimise the isolation and vulnerability of users.
- 8 Development should provide safe and convenient access for all anticipated modes of transport including cycling, walking, public and community transport, and motor vehicles.
- 9 Development at intersections, pedestrian and cycle crossings, and crossovers to allotments should maintain or enhance sightlines for motorists, cyclists and pedestrians to ensure safety for all road users and pedestrians.
- 10 Driveway crossovers affecting pedestrian footpaths should maintain the level of the footpath.
- 11 Development should discourage commercial and industrial vehicle movements through residential streets and adjacent other sensitive land uses such as schools.
- 12 Industrial/commercial vehicle movements should be separated from passenger vehicle car-parking areas.
- 13 Development should make sufficient provision on site for the loading, unloading and turning of all traffic likely to be generated.

Cycling and Walking

- 14 Development should ensure that a permeable street and path network is established that encourages walking and cycling through the provision of safe, convenient and attractive routes with connections to adjoining streets, paths, open spaces, schools, public and community transport stops and activity centres.
- 15 Development should provide access, and accommodate multiple route options, for cyclists by enhancing and integrating with:
 - (a) open space networks, recreational trails, parks, reserves and recreation areas
 - (b) Adelaide's Metropolitan Open Space System.
- 16 Cycling and pedestrian networks should be designed to be permeable and facilitate direct and efficient passage to neighbouring networks and facilities.
- 17 New developments should give priority to and not compromise existing designated bicycle routes.
- 18 Where development coincides with, intersects or divides a proposed bicycle route or corridor, development should incorporate through-access for cyclists.
- 19 Developments should encourage and facilitate cycling as a mode of transport by incorporating end-of-journey facilities including:
 - (a) showers, changing facilities, and secure lockers
 - (b) signage indicating the location of bicycle facilities

- (c) secure bicycle parking facilities provided at the rate set out in [Table Sal/3 - Off Street Bicycle Parking Requirements](#).
- 20 Pedestrian facilities and networks should be designed and provided in accordance with relevant provisions of the *Australian Standards and Austroads Guide to Traffic Engineering Practice Part 13*.
- 21 Cycling facilities and networks should be designed and provided in accordance with the relevant provisions of the *Australian Standards and Austroads Guide to Traffic Engineering Practice Part 14*.

Access

- 22 Development should have direct access from an all weather public road.
- 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.
- 24 Development should not restrict access to publicly owned land such as recreation areas.
- 25 The number of vehicle access points onto arterial roads shown on *Overlay Maps - Transport* should be minimised, and where possible access points should be:
 - (a) limited to local roads
 - (b) shared between developments.
- 26 The number of access points for cyclists and pedestrians onto all adjoining roads should be maximised.
- 27 Development with access from roads with existing or projected traffic volumes exceeding 6000 vehicles per day should be sited to avoid the need for vehicles to reverse on to or from the road.
- 28 Development with access from arterial roads or roads as shown on *Overlay Maps - Transport* should be sited to avoid the need for vehicles to reverse on to or from the road.
- 29 Driveways, access tracks and parking areas should be designed and constructed to:
 - (a) follow the natural contours of the land
 - (b) minimise excavation and/or fill
 - (c) minimise the potential for erosion from run-off
 - (d) avoid the removal of existing vegetation
 - (e) be consistent with *Australian Standard AS 2890 Parking facilities*.

Access for People with Disabilities

- 30 Development should be sited and designed to provide convenient access for people with a disability.
- 31 Where appropriate and practical, development should provide for safe and convenient access to the coast and beaches for disabled persons.

Salisbury Council
General Section
Transportation and Access

Vehicle Parking

- 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.
- 33 Development should be consistent with [Australian Standard AS 2890 Parking facilities](#).
- 34 Vehicle parking areas should be sited and designed in a manner that will:
- (a) facilitate safe and convenient pedestrian linkages to the development and areas of significant activity or interest in the vicinity of the development
 - (b) include safe pedestrian and bicycle linkages that complement the overall pedestrian and cycling network
 - (c) not inhibit safe and convenient traffic circulation
 - (d) result in minimal conflict between customer and service vehicles
 - (e) avoid the necessity to use public roads when moving from one part of a parking area to another
 - (f) minimise the number of vehicle access points to public roads
 - (g) avoid the necessity for backing onto public roads
 - (h) where reasonably possible, provide the opportunity for shared use of car parking and integration of car parking areas with adjoining development to reduce the total extent of vehicle parking areas and the requirement for access points
 - (i) not dominate the character and appearance of a site when viewed from public roads and spaces
 - (j) provide landscaping that will shade and enhance the appearance of the vehicle parking areas.
- 35 Vehicle parking areas should be designed to reduce opportunities for crime by:
- (a) maximising the potential for passive surveillance by ensuring they can be overlooked from nearby buildings and roads
 - (b) incorporating walls and landscaping that do not obscure vehicles or provide potential hiding places
 - (c) being appropriately lit
 - (d) having clearly visible walkways.
- 36 Where parking areas are not obviously visible or navigated, signs indicating the location and availability of vehicle parking spaces associated with businesses should be displayed at locations readily visible to customers.

- 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.
- 38 Parking areas should be sealed or paved in order to minimise dust and mud nuisance.
- 39 To assist with stormwater detention and reduce heat loads in summer, vehicle parking areas should include soft (living) landscaping.
- 40 Parking areas should be line-marked to indicate parking bays, movement aisles and direction of traffic flow.

Zone Section

Salisbury Council
Zone Section
Residential Zone

Residential Zone

Refer to the [Map Reference Tables](#) for a list of the maps that relate to this zone.

OBJECTIVES

- 1 A residential zone comprising a range of dwelling types, including a minimum of 15 per cent affordable housing.
- 2 Increased dwelling densities in close proximity to centres, public transport routes and public open spaces.
- 3 A zone primarily accommodating a range of dwellings to meet the diverse needs and preferences of the community.
- 4 Revitalisation of under-utilised suburbs, particularly public housing areas, to facilitate the provision of a greater mix of housing types and improved residential amenity.
- 5 Residential development designed and insulated to minimise effects of predicted aircraft noise and industrial noise.
- 6 Development that contributes to the desired character of the zone.

DESIRED CHARACTER

The zone covers a substantial portion of the Council area and is home to a large and diverse population. The zone is suitable for a range of low to medium density housing, with higher density in appropriate locations. In addition to housing and open space, the zone will also contain a variety of community related, non-residential land uses that contribute to the creation of pleasant, connected, well serviced and socially inclusive neighbourhoods.

A full range of dwelling types on a variety of allotment sizes will be provided, including affordable housing, special needs housing and housing for the aged in appropriate locations. Housing form will be diverse and cater for different household sizes, life cycle stages and housing preferences and will be cost-effective, energy efficient and will make efficient use of available sites. Older neighbourhoods will experience change through turnover in population and ageing of existing residents which will generate a need for more housing diversity as well as changes in density and different services and facilities to complement these changes.

Residential development will reflect a variety of building styles, yet where a consistent character exists, new buildings will be designed to harmonise with that which is existing in terms of form, mass, scale, colours and textures of materials and setback distances. A cohesive built form will be achieved through design elements such as interesting roof forms, articulated buildings, recessed vehicle garaging, and landscaped spaces between buildings and the public road. Buildings will include windows, doors and balconies that overlook the street and areas of public open space to promote surveillance and community interaction.

Setbacks to local streets will be used to enable landscaping to be provided to soften the built form and improve amenity for residents and pedestrians. The visual and physical impact of vehicle access points will be minimised by reducing both the number of access points and the width of associated crossovers and driveways. Sealed surfaces will be minimised to reduce stormwater run-off and to also provide opportunities for landscaping to improve visual amenity. Development will seek to protect and retain regulated trees that contribute to the character of the area.

In order to achieve a compact urban form an overall increase in the residential density is desirable in select locations, in keeping with the objectives for development in the Zone, although it is anticipated that the predominant form of housing will remain detached dwellings at low to medium density throughout much of the zone. Co-ordinated infill housing, redevelopment and refurbishment of existing housing are encouraged

to maximise use of the community investment in facilities and services in existing residential areas that are located close to centres and community services. Opportunities exist to gradually develop under-utilised and vacant land within established areas, particularly when a specific housing need arises within the population, but also as an opportunity for improving access to existing services and facilities. Co-ordinated and efficient development of larger sites containing multiple allotments is encouraged in order to achieve greater housing density and diversity.

Medium density forms of housing including semi-detached dwellings, row dwellings, residential flat buildings and group dwellings are encouraged in areas with good access to services and facilities. Concentrated nodes of medium density development of up to 4 storeys in height are anticipated in areas close to centres, public transport and significant public open space, and are to be developed in a co-ordinated and orderly manner. Typically this will involve the amalgamation of sites and will result in development that compliments the prevailing character. A transition in building height will be necessary to ensure issues of overlooking is minimised and solar access maintained.

Development will be of a form and scale compatible with adjoining residential development. As part of the increase in residential density there will be an increase in the number of dwellings of two or more storeys. Such development will recognise the proximity of adjoining development and will be designed and sited to maintain the privacy of adjoining dwellings and their private open space areas, and will be designed to integrate with the existing built form.

Development of land with a known history of a potentially contaminating activity will occur once the site has been assessed and remediated to the standard necessary to ensure it is safe and suitable for the proposed use.

Development in areas which adjoin industrial land uses and areas affected by aircraft noise as identified in [*Concept Plan Map Sal/2 - Edinburgh Defence Airfield Aircraft Noise Exposure*](#) should be designed, sited and constructed to minimise the effects of noise.

PRINCIPLES OF DEVELOPMENT CONTROL

Land Use

- 1 The following forms of development are envisaged in the zone:
 - affordable housing
 - domestic outbuilding in association with a dwelling
 - domestic structure
 - dwelling
 - dwelling addition
 - small scale non-residential use that serves the local community, for example:
 - child care facility
 - health and welfare service
 - open space
 - primary or secondary school
 - recreation area
 - supported accommodation.
- 2 Development listed as non-complying is generally inappropriate.
- 3 Vacant or underutilised land should be developed in an efficient and co-ordinated manner to increase housing choice by providing dwellings at densities higher than, but compatible in form, scale and design with adjoining residential development.
- 4 Non-residential development such as shops, schools and consulting rooms should be of a nature and scale that:
 - (a) serves the local community
 - (b) is consistent with the character of the locality

Salisbury Council
Zone Section
Residential Zone

- (c) does not detrimentally impact on the amenity of nearby residents
 - (d) will not undermine the efficient operation of nearby centres.
- 5 The use and placement of outbuildings should be ancillary to and in association with a dwelling or dwellings.

Form and Character

- 6 Development should be undertaken in accordance with the following Concept Plan Maps:
- (a) [Concept Plan Map Sal/21 - Paralowie Residential Area 3](#)
 - (b) [Concept Plan Map Sal/22 - Burton Residential Area 1](#)
 - (c) [Concept Plan Map Sal/23 - Direk Residential Area](#)
 - (d) [Concept Plan Map Sal/24 - Frost Road/Brown Terrace Salisbury](#)
 - (e) [Concept Plan Map Sal/25 - Paralowie Residential Area 1](#)
 - (f) [Concept Plan Map Sal/26 - Paralowie Residential Area 2](#)
 - (g) [Concept Plan Map Sal/27 - Salisbury Downs Residential Area 1.](#)
- 7 Residential development should only occur within the area marked 'Lot 23' or 'Lot 24' on [Concept Plan Map Sal/24 - Frost Road/Brown Terrace Salisbury](#) where it is developed in accordance with all of the following:
- (a) the construction of a 2.4 metre high acoustical fence, which is comprised of double-sided fibre cement sheeting that has a density of not less than 12.5 kilograms per square metre, along the north-west and south-west boundaries of the land
 - (b) service areas are located between the noise source and the living areas of the dwelling
 - (c) dwellings utilise suitable sound insulation methods such as double-glazing to windows, roof and wall insulation
 - (d) the number of wall openings facing the noise source are minimised.
- 8 Direct vehicular access should not be provided onto Smith Road, Barker Road or Bridge Road.
- 9 Where remnant vegetation is located within road reserves it should be preserved and protected against loss, damage and disfigurement.
- 10 Garages and carports facing the street (other than an access lane way) should be designed with a maximum width of 6 metres or 50 per cent of the allotment or building site frontage width, whichever is the lesser distance.
- 11 Sheds, garages and similar outbuildings should be designed within the following parameters:

Parameter	Value
Maximum floor area for allotments less than 450 square metres	60 square metres
Maximum floor area for allotment greater than 450 square metres	72 square metres
Maximum building height (from natural ground level)	5 metres
Maximum wall height (from natural ground level)	3 metres

Affordable Housing

- 12 Development should include a minimum 15 per cent of residential dwellings for affordable housing.
- 13 Affordable housing should be distributed throughout the zone to avoid over-concentration of similar types of housing in a particular area.

Land Division

- 14 Land division should create a 5 metre landscaped reserve to limit direct vehicle access where allotments are created fronting the following roads:
 - (a) Martins Road, Parafield Gardens and Paralowie
 - (b) Burton Road, Burton and Paralowie
 - (c) Bolivar Road, Burton and Paralowie
 - (d) Willochra Road, Salisbury.

Table Section

Table Sal/2 - Off Street Vehicle Parking Requirements

The following vehicle parking requirements do not apply:

- (a) to the Mixed Use (Bulky Goods, Entertainment, Leisure) Zone except where the form of development is light industry whereby the rates for Industry, warehouse, stores are applicable
- (b) to development that is subject to the requirements in [Table Sal/2A - Off Street Vehicle Parking Requirements for Designated Areas](#).

Form of Development	Number of Required Car Parking Spaces
Accommodation	
Aged Care / retirement home	1 space per unit
Serviced apartment	1 space per unit plus 1 space per employee
Motel	1 space per unit
Commercial	
Bulky goods outlet	3 spaces per 100 square metres of gross leasable floor area
Cinema	1 space per 4 cinema seats
Hotel	1 space per 2 square metres of floor area available to the public
Public bar	1 space per 6 square metres of floor area available to the public
Lounge or beer garden	1 space per 6 square metres of floor area available to the public
Gaming room	1 space per 2 machines
Office	1 space per 25 square metres, with a minimum of 4 spaces per office
Restaurant	Greater of 1 space for every 3 seats or 1 space for every 15 square metres of dining area
Service trade premises	3 spaces per 100 square metres
Shop	7 spaces per 100 square metres of gross leasable area for shops outside of centre zones 5 spaces per 100 square metres of gross leasable area for shops within centre zones
Community/civic	
Child care centre	1 space per 4 children
Community centre	10 spaces per 100 square metres of total floor area
Library	4 spaces per 100 square metres
Place of worship	Greater of 1 space for every 3 seats or every 3 attendees
Dwellings	

Salisbury Council
Table Section
Table Sal/2 - Off Street Vehicle Parking Requirements

Form of Development	Number of Required Car Parking Spaces
Detached dwelling Semi Detached Dwelling Row Dwelling	2 spaces per dwelling, one of which is to be covered
Residential flat building Multiple dwelling Group dwelling	1 space per dwelling, plus 0.5 on-site visitor car parking spaces per dwelling
Industry, warehouses, stores	
Office component Plus Non-office component	1 space per 30 square metres Plus
Up to 200 square metres Plus 200-2000 square metres Plus greater than 2000 square metres	1 space per 50 square metres 1 additional space for every 75 square metres 1 additional space for every 150 square metres
Or For labour intensive industries, inclusive of office component (whichever ever is greater)	Or 0.75 car parking spaces per employee
Medical	
Consulting room	10 per 100 square metres of total floor area, with a minimum of 3 spaces per tenancy
Hospital	2.5 spaces per bed
Nursing home	1 space for every 4 beds

The following vehicle parking requirements apply to development specifically within the **Mixed Use (Bulky Goods, Entertainment and Leisure) Zone**:

Form of Development	Minimum number of required vehicle parking spaces
All forms of development (except Light Industry)	3 spaces per 100 square metres of gross leasable floor area

Salisbury Council
Table Section
Table Sal/3 - Off Street Bicycle Parking Requirements

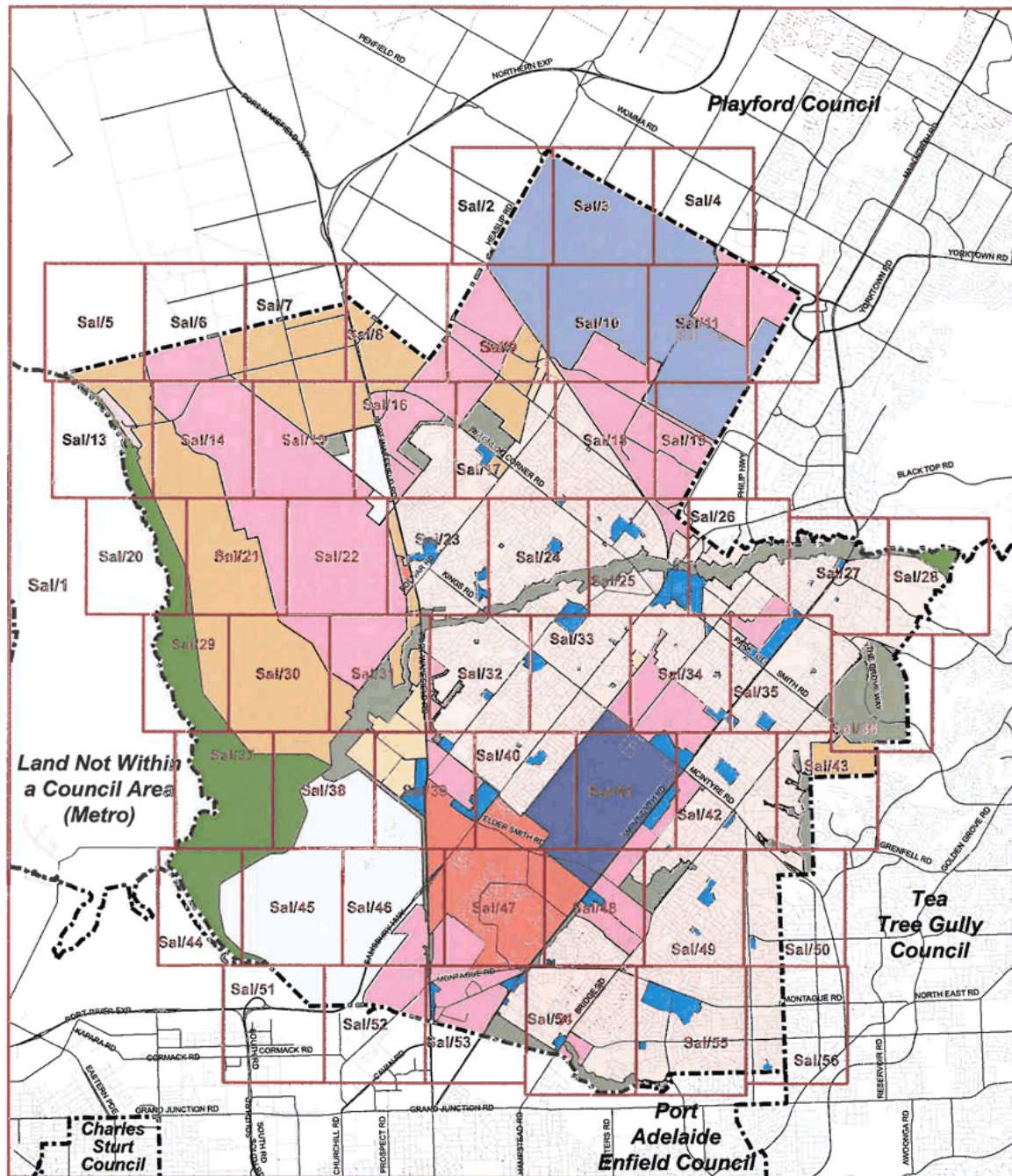
Table Sal/3 - Off Street Bicycle Parking Requirements

Form of development	Employee/resident (bicycle parking spaces)	Visitor/shopper (bicycle parking spaces)
Residential component of multi-storey building/residential flat building	1 for every 4 dwellings	1 for every 10 dwellings
Office	1 for every 200 square metres of gross leasable floor area	2 plus 1 per 1000 square metres of gross leasable floor area
Shop	1 for every 300 square metres of gross leasable floor area	1 for every 600 square metres of gross leasable floor area
Tourist accommodation	1 for every 20 employees	2 for the first 40 rooms plus 1 for every additional 40 rooms

Spatial Extent Maps

275

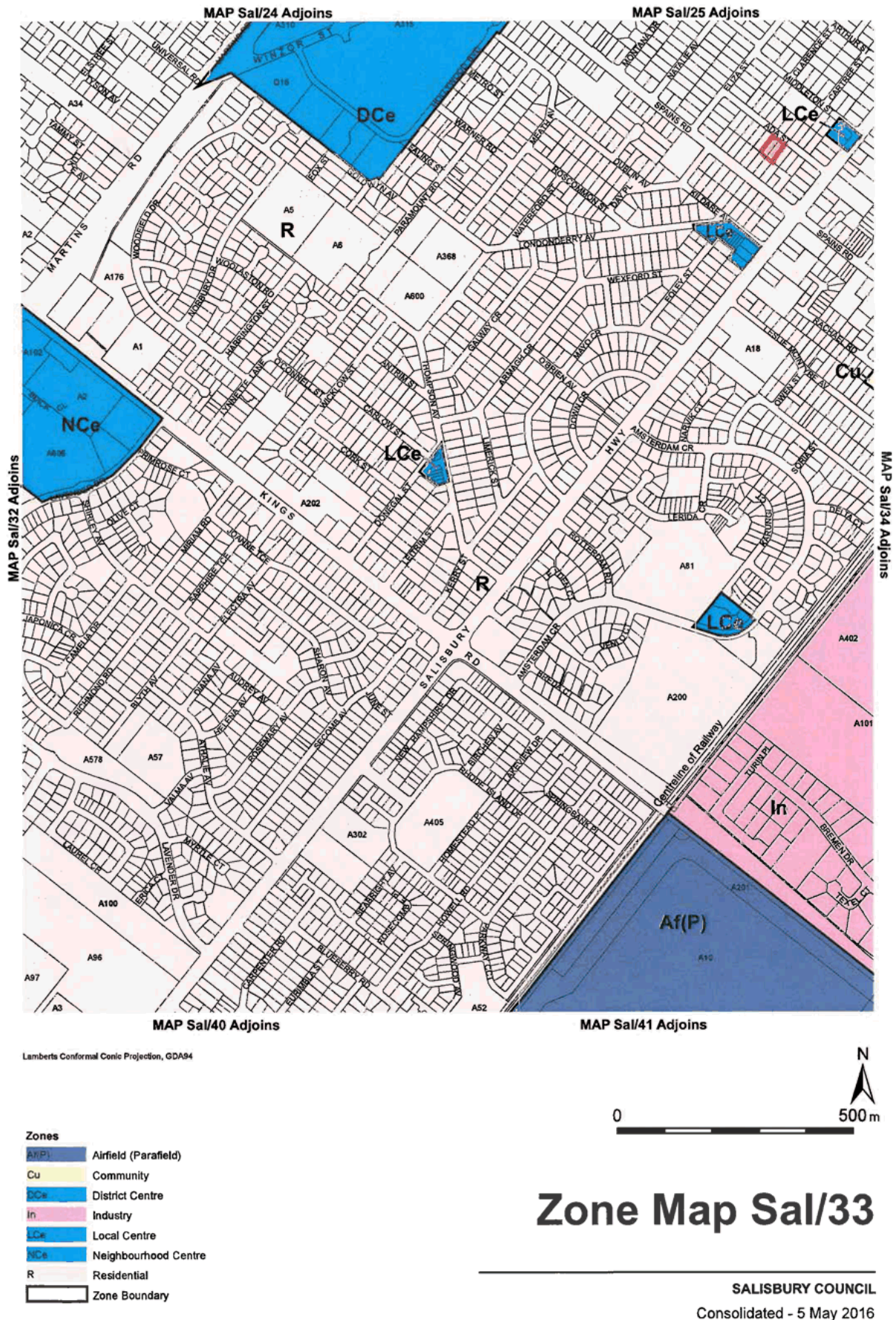
Consolidated - 5 May 2016



For the purposes of the Development Plan unless otherwise clearly indicated, the zone/policy area/precinct boundaries depicted on or intended to be fixed by Maps Sal/1 to Map Sal/57 inclusive shall be read as conforming in all respects (as the case may require) to the land division boundaries, to the centre line of roads or drain reserves or to the title boundaries, or to imaginary straight lines joining the positions defined by survey or by the measurements shown on the said maps against which the said zone/policy area/precinct boundaries are shown or otherwise indicated.

Council Index Map

SALISBURY COUNCIL
Consolidated - 5 May 2016





Policy Area Map Sal/33

SALISBURY COUNCIL
Consolidated - 5 May 2016

ITEM	5.1.2
	DEVELOPMENT ASSESSMENT PANEL
DATE	28 February 2017
APPLICATION NO.	361/1549/2016/3B
APPLICANT	Shia Community of South Australia
PROPOSAL	Place of Worship with Associated Activities and Cemetery, Carparking, Landscaping and Stormwater Arrangements
LOCATION	256-258 Bridge Road, Pooraka
CERTIFICATE OF TITLE	Volume 6156 Folio 573
AUTHOR	Darren Starr, Planning Consultant

1. DEVELOPMENT APPLICATION DETAILS

Zone/Policy Area	Industry Zone
Application Type	Merit Category 3
Public Notification	Representations received: 77
Referrals - Statutory	Department of Planning Transport and Infrastructure (DPTI)
Referrals – Internal	Development Engineering
Development Plan Version	Salisbury Development Plan Consolidated 07 July 2016
Assessing Officer	Darren Starr, Planning Consultant
Recommendation	Development Plan Consent subject to conditions
Meeting Date	28 February 2017

2. REPORT CONTENTS

Assessment Report

Attachment 1: Revised Application, Drawings and Supporting Information

Attachment 2: Relevant Development Plan Extracts and Maps, Consolidated 7 July 2016

3. EXECUTIVE SUMMARY

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

This report provides an assessment of the revised development application against the relevant provisions of the Salisbury Development Plan following the deferral of this application at the DAP meeting of 13 December 2016.

At the 13 December 2016 meeting the DAP resolved:

A. That consideration of the application be deferred to enable the applicant to provide further information in relation to:

- *An alternative location(s) for the proposed playground.*
- *Provision for overflow parking for peak demand periods.*
- *Validation of existing traffic volumes and currency of traffic data*

The proposed development involves the construction of a Place of Worship with associated activities and a cemetery with car parking, landscaping and stormwater arrangements at 256-258 Bridge Road, Pooraka.

The applicant has provided amended plans and information through their planning consultant that addresses the reasons for the DAP deferral.

A revised site plan has been submitted to Council that details the relocation of the proposed playground from adjacent to Bridge Road to the rear of the Mosque Building. This will place the playground between the Mosque building and the main on-site car park.

The revised site plan also nominates a specific area of additional on-site car parking (20 spaces) in the form of an over-flow car parking area adjacent Bridge Road located where the playground was initially proposed. The over-flow car parking on a grassed area will provide additional parking on-site during special events and periods of high parking demand.

A revised Traffic Impact Assessment was submitted to Council and it concluded that the provision of car parking (150 formal spaces and 20 nominated overflow spaces) is adequate to meet the expected short and longer term demands of the site. It also included a traffic survey for Jay Street and the traffic volume was found to be low. Staff within Council's Development Engineering team reviewed the revised Traffic Impact Assessment and were satisfied with its content and findings

The original plans, reports and submissions are contained in the agenda papers provided to members on the 13th December 2016.

This report provides an assessment of the amended information against the relevant provisions of the Salisbury Development Plan and a summary of the report previously provided to the DAP in December 2016. The assessment found that:

- The proposed development is located in the Industry Zone of the City of Salisbury Development Plan consolidated 7 July 2016, Map Sal/48 & Map Sal/49.

- The proposed development is not seriously at variance with the Salisbury Development Plan as the Development Plan recognises that large places of worship may be appropriate on the fringe of Industry Zones, subject to an assessment of the specific impacts of the proposed development.
- A Place of Worship is classified as non-complying within the Industry Zone unless it has a floor area in excess of 500m² and is within 60m of the boundary of the Industry Zone. The proposed development is a Place of Worship with a floor area in excess of 500m² and is within 60m of the zone boundary, therefore the development application should be considered on-merit against the relevant provisions of the Development Plan.
- A cemetery may be an appropriate land use within an Industry Zone subject to any impacts being suitably managed.
- Department of Planning Transport and Infrastructure (DPTI) have no objections to the proposed development subject to the inclusion of appropriate conditions of consent.
- This loss of industrial land, should the proposed development proceed, represents a small portion of the Industry Zone in this locality and a very small portion of the volume of land zoned industry throughout the Council area.
- The design and finish of the Place of Worship would not be out of place in the locality.
- Potential noise impacts of call to prayer have been addressed as the proposed development does not include a minaret nor external amplification.
- The Environmental Report submitted in support of the development application found that the site has been used for a number of potentially contaminating land uses including agriculture, horticulture and works depot. The report concludes that the current contamination risk to human health and the environment is low and with management during construction the risks can be managed.
- The Environmental Report submitted in support of the development application found that, in relation to the potential for contamination from the burial of bodies on the subject land, the potential impact on human health and the surrounding environment from the proposed grave site is low risk based on the vulnerability ranking. The report concludes that the risk can be managed through stormwater management and administrative controls.
- The revised Traffic Impact Assessment (Tonkin Consulting January 2017) concluded that the provision of car parking (150 formal spaces and 20 nominated overflow spaces) is adequate to meet the expected short and longer term demands.
- The proposed development of a Place of Worship with associated activities and a cemetery with car parking, landscaping and stormwater arrangements at 256-258 Bridge Road, Pooraka is considered an appropriate land use within the zone and locality.

Panel Members are requested to refer to the Agenda report and attachments for the Panel meeting of 13 December 2016 for the full suite of application documents, as the current report has a focus on amendments made to the application arising from the Panel's deferral of the application on 13 December 2016.

4. SUBJECT SITE

Allotment 30 in Deposited Plan 95434 fronts Bridge Road, Pooraka. The land slopes from Bridge Road down towards Jay Street which would form a second access to the proposed development. The site is vacant of buildings with scattered vegetation much of which will be removed, with the retention of some existing vegetation in the western and north western portion of the subject site.

The site is accessed via Bridge Road and Jay Street and access points will be retained or developed as part of the proposed development.

Allotment 30 has a site area of 1.387 hectares and at the time of the development application to Council was owned by the Commissioner of Highways. The land is subject to an easement for drainage purposes to the City of Salisbury in the vicinity of Jay Street.

The subject land has been used for a variety of land uses including as a public works depot.

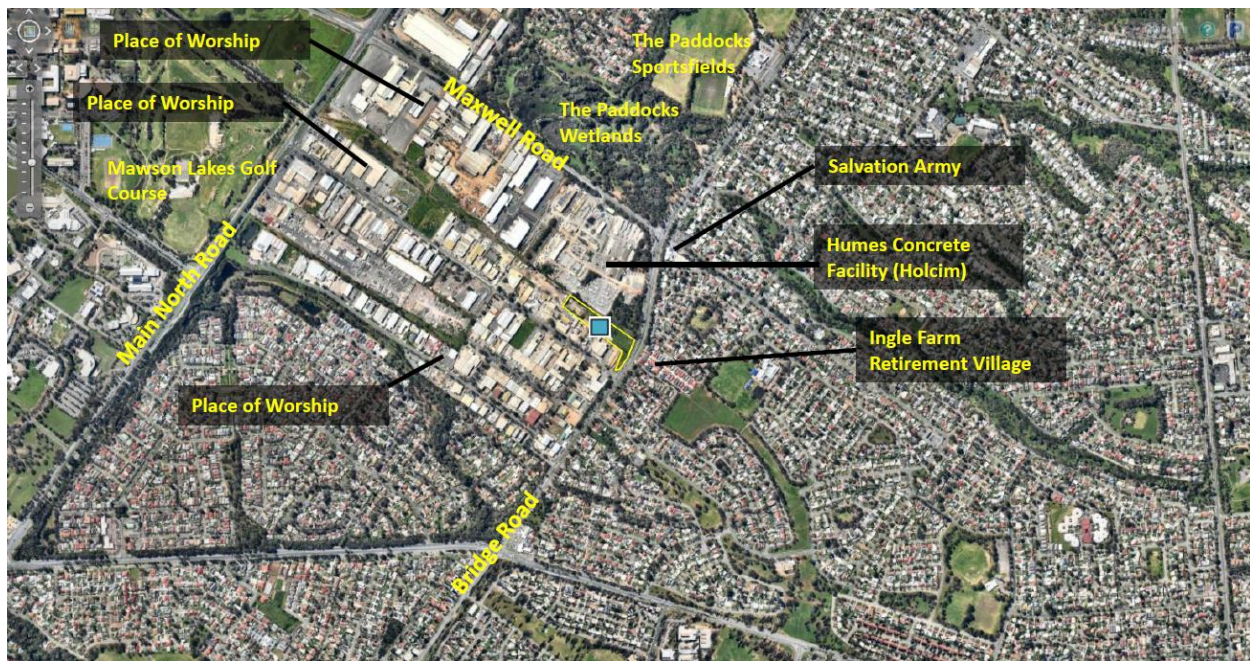
5. LOCALITY

The immediate locality contains industrial and commercial development to the north, west and south of the subject site. To the east of the subject site is residential development including an aged housing development backing onto Bridge Road. During a site inspection of the Industry Zone it was noted that a large Place of Worship and café fronts Maxwell Road on the fringe of the Industry Zone. Another Place of Worship is located in close proximity to the subject site on Maxwell Road within the Residential Zone and the Imam Ali Mosque is located on Langford Street.


Bridge Road is a secondary arterial road as nominated on Map Sal/48 & Map Sal/49.

A locality plan and contextual plan are provided below.

Contextual Plan

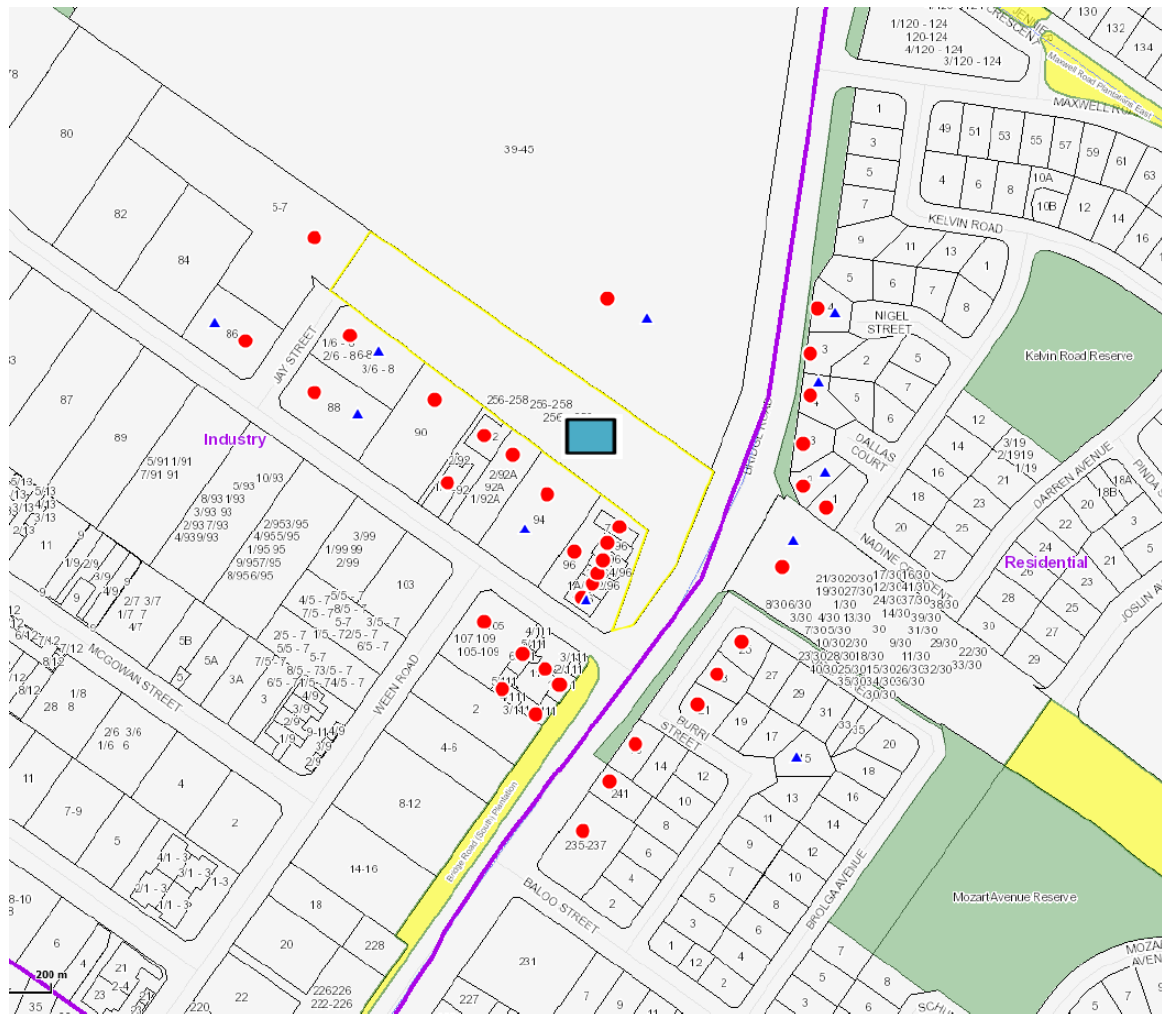


Source: Dekho

Legend (Source: Dekho)	
	Subject site

Locality Plan – Cadastre

Item 5.1.2







Source: Dekho

Legend (Source: Dekho)	
	Subject site
	Properties notified
	Representor
	Zone Boundary

Locality Plan - Aerial:



Source: Dekho

Legend (Source: Dekho)	
	Subject site
	Properties notified
	Representor
	Zone Boundary

6. DESCRIPTION OF THE PROPOSED DEVELOPMENT

The proposed development can be described as a Place of Worship with associated activities and a cemetery with car parking, landscaping and stormwater arrangements.

The Place of Worship will take the form of a Mosque. The activities to be undertaken within the building and on-site are:

- *Mosque (prayer hall) will be a place of worship for the Muslim Community. The main functions of the mosque will be:*
 - › *Daily prayers (3 times a day) and visitation, noting that call to prayer is now undertaken using mobile phone technology rather than the traditional loudspeaker.*
 - › *Weekly Activities: Classes for children and adults on language, religious learning and Quran studies every Sunday for one hour.*
 - › *Yearly Events: Based on Islamic Calendar which is based on lunar calendar where the start of the month keeps changing every year such as:*
 - ❑ *Ramadan: yearly event for 30 days. The event starts at sunset and goes for 3 hours. The event will have sunset prayer followed by meal to open the fast which is then followed by recitation of supplication and then a speech by a religious scholar.*
 - ❑ *Eid Prayers, Muharram, Safar and Islamic Celebration and Commemoration:*

These prayers, celebrations and commemorations occur yearly, mainly after sunset and vary in duration from one (1) to 15 days and from 2 to 3 hours. These prayer events generally involve sunset prayer followed by scholars giving a lecture on the importance of this month in the Islamic calendar
 - › *Religious studies and education for adult, youth and children with education facilities to provide for the provision of religious teaching, for all age groups within the religious community;*
 - › *Counselling, meetings and community lectures;*
 - › *Administration/office for the day to day operation of the mosque;*
 - › *A kitchen area to enable users of the facilities to cook for themselves as part of religious celebrations and other activities typical for a place of worship;*
 - › *A small shop/library to enable the sale/loan of Islamic related religious material, such as books.*
 - › *Marriage and funeral prayers and ceremonies; and*
 - › *Other social functions associated with a Place of Worship.*

- *Common hall at basement level will be made available for use by the wider community as well as the Muslim community. It is accessed either via the main reception foyer, or externally from the car park to the south-west. It is envisaged that the space will be used by community groups for religious and social gatherings etc.*
- *Funeral and Burial-Cemetery to provide full funeral service that involves the preparation of the body for internment, the religious ceremony and internment the body in the cemetery at the rear of the site. 4 burials each year are anticipated considering the size of the Shia Muslim population in SA. The cemetery has a total capacity of 1000 sites and will developed over several stages depending on demand.*
- *An on-site water harvesting based on a detention/retention basin sited below the cemetery with the water collected and reused within the building and the gardens.*

A copy of the revised site plan and supporting documentation for the development of a place of worship with associated facilities, a cemetery, car parking and landscaping at 256-258 Bridge Road, Pooraka (Development Application 361/1549/2016) are contained in Attachment 1.

The amended plans submitted by the application show the relocation of the proposed playground to the rear of the Mosque Building with an associated change to the car parking area to provide space for the playground and the provision of overflow car parking in a grassed area previously nominated for the playground.

An amendment to the proposed hours of operation to 4.30am to 11pm in order to provide flexibility in operating hours because prayer times are informed by the lunar cycle has also been submitted with the revised site plan. The previous hours of operation proposed were 5am to 11pm.

7. CLASSIFICATION

A Place of Worship is classified as non-complying within the Industry Zone unless it has a floor area in excess of 500m² and is within 60m of the boundary of the Industry Zone.

The proposed development is a Place of Worship with a floor area in excess of 500m² and is within 60m of the zone boundary, therefore the development application should be considered on-merit against the relevant provisions of the Development Plan.

8. PUBLIC NOTIFICATION

The proposed development was determined to be a Category 3 form of development pursuant to the provisions of the *Development Act 1993* and *Development Regulations 2008*.

Public notification was undertaken in August 2016 and 77 valid written representations and a petition (opposed to the development) were received. There was a mix of those in support of the development application and those opposed to it.

Representors wishing to be heard by the Panel were heard at the 13 December 2016 DAP meeting.

9. REFERRALS – STATUTORY

Department of Planning Transport and Infrastructure (DPTI)

The Department of Planning Transport and Infrastructure (DPTI), has raised no objection to the proposed development subject to the inclusion of conditions of consent.

10. REFERRALS – INTERNAL

Development Engineering: Council development engineering staff reviewed the Traffic Impact Assessment, Stormwater Management Plan and Environmental Report and were satisfied with the content.

11. DEVELOPMENT DATA

Site Characteristics	Guideline	Proposed
Site Area		1.387ha (existing)
Site Dimensions		Frontage: 106.68m* Depth: 257.08m *reserve fronting Bridge Road limits access to the site
Easement	Easement to City of Salisbury for drainage purposes	Easement to be retained
Design Characteristics	Guideline	Proposed
<i>Site Coverage</i>		
Buildings only	50 % (Industry Zone)	7.8%
<i>Building Height</i>	<i>Any building or structure on, or abutting the boundary of, a non-industrial zone should be restricted to a height of 3 metres above ground level at the boundary and a plane</i>	Between 6.83m (wall height at Bridge Road frontage) and 9.93m (wall height at rear of building adjacent car parking).

	<i>projected at 31 degrees above the horizontal into the development site from that 3 metre height (Industrial Development Council Wide)</i>	While Bridge Road forms a boundary between the Industry and Residential Zone, the subject land and proposed building is separated from residential land by the primary setback and Bridge Road.
<i>Set-backs</i>		
Primary street	<p><i>(a) buildings up to a height of 6 metres should be sited at least 8 metres from the primary street alignment</i></p> <p><i>(b) buildings exceeding a height of 6 metres should be sited at least 10 metres from the primary street alignment</i></p>	Between 11m (approximate) at northern corner of the building adjacent the vehicles access) and 18m (approximate) at the southern corner of the building.
Side(s)		<p>9m (approximate) northern boundary</p> <p>9.5m (approximate) southern boundary</p>
<i>Car Parking & Access</i>		
Number of parks	<p><i>one car parking space for every three seats or every three attendees to the place of worship.</i></p> <p><i>Up to 500 people expected on site (generally not in excess of 450 people)</i></p>	150 formal spaces and 20 overflow spaces provided with a requirement for 166 spaces to cater for 500 people on site.
<i>Affected Trees</i>		
Significant		Nil
Regulated		Nil
<i>Street Infrastructure</i>		
Crossover		Access to be constructed to Bridge Road and retain existing access to Jay Street
<i>Flooding</i>		0.025m-0.1m at rear of site in proximity to Jay Street (Stormwater Management Plan 2016 Tonkins Consulting)
Landscaping	<p><i>(a) at least 10 per cent of the site is landscaped</i></p> <p><i>(b) landscaping along allotment boundaries that adjoin roads or public reserve and at least one side boundary, for a width of at</i></p>	Landscaping is proposed on the site boundaries, within the car park, adjacent the Mosque, cemetery and bio-retention swale in excess of 10% of the site.

	<i>least 3 metres (c) landscaping within parking areas to break-up extensive areas of paving</i>	
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12. ASSESSMENT

Pursuant to Section 35(2) of the *Development Act 1993*, it is recommended that the Panel determine that the proposed development is not seriously at variance with the Salisbury Development Plan, Consolidated 7th July 2016. The following reasons are given in support of this recommendation:

- a) The subject land is located within the Industry Zone of the Salisbury Development Plan. Places of Worship have an exemption within the non-complying list of the zone where they are within 60m of the zone boundary and are in excess of 500m².

It is considered that the intent of this policy is to recognise that large places of worship may be appropriate at the edge of Industry Zones, subject to an assessment of the specific impacts of the proposed development.

In addition, within the Council wide provisions of the Development Plan there is further policy that confirms that large Places of Worship may be appropriate at the fringe of Industry Zones.

On that basis it is considered that the proposed development is not seriously at variance with the Salisbury Development Plan and should undergo an assessment to determine its overall merit.

Assessment

Detailed assessment of the application has taken place against the relevant provisions of the Salisbury Development Plan.

Land Use

The proposed development consists of a Place of Worship with associated activities and a cemetery with car parking, landscaping and stormwater arrangements. Activities to occur on site will include daily prayers, religious events, religious studies, counselling, meetings and community lectures, administration/office for the day to day operation of the mosque, marriage and funeral prayers and ceremonies, funeral and burial services that will involve preparation and burial in the Islamic tradition.

The subject land is located within the Industry Zone which has the following key objectives and principles that relate to suitable land uses within the zone.

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

Land Use

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

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

PDC3 Development listed as non-complying is generally inappropriate.

Procedural Matters - Non Complying Development

Development (including building work, a change in the use of land, or division of an allotment) for the following is non-complying

- *Place of worship except where it has a floor area greater than 500 square metres and is less than 60 metres from the boundary of the Industry Zone.*

It can be seen by the above policy that the zone is envisaged to contain industrial and associated activities. There is limited support for the development of a Place of Worship with associated activities and a cemetery with car parking, landscaping and stormwater arrangements within the zone policy other than in the exemptions to the non-complying list.

The non-complying exemptions (it is noted that this policy is a local variation to the Planning Policy Library) exclude a place of worship greater than 500m² and within 60 metres of the zone boundary from being non-complying.

It is considered that the intent of this policy is to recognise that large Places of Worship may be appropriate on the fringe of industry zones. In these locations they may act as a buffer between residential and industrial land uses.

It is noted that there are other examples of places of worship or community activities within the Industry Zone in this locality.

The Salisbury Development Plan does contain specific policy that relates to the development of Places of Worship in the Council Wide section of the Plan.

General Section – Community Facilities (Places of Worship)

PDC4 Places of worship should be developed according to the following hierarchy:

PDC5 Small (local) to medium (neighbourhood) scale places of worship within residential areas should be appropriately located on major collector roads to minimise congestion or traffic conflict within local streets.

PDC6 Large places of worship should:

(a) be located within centre, commercial or the periphery of industrial zones

(b) demonstrate the following design features:

(i) reuse of existing buildings

(ii) the bulk, mass and height of development compatible with the character of the locality

(iii) sharing of car parking facilities

(iv) siting on arterial or collector roads rather than narrower local residential streets

(v) promote crime prevention through environmental design principles

(vi) reduced land use conflicts in relation to the scale of building form and hours of operation

(vii) provide value added functions and facilities that can be used by neighbouring activities.

The above provisions reinforce that Places of Worship are envisaged on the periphery of industry zones. It is considered that there is sufficient policy guidance within the Development Plan to demonstrate that a Place of Worship may be an appropriate land use within an Industry Zone subject to its design and impact on the locality.

There is limited reference to the appropriate locations of a cemetery within the Development Plan. A cemetery is neither complying nor non-complying within the Industry Zone and it is not an envisaged land use within the zone. The proposed cemetery would be a reasonably low impact activity based on the low numbers of burials anticipated each year.

The potential impacts on the local environment were considered as part of the Environmental Report prepared for the site and are discussed in more detail later in this report. It is considered that a cemetery may be an appropriate land use within an Industry Zone subject to any impacts being suitably managed.

In this instance the use of the land for a Place of Worship is likely to mean that the entire site is removed from industrial activities. The subject site is located in an Industry Zone that is approximately 129 hectares (including roads) and the subject site is some 1.39 hectares. This represents roughly 1% of the Industry Zone in this locality and a very small portion of the volume of land zoned industry throughout the Council area.

General Section - Advertisements

Obj. 3 Advertisements and/or advertising hoardings designed to enhance the appearance of the building and locality.

There is no signage proposed as part of the current development application.

General Section - Design & Appearance

Obj1 Development of a high architectural standard that responds to and reinforces positive aspects of the local environment and built form.

PDC1 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.

PDC2 Buildings should be designed and sited to avoid creating extensive areas of uninterrupted walling facing areas exposed to public view.

PDC3 Buildings should be designed to reduce their visual bulk and provide visual interest through design elements such as:

- (a) articulation*
- (b) colour and detailing*
- (c) small vertical and horizontal components*
- (d) design and placing of windows*
- (e) variations to facades.*

The applicant has indicated that;

The proposed architectural response reflects the traditional design pattern of a mosque and is based on the functional principles of existing mosques elsewhere in Australia. No minaret is proposed for the mosque building.

The design of the building responds to the slope of the land and presents as a two storey building to Bridge Road.

The Bridge Road facade is broken up by windows and entrance points to the building with landscaping and garden in the primary setback. The material of construction is brick veneer with face brick (Oyster) and Hebel render finish (Paperbark), aluminum windows and zinculume and colourbond roofing.

While the design is unique for this facility (ie. Mosque), the building would not detract from the amenity of the locality given the primary setback of the building, the scale and bulk of the building, materials and finishes and the varied character of the locality.

General Section – Community Facilities

PDC7 Large scale places of worship located in commercial or industry zones should not detrimentally impact on the operations of existing commercial or industrial land uses.

General Section- Industrial Development

PDC3 Industrially zoned allotments and uses protected from encroachment by adjoining uses that would reduce industrial development or expansion.

General Section - Interface between Land Uses

Obj1 Development located and designed to minimise adverse impact and conflict between land uses.

Obj2 Protect community health and amenity from adverse impacts of development.

Obj3 Protect desired land uses from the encroachment of incompatible development.

PDC1 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.*

PDC2 Development should be sited and designed to minimise negative impacts on existing and potential future land uses desired in the locality.

PDC3 Development adjacent to a Residential Zone should be designed to minimise overlooking and overshadowing of adjacent dwellings and private open space.

PDC5 Sensitive uses likely to conflict with the continuation of lawfully existing developments and land uses desired for the zone should be designed to minimise negative impacts.

PDC6 Non-residential development on land abutting a residential zone should be designed to minimise noise impacts to achieve adequate levels of compatibility between existing and proposed uses.

Industry Zone

PDC 9 Building facades facing land zoned for residential purposes should not contain openings or entrance ways that would result in the transmission of noise that would adversely affect the residential amenity.

The proposed development will be located within the Industry Zone and there are a number of industrial and commercial activities on adjacent or nearby land. To the north of the subject land is an existing concrete batching plant and manufacturing facility and its owners have made a representation raising a number of queries in relation to the operation of the existing industrial activity should the proposed place of worship proceed. [Note that this adjoining site was the subject of a separate development application to expand the concrete batching activities on the site which was approved by the Development Assessment Panel in December 2016]

A number of other representations raised the issues of potential for land use conflict between the Place of Worship and existing industrial activities, including the development of a 'sensitive receptor' adjacent the existing concrete batching plant and the potential for the EPA to place limits on the license.

Within the EPA's Evaluation distances for effective air quality and noise management the indicative separation distance for noise and air quality from concrete batching works is 200m. This issue was addressed by Tonkin Consulting in the Environmental Report prepared for the proposed development. The report found that the proposed place of worship is in excess of 200m from the existing concrete batching plants in the locality.

It also considered the proposed development on the land immediately to the north that proposes an additional concrete batching plant on the site that is 160m from the proposed place of worship, 60m from residential development and 100m from the Salvation Army Church on Maxwell Road. On the basis that the new concrete batching activities would be subject to conditions of operation to cater to residential development within 60m (e.g. manage any risks to sensitive residential land use) the report finds that there would be no additional risk to industrial operations by the proposed place of worship.

Many of the representations received highlighted the potential noise impacts of call to prayer at various hours of the day (recognising the extended hours detailed in the development application), particularly were a loudspeaker or minaret to be used.

The applicant has responded to those concerns by confirming that the proposed development does not include a minaret nor external amplification for the call to prayer but rather the call to prayer will be issued via mobile phone. A condition of consent restricting the use of external loudspeakers or amplifiers is recommended to address this issue.

General Section - Landscaping Fencing and Walls

Obj1 The amenity of land and development enhanced with appropriate planting and other landscaping works, using locally indigenous plant species where possible.

Obj2 Functional fences and walls that enhance the attractiveness of development.

A number of representations raised the issue of the proposed front fence reducing visibility of their shops/businesses (fronting Research Road) from Bridge Road.

The odd shape of the allotment means that the subject site extends towards Research Road and separates the existing commercial activities from Bridge Road. These shops have clearly benefited from the land owner (Commissioner of Highways) not fencing this portion of the land.

The proposed fence is of a reasonable height and it is considered reasonable for the new land owners to fence the site and provide a level of site security. The option of a see-through security fence to the boundary with the adjacent shops was canvassed with the applicants, but they wish to retain a solid fence for security and visual privacy to the site.

General Section - Natural Resources

Obj7 Storage and use of stormwater which avoids adverse impact on public health and safety

Water Sensitive Design

PDC5 Development should be designed to maximise conservation, minimise consumption and encourage reuse of water resources.

PDC7 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*
- (d) protect and enhance natural water flows*
- (e) protect water quality by providing adequate separation distances from watercourses and other water bodies*
- (f) not contribute to an increase in salinity levels*
- (g) avoid the water logging of soil or the release of toxic elements*
- (h) maintain natural hydrological systems and not adversely affect:*
 - (i) the quantity and quality of groundwater*
 - (ii) the depth and directional flow of groundwater*
 - (iii) the quality and function of natural springs.*

PDC8 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.*

PDC9 Development should include stormwater management systems to protect it from damage during a minimum of a 1-in-100 year average return interval flood.

PDC14 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*
 - (iii) the incorporation of detention and retention facilities*
 - (iv) aquifer recharge.*

PDC15 Where it is not practicable to detain or dispose of stormwater on site, only clean stormwater runoff should enter the public stormwater drainage system.

PDC16 Artificial wetland systems, including detention and retention basins, should be sited and designed to:

- (a) ensure public health and safety is protected*
- (b) minimise potential public health risks arising from the breeding of mosquitoes.*

The proposed development includes the construction of a bio-retention basin area at the rear of the site (Jay Street) in proximity to the existing easement granted to Council for drainage purposes. The bio-retention area is adjacent to the cemetery/grave site area.

The Development Report submitted as part of the development application indicated that stormwater will be harvested on-site and stored in the detention/retention basin with the water collected to be reused in the building on site and the garden and landscaping. Council requested that the applicant demonstrate that the methods of collecting and storing stormwater on site were appropriate and the applicant commissioned the preparation of a Stormwater Management Plan which was submitted to Council.

The Stormwater Management Plan was reviewed by Council's Development Engineering staff who indicated they were satisfied with the plan.

Many of the written representations received during public notification raised the issue of potential for contamination of water by the proposed cemetery and burial practices. The Development Report submitted as part of the development application indicated that:

The Shia Community require specific facilities to undertake religious ceremonies especially funerals and burials according to Shia Islam traditions and rituals which are not provided within existing cemeteries.

The operation of the cemetery must comply with the requirements of the Burial and Cremation Acts 2013 and Burial and Cremation Regulations 2014. The area will be benched to create plateaus for the burials plots.

Regulation 15(1) of the Burial and Cremation Regulation 2014 which states.

“A person must not inter, or cause, suffer or permit the interment of, bodily remains in a cemetery or natural burial ground so that any of the remains are at a depth of less than 1 metre from the surface of the ground.”

It is proposed that interments will occur at a minimum depth of 1.5 metres which exceeds the above statutory requirement

Council requested the applicant to demonstrate that the cemetery and burial practices would not detrimentally impact on ground water and that the site was suitable for the intended use taking into consideration the potential for site contamination. In response the applicant provided Council with an Environmental Report (November 2016) prepared by Tonkins Consulting.

The Environmental Report included a Preliminary Site Investigation that sought to gain an understanding of the past use of the land and any potentially contaminating activities that may have occurred on the site. It also considered the potential for the cemetery burial site to contaminate groundwater or downstream watercourses or wetlands.

The Environmental Report found that the site has been used for a number of potentially contaminating land uses including agriculture, horticulture and works depot.

The report found any site contaminants present could impact on future users of the site where soil is excavated or ground water is sourced. The report concludes that the current contaminant risk to human health and the environment is low and that with management during construction and site development risks can be managed.

In relation to the potential for contamination from the burial of bodies on the subject land the report finds that while the applicant has indicated that the cemetery could hold up to 1000 graves it is unlikely that this volume will be accommodated on site given requirements for separation and paths between graves. The report also includes soil analysis and the location of ground water which was detected at 9.5m.

The investigations conclude that the potential impact on human health and the surrounding environment from the proposed grave site is low risk based on the vulnerability ranking. The report concludes that the risk can be managed through stormwater management and administrative controls.

The issue of disposal of water used for the washing of bodies was raised during the public consultation period. The applicant through their planning consultant has responded to this issue by confirming that the premises would be licensed as are other funeral preparation facilities and water would be disposed of to the sewer system as trade waste.

General Section - Regulated Trees

Obj1 The conservation of regulated trees that provide important aesthetic and/or environmental benefit.

The development report submitted as part of the development application recognises that there are a number of native trees on the site (rear and northern boundary) that are proposed to be retained. The report details that there are no regulated or significant trees on site.

It is recommend that should the DAP support the development application a condition of approval is included outlining that any existing native vegetation in proximity to the site boundaries should be retained on site and integrated into the proposed site landscaping.

General Section- Transportation & Access

Obj2 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.*

PDC22 Development should have direct access from an all weather public road.

PDC23 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*

The proposed development will be provided access via Bridge Road and Jay Street. A new crossover will be constructed to Bridge Road and the existing access to Jay Street will remain.

The development application was referred to the Department of Planning Transport and Infrastructure for comment and the Department indicated that no objections were raised subject to the inclusion of recommend conditions of consent.

As part of the amended details submitted following deferral of the application by the DAP, the applicant has requested that the conditions proposed by DPTI (17, 18 & 19) requiring a left turn taper on Bridge Road not be included as conditions of consent due to low traffic volumes as outlined in the Tonkin's Traffic Assessment.

The revised traffic information and request to not include the proposed conditions was provided to DTPI with the following response received:

Due to the proximity of the proposed access to the Bridge Road/Research Road signalised junction and the curvilinear nature of the adjacent section of Bridge Road, it is imperative for the proposed access to have appropriate flaring/left turn taper to enable vehicles to conveniently enter the site with minimal disruption to the free flow of traffic.

Ideally a left turn deceleration lane (60 metres long comprising a 30 metres taper and 30 metres full lane width) should be provided. However, based on the traffic generated by the proposed development, it is hard to justify this treatment.

Accordingly, the department recommended generous flaring/taper and 30 metres was chosen as a nominal taper. The flaring/left turn taper is not a deceleration lane. To determine the appropriate length of the flaring/taper, an appropriate design using the turning profile of the largest vehicle expected to enter the site must be undertaken. The design would indicate whether a taper less than 30 metres is appropriate.

Accordingly, the following revised conditions should be included in any approval given:

- *The Bridge Road access point shall be provided with generous flaring for entry/left turn taper and exit movements to the satisfaction of Council and DPTI in order to allow convenient ingress and egress movements and to minimise the disruption to the free flow of traffic on Bridge Road. These works shall be completed prior to place of worship becoming operational.*
- *The footpath along Bridge Road shall be modified as necessary to facilitate the required flaring/left turn taper and access. All modifications shall be in accordance with Council and DPTI requirements.*

The revised conditions provided by DPTI have been included as conditions of consent.

General Section – Transportation and access (Vehicle Parking)

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, Concept Plan Map Sal/29 - Ingle Farm District Centre Car Park Fund Area and Concept Plan Map Sal/32 - Mawson Lakes Town Centre Car Parking Fund Area*
- (b) it can be demonstrated that fewer car parks would be required to meet the car parking needs associated with the development.*

PDC33 Development should be consistent with Australian Standard AS 2890 Parking facilities.

General Section –Community Facilities (Places of Worship)

PDC8 Places of worship should be established with one car parking space for every three seats or every three attendees to the place of worship.

The issue of on-site car parking and the potential impact on surrounding areas given a perceived lack of car parking was raised by numerous representors and was one of the reasons for the DAP deferral in December 2016. In a revised Development Report the applicant has confirmed that no more than 500 persons will access the site at any one time. Should the DAP choose to grant Development Plan Consent to the development application it is recommended a condition is included to cap the total number of visitors to the site at 500 to ensure that car parking on-site can sufficiently cater to visitors.

In response to this issue the applicants have also submitted a revised Traffic Impact Assessment (Tonkin Consulting January 2017) refer to Attachment 1. The revised Traffic Impact Assessment concluded that the provision of car parking (150 formal spaces and 20 nominated overflow spaces with capacity for additional parking on the internal roadway) is adequate to meet the expected short and longer term demands of the site.

The revised Traffic Impact Assessment also included a traffic survey for Jay Street and the traffic volume was found to be low. The revised traffic assessment reaffirmed that in Tonkin's opinion:

The increase in traffic from the proposed development would not impact on the operation of the surrounding road network

There is no requirement for a right turn treatment from Bridge Road into the proposed access

The fence aligning Bridge Road is required to be shifted further back from Bridge Road to improve sight distance from the proposed access and meet Austroads requirements

The parking arrangement will provide 150 formal and 20 overflow car parks. There is sufficient parking for normal weekly activities and special events.

The design of the car park accords with AS2890.1

Both access points and traffic flow within the site will provide for two-way movements

Staff within Council's Development Engineering team reviewed the revised Traffic Impact Assessment and were satisfied with its content and findings. Specifically, they found that:

1. *The traffic data contained in the report appears sound.*
2. *A conditions should be imposed on the development if approved, which limits the attendance in accordance with the data referred to in this report.*
3. *Safety issues could arise during special occasions and times of high attendance. It may be necessary at these times to implement specific traffic control measures to manage the occasion and resultant traffic safety demands. Traffic Management Plans should be provided to Council for approval at least one week prior to these events.*
4. *Safety bars in accordance with AS1742 should be designed and constructed at the intersection of Research Road and Jay Street to improve traffic controls at this intersection due to increased traffic.*
5. *The provision of 150 on-site car parks is deemed satisfactory for the site.*

Proposed conditions of consent that address the above issues have been included.

It is considered that the applicant has addressed the issues raised by the DAP in its deferral of the development application at its meeting of 16 December 2016.

The proposed development of a Place of Worship with associated activities and a cemetery with car parking, landscaping and stormwater arrangements at 256-258 Bridge Road, Pooraka is considered an appropriate land use within the zone and locality.

13. CONCLUSION

This report has provided a detailed assessment of the application against the relevant provisions of the Salisbury Development Plan. The assessment found that:

- The proposed development is located in the Industry Zone of the City of Salisbury Development Plan consolidated 7 July 2016, Map Sal/48 & Map Sal/49.
- The proposed development is not seriously at variance with the Salisbury Development Plan as the Development Plan recognises that large places of worship may be appropriate on the fringe of Industry Zones, subject to an assessment of the specific impacts of the proposed development.
- A Place of Worship is classified as non-complying within the Industry Zone unless it has a floor area in excess of 500m² and is within 60m of the boundary of the Industry Zone. The proposed development is a place of worship with a floor area in excess of 500m² and is within 60m of the zone boundary, therefore the development application should be considered on-merit against the relevant provisions of the Development Plan.
- A cemetery may be an appropriate land use within an Industry Zone subject to any impacts being suitably managed.

- Department of Planning Transport and Infrastructure (DPTI) have no objections to the proposed development subject to the inclusion of appropriate conditions of consent.
- This loss of industrial land should the proposed development proceed represents a small portion of the Industry Zone in this locality and a very small portion of the volume of land zoned industry throughout the Council area.
- The design and finish of the Place of Worship would not be out of place in the locality.
- Potential noise impacts of call to prayer have been addressed as the proposed development does not include a minaret nor external amplification.
- The Environmental Report submitted in support of the development application found that the site has been used for a number of potentially contaminating land uses including agriculture, horticulture and works depot. The report concludes that the current contamination risk to human health and the environment is low and that with management during construction the risks can be managed.
- The Environmental Report submitted in support of the development application found that in relation to the potential for contamination from the burial of bodies on the subject land that the potential impact on human health and the surrounding environment from the proposed grave site is low risk based on the vulnerability ranking. The report concludes that the risk can be managed through stormwater management and administrative controls.
- Traffic Impact Assessment concluded that that the existing road network is capable of dealing with the anticipated increase in traffic generated by the proposed development and the operation of the surrounding road network would not be impacted by the traffic generated by the proposed development.
- Sufficient car parking spaces (formal and overflow) exist during peak site demand (major events) and for normal weekly activities on site.
- The proposed development of a Place of Worship with associated activities and a cemetery with car parking, landscaping and stormwater arrangements at 256-258 Bridge Road, Pooraka is considered an appropriate land use within the zone and locality.

Accordingly, it is recommended that Development Plan Consent be granted subject to conditions.

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 Development Plan – Consolidated 7 July 2016
- B. Pursuant to Section 33 of the *Development Act 1993*, Development Plan Consent is **GRANTED** to application number 361/1549/2016 for a Place of Worship with associated activities and a cemetery with car parking, landscaping and stormwater arrangements at 256-258 Bridge Road, Pooraka in accordance with the plans and details submitted with the application and subject to the following conditions:

Development Plan Consent Conditions

1. The development shall be carried out in accordance with the details submitted with the application and the following stamped approved plans and documents, except where otherwise varied by the conditions herein:

Plan Type	Date	Prepared By
Site Plan	27/01/2017 (Rev 4)	Alborz Group
Front Elevation	26/07/2016	Alborz Group
East and West Elevations	26/07/2016	Alborz Group
North and South Elevations	26/07/2016	Alborz Group
Basement Floor Plan	26/07/2016	Alborz Group
Ground Floor Plan	26/07/2016	Alborz Group
First Floor Plan	26/07/2016	Alborz group
Section Plan	26/07/2016	Alborz Group
Additional Information Reports including <ul style="list-style-type: none"> • Traffic Impact Assessment • Stormwater Report • Site Investigation Report • Development Report 		

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

2. The finished floor level of the building is to be a minimum of 150mm above the post-developed Q100 flood level within the site, adjacent to the building.

Reason: To ensure flood protection of the buildings.

3. All driveways and carparking areas shall be constructed with either brick paving, concrete or bitumen to a standard appropriate for the intended traffic volumes and vehicle types. Individual carparking bays shall be clearly linemarked. Driveways and carparking areas shall be established prior to the approved use commencing 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.

4. The designated landscaping areas shall be planted with shade trees, shrubs and ground covers as appropriate to compliment the approved buildings and site layout and achieve a high level of amenity. Shade trees shall be planted throughout the carparking areas and screening shrubs shall be located to obscure views of large blank walls and less attractive elements of the development. Existing native vegetation should be retained where possible. 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 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 loading and unloading of vehicles and manoeuvring of vehicles in connection with the now approved land use shall be carried out entirely within the subject land.

Reason: To ensure that vehicles associated with the land use do not cause disruption to vehicles on adjoining public roads.

6. No materials, goods or containers shall be stored in the designated carparking area or driveways.

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

7. A Soil Erosion, Construction and Drainage Management Plan is to be prepared in accordance with the Environmental Protection Authority Guidelines. The plan is to be submitted to Council for approval prior to the commencement of earthworks.

Reason: To ensure adequate compliance with the provisions of the Development Act, 1993.

8. 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 the development works.

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

9. The stormwater drainage system for the development is to demonstrate the incorporation of water sensitive urban design methods, to ensure that pre-development peak flows are not exceeded and that water quality targets are met.
10. The Developer shall employ measures to eliminate dust emission from the site during construction period so as not to cause nuisance to nearby residents.

Reason: To preserve the amenity of the locality during construction work.

11. Access to buildings and designated carparking spaces shall be designed and constructed in accordance with the provisions as outlined in the 'Guidelines for the Provision of Parking for People with Disabilities in South Australia' (March 1993) and in accordance with AS1428 Parts 1, 2 and 4.

Reason: Comply with DDA requirements

12. All mechanical services to the building shall be designed, installed and operated in such a manner that any person or persons working within or adjacent to the site should not be subjected to any nuisance or inconvenience from noise or fumes.

Reason: To limit the effect of the mechanical services for activities on the subject land within the site, thereby maintaining the amenity of the locality.

13. All trade waste and other rubbish shall be contained and stored pending removal in covered containers which shall be kept at the rear of the proposed building and screened from public view.

Reason: To maintain the amenity of the locality.

14. No external speakers or other types of sound systems shall be operated outside of the approved building.

Reason: So as not to detrimentally impact on adjoining property owners and users.

15. The total number of people on the site at any one time shall not exceed 500 people with over flow car parking during special events to be provided on the subject land.

Reason: To ensure that adequate onsite carparking is available at all times.

16. Where events on the subject land are likely to generate in excess of 250 people, the applicant shall comply at all times with the requirements of Part 4 of the Department of Planning, Transport and Infrastructure – Guidelines for Events on SA Roads.

Reason: To ensure good traffic management practice.

17. Safety bars in accordance with AS1742 to be designed and constructed at the intersection of Research Road and Jay Street to improve traffic controls at this intersection due to increased traffic.

Reason: To ensure good traffic management practice.

DPTI Conditions

18. The access point to Bridge Road shall be constructed in general accordance with Alborz Group Pty Ltd, Site Plan, Revision 2, Page 1, Dated 17/11/2016
19. The Bridge Road access point shall be provided with generous flaring for entry/left turn taper and exit movements to the satisfaction of Council and DPTI in order to allow convenient ingress and egress movements and to minimise the disruption to the free flow of traffic on Bridge Road. These works shall be completed prior to place of worship becoming operational.
20. The footpath along Bridge Road shall be modified as necessary to facilitate the required flaring/left turn taper and access. All modifications shall be in accordance with Council and DPTI requirements.
21. All road works deemed to be required to facilitate safe access must be designed and constructed to comply with Austroads Guides and Australian Standards and to the satisfaction of DPTI, with all costs (including design, construction, project management and any changes to road drainage, etc.) to be borne by the applicant. Prior to undertaking any detailed design, the applicant shall contact DPTI Traffic Operations, A/Project Liaison Engineer, Mrs Christina Canatselis on telephone (08) 8226 8262 or mobile 0401 120 490 (christina.canatselis@sa.gov.au) to obtain approval and discuss any technical issues regarding the required works.
22. The front fence shall be setback in accordance with Alborz Group Pty Ltd, Site Plan, Revision 2, Page 1, Dated 17/11/2016 to ensure driver sightlines are maximised to/from the Bridge Road access point.
23. The gate shall be setback a minimum of 6.0 metres from the Bridge Road property boundary to ensure that a vehicle can store completely clear of the road prior to the gate being opened/closed.
24. All vehicles shall enter and exit the site in a forward direction.
25. Parking areas shall be designed in accordance with AS/NZS2890.1:2004 and AS/NZS 2890.6.

26. All commercial parking facilities shall be designed in accordance with AS2890.2-2002.
27. No stormwater from this development is permitted to discharge on-surface to Bridge Road and Jay Street. In addition, any existing drainage of the road shall be accommodated by the development and any alterations to road drainage infrastructure as a result of this development shall be at the expense of the developer.

Advice Notes

The proposed cemetery shall be established and maintained in accordance with the Burial and Cremation Act 2013, Burial and Cremation Regulations 2014 and other relevant legislation.

CO-ORDINATION

Officer:	GMCiD	MDS
Date:	15.02.17	10.02.17

ATTACHMENTS

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

1. Revised Application, Drawings and Supporting Information
2. Relevant Development Plan Extracts and Maps, Consolidated 7 July 2016

Attachment 1

Revised Application, Drawings and Supporting
Information

Lou Fantasia PLANNING

27 January 2017

Chief Executive Officer
City of Salisbury
PO Box 8
Salisbury SA 5108

Att George Pantelos

Dear Mr Pantelos

RESPONSE TO REASONS FOR DEFERRAL – Development proposal at 256-258 Bridge Road, Pooraka (DA 361/1549/2016/3B)

We write in response to the Council's Development Assessment Panel's resolution to defer the abovementioned development application at its December 2016 meeting.

In additions to this written response, we enclose an update Traffic Impact Assessment prepared by Tonkin Consulting and amended plans.

The reasons for deferral can be summarised as follows:

1. an alternative location(s) for the proposed playground
2. Provision for overflow parking for peak demand periods.
3. Validation of existing traffic volumes and currency of data.

The above is a summary of the deferral however our response below will address all the key points associated with each reason in turn.

Firstly, we wish to take this opportunity to provide greater clarification of the use of the proposed facility, hours of operation and attendance levels.

The principle activities will be:

Place of Worship

- (1) operating hours between 4:30am and 11pm. Flexibility in operating hours is sought because prayer times are informed by the lunar cycle;
- (2) daily prayers (three times a day).The call to prayer is undertaken using mobile phone technology rather than the traditional loudspeaker;

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- (3) religious studies and education for adult, youth and children with education facilities to provide for the provision of religious teaching for all groups within the religious community'
- (4) community lectures;
- (5) administration office to enable the day to day operation and committee and meeting rooms;
- (6) a library for the loan of religious material and books such as Quran etc;
- (7) marriage ceremonies, funeral prayers and social functions associated with a place of worship; and
- (8) Special religious celebrations (8 times per year)

Cemetery

- (1) The bodies are brought from the hospital or funeral home to the premises to be prepared for internment. The preparation of the deceased involves the washing and wrapping of the body followed by the internment ceremony. (anticipate 4 burial per years based on current size of the congregation); and
- (2) the cemetery is proposed to operate 8.00 am to 5.00 pm, seven days per week.

The following provides an outline of the prayer times and typical numbers anticipated based on the current arrangements and other places of worship of similar size.

Time of The Year Daily Events Jan - Dec	Day of the Week	Event	Summer	Winter	Expected People
	Mon - Sun	Dawn Prayer	Dawn 4:30am to 6:15am	Dawn 5:15am to 6:15am	5 to 7
	Mon - Sun	Noon Prayer	Midday 1:10pm to 1:40pm	Midday 12:30pm to 1:00pm	3 to 7
	Mon, Wed, Fri	Evening Prayer	Sunset 7:30pm to 9:00pm	Sunset 5:45pm to 6:30pm	20 to 30
	Tuesday	Evening Prayer	Sunset 7:30pm to 9:00pm	Sunset 5:45pm to 6:30pm	40 to 50
	Thursday	Evening Prayer	Sunset 7:30pm to 9:00pm	Sunset 5:45pm to 6:30pm	50 to 60
Weekly	Mon - Sat	Adult religious and language classes	Afternoon	Afternoon	10 to 15
	Sunday	Counseling- men & women Children's religious and language classes	Afternoon 7.30pm to 8.30 pm	Afternoon 7.00pm to 8.00pm	2 to 3 15 to 25
Special Events - Islamic Shīa Calendar					
2017 CALENDAR*					
Dates subject to change each year due to Lunar Calendar					
*Jama'at month is 20-30 days					
Ramadhan - 15,17,18 June 2017	Tues, Sat & Sun	3 - Nights-19, 21, 23 Ramadhan	Sunset 8.30pm to 10.00 pm	Sunset 5.45pm to 8.30pm	250-300
EID Prayer- Sha'awal - 25 June 2017	Sunday	Morning Prayer	Morning 7.00am - 8.00 am	Morning 7.00am - 8.00 am	120-150
EID Prayer- 28 Hija - 1 Sept 2017	Monday	Morning Prayer	Morning 7.30am - 8.00 am	Morning 7.30am - 8.00 am	120-150
Muharram -29 ,28 Sept -01 Oct 2017	Fri, Sat, Sun	3 - Nights-8, 9, 10 Muharram	Sunset 7.30am - 10.30 am	Sunset 5.45am - 8.45 am	250-300
Islamic Religious Calendar Year:					
Muharram (Start of New Year)					
Safar					
Rabi' Ul Awwal					
Rabi' Ul Thani					
Jama' Dul Awwal					
Jama' Dul Thani					
Rajab					
Shahban					
Ramadhan					
Sha'awal					
Zi Qada					
Zi Hija (End of the year)					

The Jafaria Islamic Society SA has a congregation of some 300 people. The number of people attending the premises attendees during weekdays will be low in the order of 50-60 people,

except for funerals when number could increase to approximately 150 people depending on the size of the funeral.

The facility has been designed to accommodate the present congregation when the higher numbers of between 250-300 people are anticipated for the special celebration and commemoration days in the Islamic Shia Religious Calendar.

Approval, however is sought for higher numbers with a peak capacity of 500 as facility has been designed to accommodate the anticipated future growth of the congregation.

We now address the reasons for deferral and several other matters raised by staff.

1. Relocate Playground

The playground area has now been relocated to the rear of the church building. The playground was intended to provide a safe and supervised play area for children on weekends when they would be attending services and religious, cultural and language instruction classes is Sunday school.

The key reason for the original location of the playground on the side of the building was to:

- a) to utilise the narrow strip of land extended southwards along Bridge Road;
- b) provide direct access to and from the play area for children; and
- c) provide a safe environment away from the traffic areas of the site.

Following the concerns raised by the Panel members the playground has been relocated to an area directly to the rear of the building. This change has required the design and configuration of the carparking area such that there is no vehicular traffic between the playground area and the building.

2. Provision for overflow parking for peak demand.

Tonkin Consulting have concluded in their previous assessment of the development that on the basis of the provision of 156 car parks, there is sufficient parking for normal weekly activities. Tonkin's further advise that even though there is a 'technical' short fall of some 17 spaces on "special event" calendar days, the parking provision is more than adequate to cater for that peak parking demand.

We note that the Panel wishes the applicant to provide and formalise the parking arrangements based on the peak future demand of the eight special events. Tonkin's has confirmed that all parking associated with the development can easily be accommodated within the confines of the site without spilling out onto Jay Street, Bridge Road, Research Road or in the residential streets on the eastern side of Bridge Road.

The site has a total area of 13,800 square metres of which the building and playground area (as amended) and their curtilage, excluding parking, driveway and cemetery area, will occupy an area of a less than 3000 square metres. We confirm Tonkin's and our earlier

opinion that additional carparking, if required, can easily be accommodated either along one side of the 6.0 metre wide internal driveway; on the last stage of the burials area or on the site of the original playground (now relocated).

Notwithstanding the applicant has agreed to indicate an area for overflow parking to accommodate 20 vehicles, if and when it is required. An informal overflow parking area (ie not sealed or line marked) will be provided on the site of the original playground which will be grassed and accessible from the rear carpark via the southern side of the building.

3. *Vehicle Movements and Traffic*

Traffic impacts

Tonkin Consulting has reviewed the expected traffic generation that the proposal is likely to generate based on the usage and attendance numbers information provided by the applicant.

Tonkin also carried out a survey of traffic volumes and activity in Jay Street (230-300vpd) and reviewed the traffic data available for the Department of Planning, Transport and Infrastructure for Bridge Road (32,800vpd -2016), Research Road average of approximately 6,200vpd based on extrapolating the DPTI's data for the intersections of Bridge road/Research Road (Nov 2013) and Main North Road/Research Road (July 2012); and Crash Data from Location SA for the years 2011-2015 for Bridge Road, Research Road and Jay Street.

DPTI also provided traffic data for Main North Road, Mawson Lakes Boulevard, Maxwell Road and Montague Road indicating that traffic volumes in the broader area have actually reduced by 2% over the past 5 years.

Tonkins advises that based on the 2% variation in the previously recorded volumes the actual traffic volumes on Research Road are likely to be in the order of 6,080 and 6,320vpd.

Tonkins further advises that the additional traffic generated by the development will be relatively low with much of that traffic movement expected from the larger attendances will occur 'out of hours' in the evenings and on weekends and should not conflict with existing traffic volumes on Bridge Road, Research Road and Jay street.

The typical busiest time for the development that will occur on a Tuesday and Thursday evening between 5:45pm – 9:00pm with expected traffic generation of 48 vehicles (arrivals and departures).

The traffic surveys in Jay Street were undertaken during the January school holidays but following the return to work for most business in the area. Tonkins considered that the traffic volumes may be underestimated compared to other times of the year due to the holiday period and applied a 20% loading to the recorded traffic volumes. Even with the

29% loading, Tonkins opine that the traffic volumes in Jay Street of 230 – 300vpd are still relatively low.

Tonkins assessment indicates that there will only be a modest increase in traffic volumes along Bridge Road, Research Road and Main North Road. Traffic volumes in Jay Street may increase by some 68-80 vehicles (34-40 arrivals and departures) however most of that traffic movement will occur after normal business hours and will not conflict with existing business movements in Jay Street.

Access

The proposed Bridge Road access point will allow for left in and left out movements only.

The gate at the proposed access point is located approximately 10m off the kerb line of Bridge Road and will allow sufficient space for at least one vehicle to store completely off Bridge Road to open and close the gate, if the gate is closed. The gate will be kept open during open hours.

DPTI have sought a deceleration lane in Bridge Street as part of the access driveway. Tonkins have revised this advice from DPTI and are of the opinion that this is not warranted on the basis of the low traffic volumes entering the site and those increases in movements do not coincide with the peak flows along Bridge Street.

Tonkins advise that a suitable splay to the driveway to enable easy egress from Bridge Street is considered adequate.

The proposed Jay Street access point will also allow for two way movements.

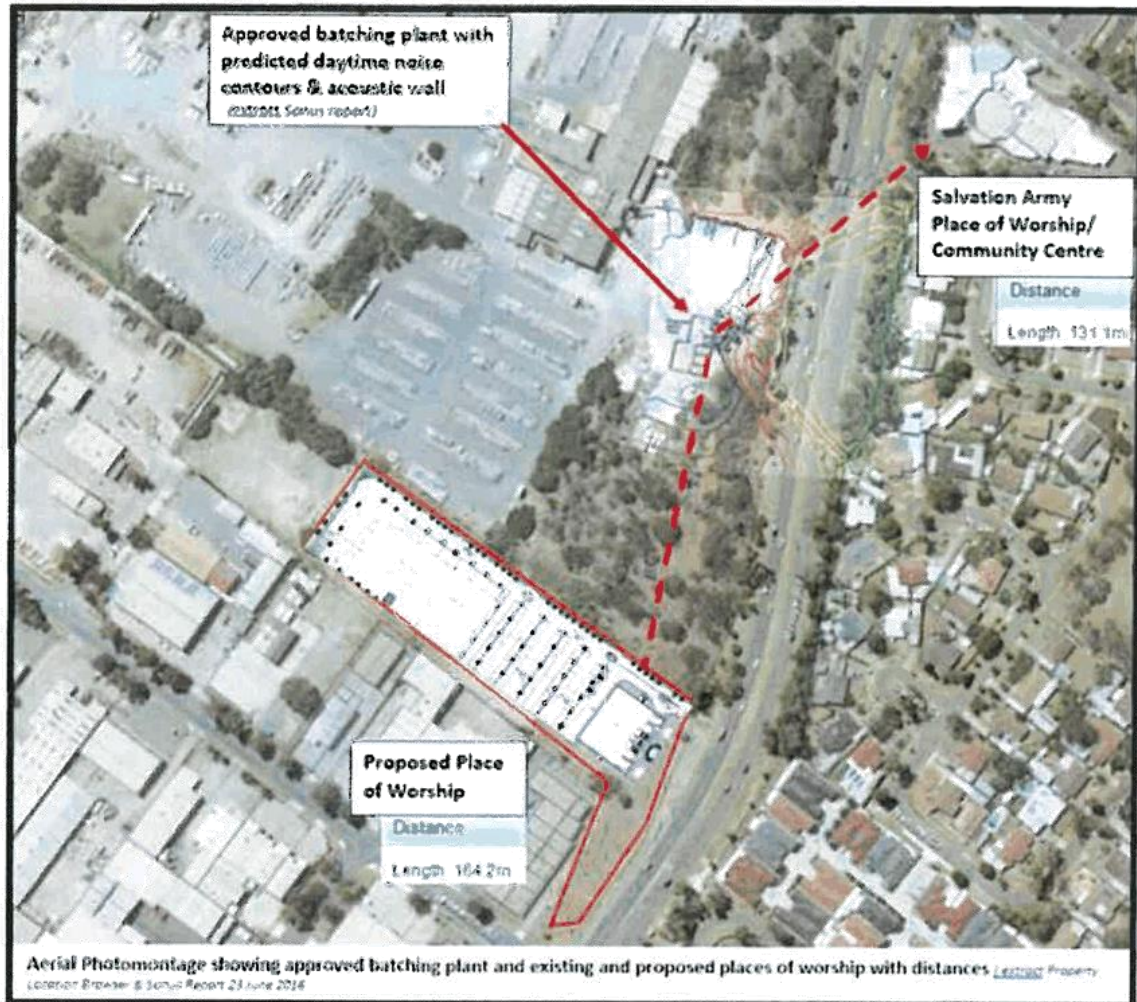
Tonkins further advise that the expected increase in traffic volumes along Jay Street is not expected to result in an adverse impact to the surrounding road network. They reach this opinion on the basis that most of the additional traffic will occur outside of normal business hours, the current traffic levels in Jay Street, based on the survey data, is relatively low and Jay Street has adequate capacity to accommodate the expected additional traffic volumes.

4. Sensitive land Uses

The issue of sensitive land uses has been raised in respect of the potential impact of the new Holicm 'Batching Plant' which was approved at the December 2016 meeting.

We note that within the locality of the approved batching plant are the residential properties on the eastern side of Bridge Road and the Salvation Army Church and Community Centre at the corner of Bridge Road, Maxwell Road and Jennifer Crescent. The Salvation Army Church is located within approximately 131 metres of the approved batching plant whereas the proposed place of worship is located over 160 metres from the site of the batching plant.

Below is an aerial photograph of the locality which shows the site of the approved batching plant with the noise contours from the Sonus Report and the relative distances from the existing and proposed places of worship.



We have reviewed the relevant Environment Protection Authority Act and guidelines relating to the management of noise and air quality to ascertain what is considered to be a 'sensitive land use'.

Sensitive use is defined under the Environment Protection Act as:

sensitive use means—

- (a) use for residential purposes; or*
- (b) use for a pre-school within the meaning of the Development Regulations 1993; or*
- (c) use for a primary school; or*
- (d) use of a kind prescribed by regulation;*

The most recent EPA guideline is "Evaluation Distances for Effective Air Quality and Noise Management. August 2016". This guideline provides a list of activities considered by the EPA to be 'sensitive land uses'. This list has been expanded somewhat from the list of sensitive land uses in the EPA's now superseded 'Guidelines for Separation Distances July 2007'.

The following is the list of 'sensitive land uses' from the 2016 Guideline:

- *caravan parks*
- *child care centres*
- *community centres*
- *consulting rooms*
- *education institutions*
- *hospitals*
- *hotels and motels*
- *nursing homes and retirement villages*
- *parklands, recreation areas and reserves (regular public use, eg sporting fields*
- *residential dwellings and associated private outdoor recreational areas (including detached dwellings, multiple dwellings, flat/apartment buildings, row dwellings and semi-detached dwellings*
- *tourism accommodation*
- *residential zones*

Extract 'Evaluation distances for effective air quality and noise management August 2016'

A place of worship and cemetery are not identified as sensitive land uses.

In the assessment of the batching plant neither Holcim, Sonus, Council nor the Environment Protection Authority considered the existing nearby existing Salvation Army Church in a Residential Zone as a 'sensitive land use' for the purposes noise and air quality management.

The Tonkin Consulting in the Environmental Report prepared for this development took into account the now approved batching plant, the location of residential properties, the Salvation Army Church and location of the proposed development. The report found that there would be no additional risk too industrial operations of Holcim by the proposed place of worship.

Since a place of worship and cemetery are not considered 'sensitive land uses', no special noise and air quality measures need to be incorporated in the design and construction of the building. Notwithstanding the proposed building will be constructed of masonry (face brick or rendered or painted concrete tilt up construction.

5. **Fencing**

The proposal seeks to retain and construct new fences to the perimeter boundaries with gates at Bridge Road and Jay Street to secure their site and comply with their legislative obligations. Regulation 22 of Part 3 of the Burial and Cremation Regulations 2014 requires the cemetery be securely fenced at all times.

"Reg 22—Cemetery to be fenced

The relevant authority for a cemetery or natural burial ground must ensure that the cemetery or natural burial ground is securely fenced at all times.

Maximum penalty: \$2 500."

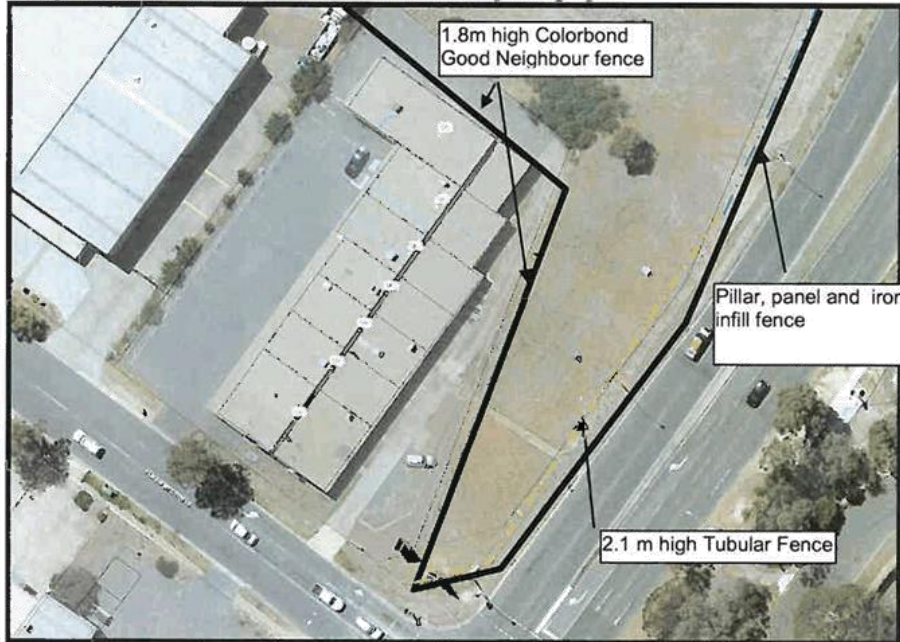
The applicant proposes to:

1. construct a fence along the Bridge Road frontage along the alignment recommended by Tonkin Consulting. The northern section of fence directly in front of the building will be pillar, panel and iron infill style with gates with a 2.1 metre high black powder coated tubular fence to the southern section extending to Research Road.

The open tubular fence is preferred along the southern section of the front fence given the setback from the front boundary and the site contours with a batter of approximately 1.0 metre down from the back of footpath level.

2. retain of the existing 2.1 metre high chain mesh fence along northern and western boundaries, and
3. provide a 1.8 metre high colorbond Good Neighbour fence to the entire southern boundary and the portion of the western boundary extending to Research Road.

It is acknowledged that the proposed development will result in the loss of some visibility of the Research Road shops from Bridge Road. This is an unfortunate consequence of the 'L' shape configuration of the land with the bottom of the 'L' extending across the entire eastern side boundary of the shopping centre property and the slope of the land down from Bridge Road as can be seen from the aerial and photographs above.



Aerial view of 'finger' of subject land and existing shops.



View looking across Bridge Road



View looking across Research Road to Bridge Road.

These shops have benefited over the years with the land being in government ownership and remaining undeveloped thereby being able to borrow visibility to Bridge Road. However the shopping centre land only has frontage to Research Road ie it does not have any frontage to Bridge Road. The eastern boundary of the shopping centre land is a shared boundary with the subject land and any owner of the subject land is legitimately able to fence and secure its property.

Conclusion

On balance, we have concluded that the proposal, as amended, is an orderly and economic form of development which is sufficiently consistent with the relevant provisions of the Development Plan and above all, one which demonstrates a considerable degree of planning merit in that:

- it will not decrease the amount of land available for industrial purposes within the Industry Zone;
- the building is of an appropriate size and scale and is contemporary in design using high quality construction and materials;
- it will not result in any additional unreasonable acoustic or traffic and carparking impacts to the locality, the adjoining and nearby industrial and commercial uses, and the residential properties on the opposite side of Bridge Road.
- it is appropriately sited in a zone and locality that does not contain sensitive land uses that could potentially be adversely impacted; and

- more than adequate car parking is available on-site to accommodate peak parking demand of worshippers and visitor to the site.

Further to the Tonkin Consulting and opinion and advice, we request that the recommended DPTI Conditions 17, 18 and 19 of the planning report requiring the provision of a deceleration lane in Bridge Street as part of the access driveway with associated footpath accommodation works be deleted as is not warranted on the basis of the low traffic volumes entering the site and those increases in movements do not coincide with the peak flows along Bridge Street. We advise that the applicant agrees to provide a wider taper to the driveway to facilitate the entry of vehicles into the site.

For all those reasons specified herein, the proposed development as amended in our view warrants Development Plan Consent.

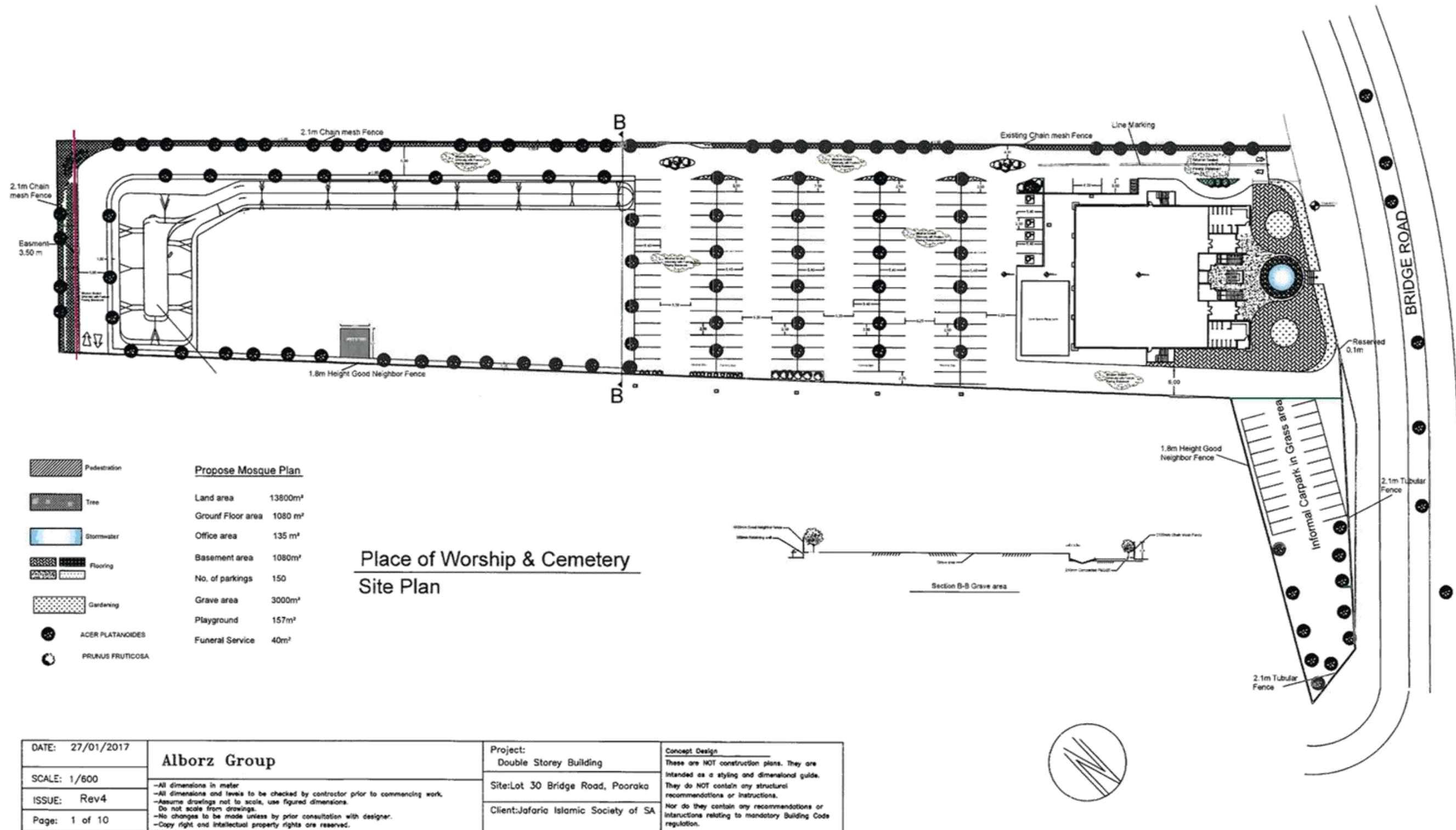
Please do not hesitate to contact us should you have any questions or require any further information in this matter.

Yours faithfully



Lou Fantasia MPIA KCHS
Certified Practising Planner

Place of Worship & Cemetery



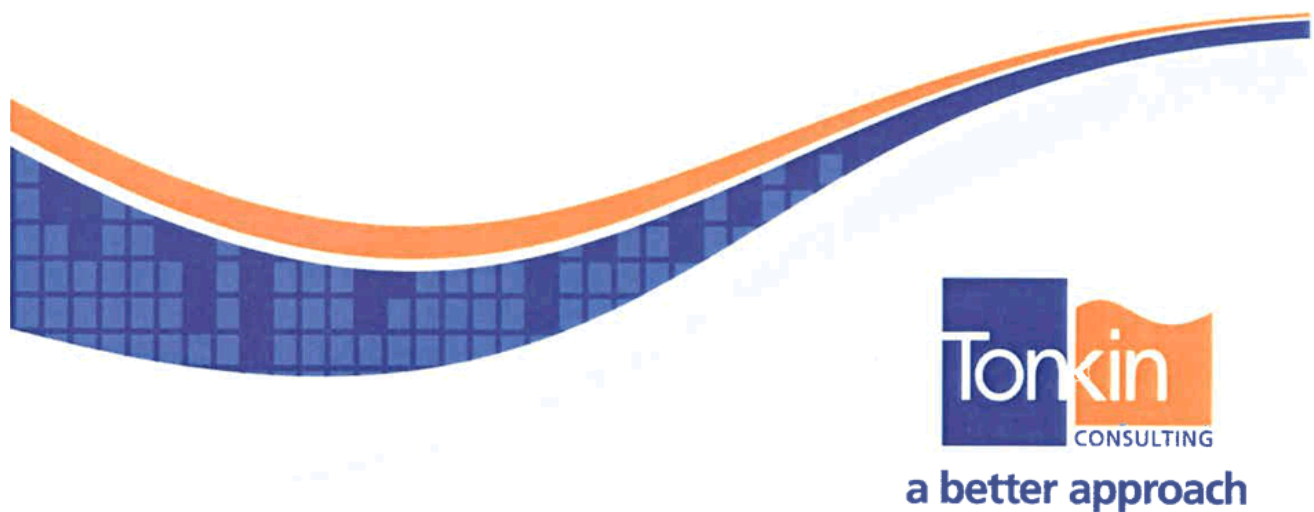
256 – 258 Bridge Road Development, Pooraka

Traffic Impact Assessment

Lou Fantasia Planning Pty Ltd

January 2017

Ref No. 20161108R001C





Document History and Status

Rev	Description	Author	Reviewed	Approved	Date
A	For Client Comment	PZ	RB	RB	14 October 2016
B	Final	PZ	RB	RB	9 November 2016
C	Additional details following DAP meeting	PS		PS	30 January 2017

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1 Introduction

Lou Fantasia Planning Pty Ltd engaged Tonkin Consulting to undertake a Traffic Impact Assessment of the proposed development at 256 – 258 Bridge Road, Pooraka. The development site is located just north of Research Road, with various businesses surrounding the development including a Humes site to the north. The development extends north-west to Jay Street.

The development consists of a building for a place of worship, car parking, access roads, playground and a grave area for up to 1000 individual plots.

A site inspection was undertaken on 5 October 2016.

This report presents a traffic impact assessment for the proposed development, detailing the likely impacts of the development and the associated traffic and parking movements at the development, and whether any turning treatment from Bridge Road is required.

This specific report provides additional information requested by Council following deferral of the application through the planning process.

Figure 1.1 below shows the location of the proposed development.



Figure 1.1 Locality Plan

2 Existing Conditions

2.1 Subject Site

The development site is located on Bridge Road just north of Research Road in the suburb of Pooraka.

The development will extend north-west towards a rear access point located on Jay Street. The development is surrounded by commercial properties including a Humes site located to the north of the development and vacant land adjacent to Bridge Road (refer Figure 1.1).

2.2 External Road Network

2.2.1 Adjoining Roads

The roads in the immediate vicinity of the proposed development are under the care and control of the City of Salisbury (Council) and the Department of Planning, Transport and Infrastructure (DPTI). Of particular focus is the existing conditions of Bridge Road which will be impacted (along with other local roads) from the proposed development.

Bridge Road

Bridge Road functions as an arterial road and is a dual carriageway with two lanes in each direction, separated by a wide solid median (Figure 2.1). Each carriageway has a width of approximately 7.4m, with the central solid median having a width of approximately 4.7m.

The road has a posted speed limit of 60km/h, with traffic volumes obtained from DPTI indicating 32,800 vpd (2016) in this section of Bridge Road adjacent to the proposed development.

There are no dedicated bicycle lanes provided on each carriageway. There are clearway restrictions on both carriageways of Bridge Road, which restrict on-street parking on Monday to Friday, between the hours of 7.30am to 9.00am and 4.30pm to 6.00pm.



Figure 2.1 Looking north-east along Bridge Road

Research Road

Research Road functions as a collector road and is under the care and control of the Council. Research Road has a carriageway width of 11m kerb to kerb, with a number of business access points along its length. It is a two-way undivided road with a speed limit of 50km/h. Kerbside parking is permitted along the majority of the road (Figure 2.2).

Research Road forms a signalised junction with Bridge Road. At this point the southbound lane on Research Road forms into dedicated left and right turning lanes that lead onto Bridge Road.

Council does not any have traffic data for Research Road. DPTI have provided turning count data at the junctions of Research Road / Main North Road (July 2012) and Research Road / Bridge Road (November 2013). Both turning counts indicate Research Road carries an average of approximately 6,200 vpd at either end of the road.

While this data is now 4-5 years old, DPTI also provided data from Main North Road, Mawson Lakes Boulevard, Maxwell Road and Montague Road indicating that traffic volumes in the broader area have actually reduced by 2% over the past 5 years.

Allowing for a 2% variation in the previously recorded volumes, actual volumes on Research Road are likely to be in the order of 6,080 and 6,320vpd.



Figure 2.2 Looking south-east along Research Road

Jay Street

Jay Street is a local access road under the care and control of Council. Jay Street serves various local businesses with access points along the its length. The road is approximately 10m wide kerb to kerb (Figure 2.3).

Traffic volumes were collected between 16th – 22nd January 2017. Typical weekday volumes were between 192 – 254 vpd (average weekday 226 vpd) with the "peak hour" occurring between 11:00am – noon (23 vph). Traffic volumes on Saturday and Sunday were 220 vpd and 102 vpd respectively.



We note the traffic surveys were undertaken during the January school holidays which may have under estimated volumes at other times of the year. Even allowing for an additional 20% over the recorded volumes, typical traffic volumes might be in the order of 230 – 300 vpd, which are still relatively low.

77% of vehicles are passenger cars, 17% medium rigid trucks/commercial vehicles, and 1% longer articulated commercial vehicles.

Traffic volumes outside of normal business hours are very light as shown in the following graph.

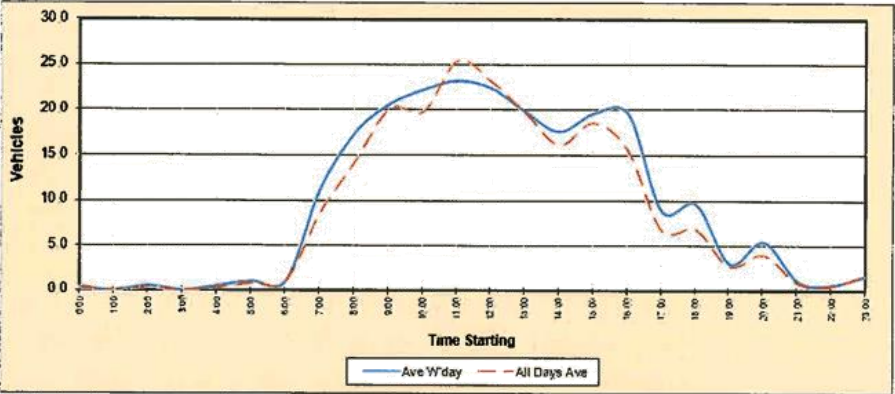


Figure 2.3 Average traffic volumes per hour – Jay Street



Figure 2.4 Looking east along Jay Street

2.2.2 Crash Data

Crash data has been obtained from LocationSA between for the years 2011 – 2015. This indicates the following as outlined in Table 2.1.

Table 2.1 *Crash Data*

Location	Crashes	Casualty	Fatal
Bridge Road (between Research Road and proposed access point)	1	0	0
Bridge Road / Research Road Junction	14	8	0
Research Road (between Bridge Road and Jay Street)	6	2	0
Research Road / Jay Street Junction	1	0	0
Jay Street	0	0	0

A summary of Table 2.1 includes:

- Of the 14 crashes at the Bridge Road / Research Road junction, 7 were rear end, 2 were hit fixed object, 1 was a right angle and 4 were right turn.
- Of the 6 crashes on Research Road, 2 were right angle, 1 was a side swipe, 1 was a hit parked vehicle and 2 were hit fixed object.

2.2.3 Public Transport

Bridge Road is a bus route with bus stops located on both sides of the road, approximately 35m east of the junction with Research Road. These bus stops are serviced by the 500, 502, 502X, 560, 560A and N502 routes.

2.2.4 Pedestrian Infrastructure

Footpaths are provided on both sides of Bridge Road and Research Road within the subject site. Jay Street does not provide for any footpaths. There are controlled pedestrian crossings over Bridge Road and Research Road at the Bridge Road / Research Road signalised junction.

2.2.5 Other Infrastructure

There is lighting infrastructure on both sides of Bridge Road adjacent to the proposed development.

A side entry pit is located in the central median on Bridge Road opposite the eastern most corner of the proposed development (Figure 2.4).

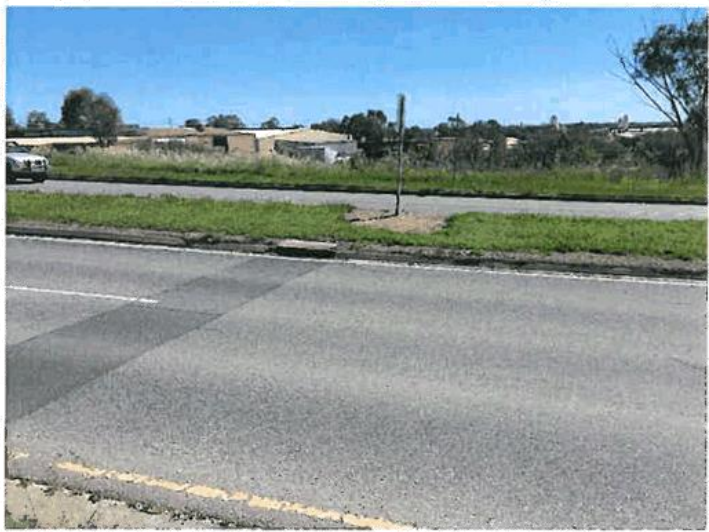


Figure 2.5 Side entry pit on Bridge Road, looking north towards the proposed development

3 Development Proposal

3.1 Land Uses

The development proposal provides for:

- Total land area of 13,800m²
- A building providing a place of worship with prayer hall, meeting and teaching rooms, office area and ancillary rooms
- Car parking for 150 formal spaces (including 4 DDA parks) and 20 overflow spaces)
- Playground area at rear of the building
- Cemetery/burials area at the rear of the site

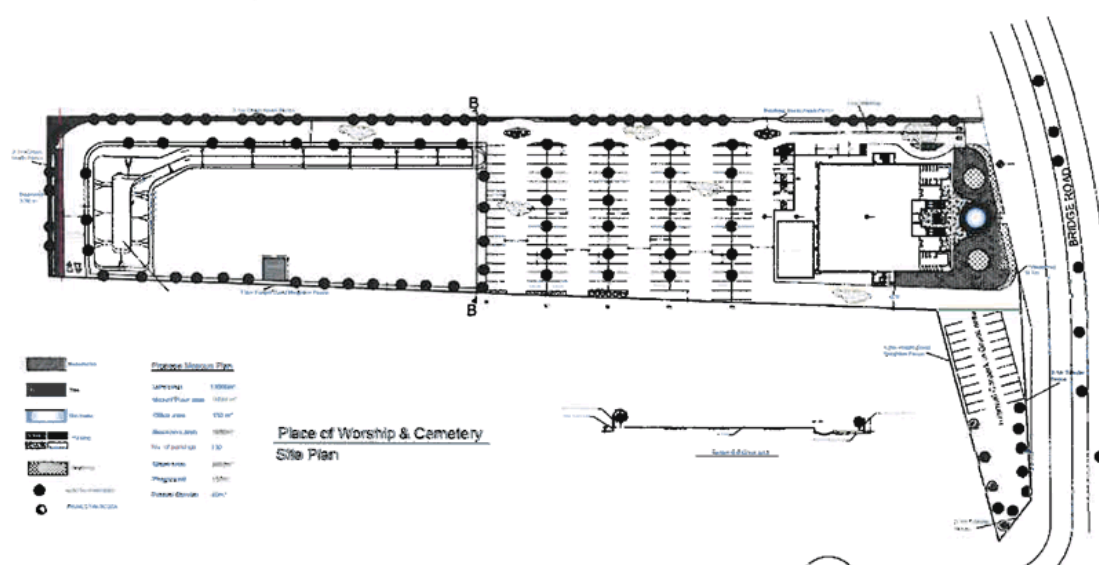


Figure 3.1 Proposed Development Layout

3.2 Parking

Car parking will be provided for the land uses as indicated above. It is proposed 150 formal parking spaces will be provided on site. Including four for disabled use.

In addition, the site can accommodate at least 20 informal parks as "over-flow" spaces in the grassed area fronting Bridge Road. Additional parks could also be accommodated on the roadway adjacent the cemetery if absolutely necessary.

3.3 Vehicle Access

Vehicle access to the development is proposed from two locations, one of which is an existing access point to Jay Street

The new access point will be from Bridge Road, at the eastern edge of the site (as indicated in Figure 3.1).

Both the new and existing access points will provide for two-way access.

3.4 Usage

The client has provided the following outline on the expected usage of the development. Further details are contained in Appendix A.

3.4.1 Typical Day

- operating hours between 5am and 11pm. Flexibility in operating hours is sought because prayer times are informed by the lunar cycle;
- daily prayers (up to five times a day). The call to prayer is undertaken using mobile phone technology rather than the traditional loudspeaker;
- religious studies and education for adult, youth and children with education facilities to provide for the provision of religious teaching for all groups within the religious community;
- community lectures;
- administration office to enable the day to day operation and committee and meeting rooms;
- a small shop to enable the sale of Islamic related religious material such as books;
- marriage ceremonies, funeral prayers and social functions associated with a place of worship (but not birthdays, anniversaries or political discussions/campaigns); and
- Special religious celebrations (8 times per year)

The following provides an outline of the prayer times and typical numbers anticipated based on the current arrangements and other places of worship of similar size.

Prayer	Time (depending on season)	Participants
Dawn	Daily 4:30am – 6:15am	< 10
Noon	Daily Noon – 1:40pm	< 10
Evening	Mon, Wed, Friday 5:45pm – 9:00pm	20-30
Evening	Tues and Thursday 5:45pm – 9:00pm	40-60
Sunday	7:00pm – 8:30pm	15-25

3.4.2 Cemetery

- The bodies are brought from the hospital or funeral home to the premises to be prepared for interment. The preparation of the deceased involves the washing and wrapping of the body followed by the interment ceremony;
- anticipate 4 burials per years based on current size of the congregation;
- the cemetery is proposed to operate 8.00 am to 5.00 pm, seven days per week; and
- attendances at funeral services could be approximately 100 people.

3.4.3 Special Services

In addition to the regular services outlined above, the applicant has advised that there will be 8 special services throughout the year based on the Islamic Shia Calendar. This timing of these events varies from year to year. Based on 2017 the following outline has been provided:

- Ramadhan - 15,17,18 June 2017
3 nightly services between 5:45pm – 8:30pm on Thursday, Saturday and Sunday
Expected attendances 250 – 300 people
- EID Prayer SHAHWAL - 25 June 2017
Sunday morning prayers between 7:00am – 8:00am
Expected attendances 120 – 150 people
- EID Prayer ZIL HIJJA - 1 SEPTEMBER 2017
Monday morning prayers between 7:00am – 8:00am
Expected attendances 120 – 150 people
- Muharram - 29,28 September, 1 October 2017
3 nightly services between 5:45pm – 10:30pm on Friday, Saturday and Sunday
Expected attendances 250 – 300 people

4 Assessment

This section assesses the traffic impacts of the proposed development.

4.1 Traffic Generation

The client has provided data to estimate the traffic expected traffic that will use the proposed development. Refer Appendix A.

Traffic generation rates will vary between events as the expected occupancy rates (people per vehicle) will vary. Based on the information provided by the applicant we have prepared the following summaries.

4.1.1 Typical Day

Prayer	Time (depending on season)	Participants	Occupancy Rate	Traffic Generation (one way)
Dawn	Daily 4:30am – 6:15am	< 10	1	10
Noon	Daily Noon – 1:40pm	< 10	1	10
Evening	Mon, Wed, Friday 5:45pm – 9:00pm	20-30	1.25	24
Evening	Tues and Thursday 5:45pm – 9:00pm	40-60	1.25	48
Sunday	7:00pm – 8:30pm	15-25	1.5*	17

(* a higher occupancy rate of 1.5 is considered reasonable as these classes involve children)

The additional traffic generated by the development on a typical day will be relatively low. Dawn and noon services are likely to generate an additional 10 arrivals and departures. Tuesday and Thursday evening services might generate up to an additional 48 arrivals and departures.

Importantly, much of the additional traffic movements will occur "out of hours" and should not conflict with existing volumes in Bridge Road, Research Road or Jay Street.

- Dawn prayers last 30 minutes and should be over by 6:15am
- Noon services also only last 30 minutes and will generate around 20 trips (10 entries and 10 exits)
- Evening services vary between 30 minutes and 1.5 hours. Arrivals will vary between 5:45pm and 7:30pm depending on the time of year, and exit movements will occur between 6:30pm and 9:00pm.
- Sunday services will last 1.5 hours and occur in the evening when there is little to no traffic in Jay Street and low volumes in Bridge Road and Research Road.

4.1.2 Cemetery

The cemetery is proposed to operate between 8.00 am to 5.00 pm, seven days per week and may attract up to 100 people. Based on average occupancy rate of 2 – 2.5 people per car, these events might generate 40 – 50 vehicles arriving and departing.

The timing of these events may occur throughout the day and coincide with the “peak” traffic flows along Jay Street that occur between 11am and noon (although actual volumes are very low).

4.1.3 Special Events

The special events held 8 times per year may attract up to 150 people for Sunday and Monday morning services of 30 minutes duration, and up to 300 people for evening services of 2.5 hours duration, based on the current size of the community. Based on average occupancy rate of 3 people per car, these events might generate:

- 50 vehicles arriving and departing for the morning services (7:00 – 8:00am); and
- 100 vehicles arriving and departing for the evening services (5:45 – 10:30pm).

Importantly, much of the additional traffic movements will occur “out of hours” and should not conflict with existing volumes in Bridge Road, Research Road or Jay Street.

The availability of 150 car parks for 300 people actually equates to an average occupancy rate of 2 people per car. We believe a rate of 3 people per car is more appropriate given the high rate of families attending these occasions.

4.2 Traffic Distribution and Impact

4.2.1 Network Distribution

The traffic distribution has been broadly based on the following distribution of traffic from the surrounding areas.

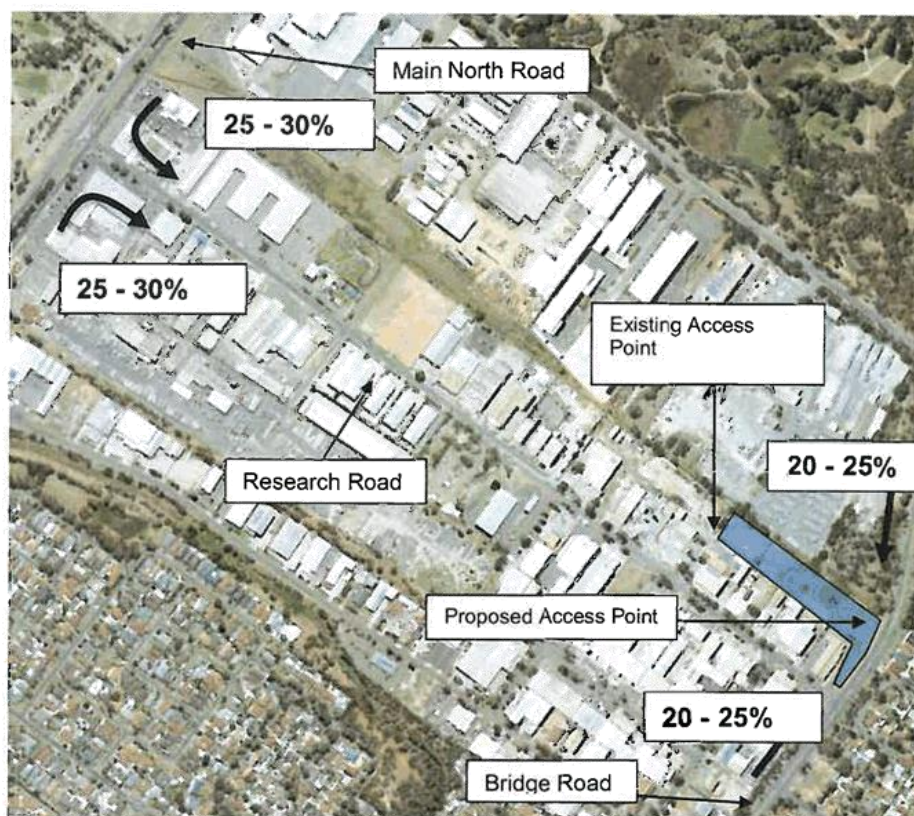


Figure 4.1 Expected traffic distribution

4.2.2 Typical Day

This assessment is based on the typical busiest time for the development that will occur on a Tuesday and Thursday evening between 5:45pm – 9:00pm. Expected traffic generation of 48 vehicles (arrivals and departures).

There will only be a modest increase in traffic volumes along Bridge Road, Research Road and Main North Road. Volumes in Jay Street may increase by 68-80 vehicles (34-40 arrivals and departures), although we note that these movements will occur after normal business hours and will not conflict with existing movements in Jay Street.

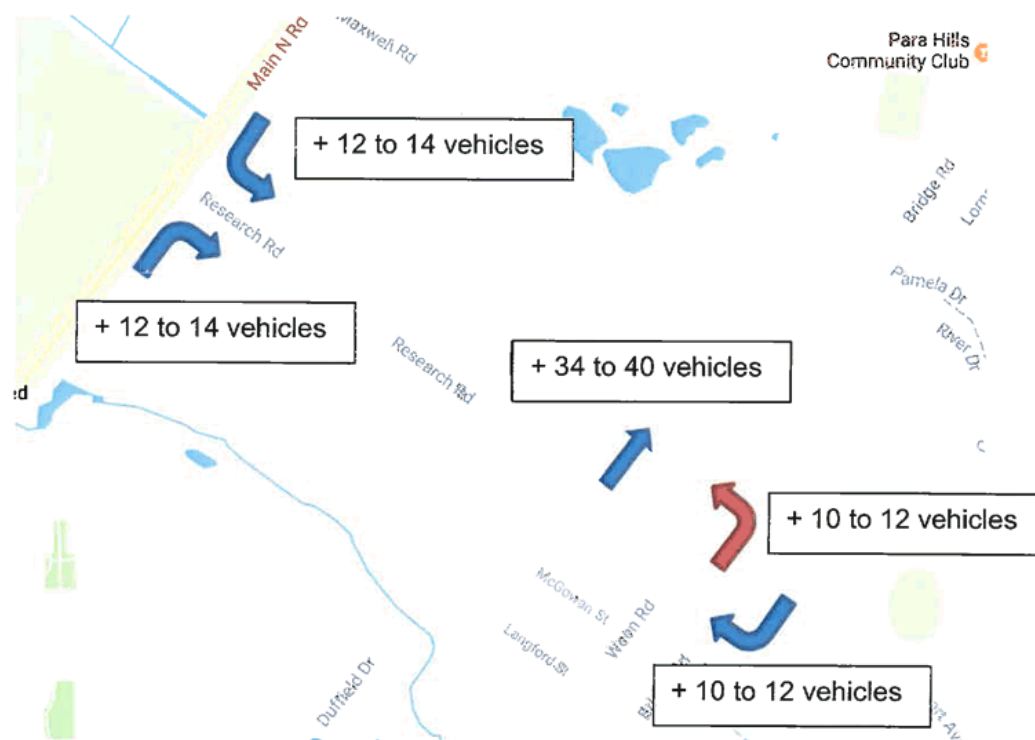


Figure 4.2 Expected additional traffic volumes – Typical Tues / Thurs Evening ARRIVALS

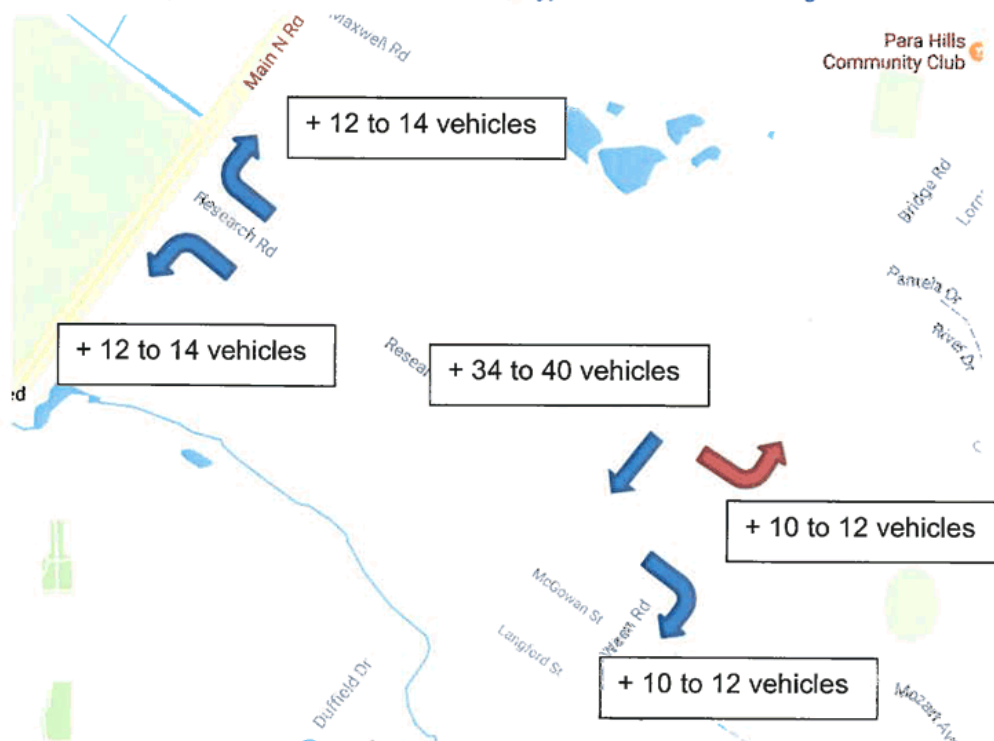


Figure 4.3 Expected additional traffic volumes – Typical Tues / Thurs Evening DEPARTURES

4.2.3 Cemetery

The additional traffic generated by a funeral (up to 50 vehicles) will be similar to the data shown above for a typical Tues / Thursday evening (48 vehicles), with the exception that the times of operation will more likely coincide with traffic in Jay Street and the surrounding road network. Nonetheless, the addition of 68-80 vehicle movements in Jay Street during the day (34 – 40 arrivals and departures) an estimated four times per year is considered acceptable, noting that existing peak volumes in Jay Street are only in the order of 30 vehicles per hour.

4.2.4 Special Events

The 8 major events throughout the year will have the greatest traffic impact. Based on 300 people attending the development, we have estimated the additional traffic generation to be 100 vehicles arriving and departing the site (based on an average occupancy of 3 people per vehicle).

The following plans show the likely additional traffic generation for these events.

The timing of these special events also occurs after normal business hours in Jay Street and will not cause any major issues. 34-40 vehicles are likely to arrive via Jay Street between 5:45pm and 8:00pm, and a similar number will exit via the street between 8:30pm and 10:30pm.

Existing traffic volumes in Jay Street after 5:00pm are generally only 5-10 vehicles per hour, highlighting the road has plenty of capacity for the modest increase in traffic volumes.

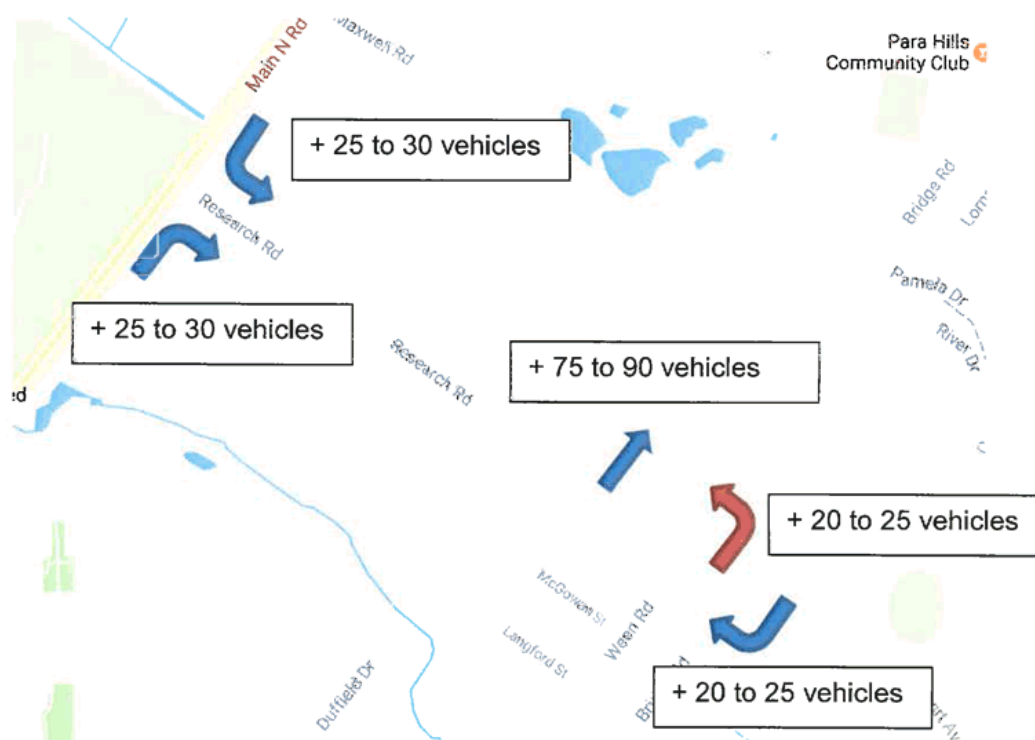


Figure 4.4 Expected additional traffic volumes – Peak Special Event **ARRIVALS**

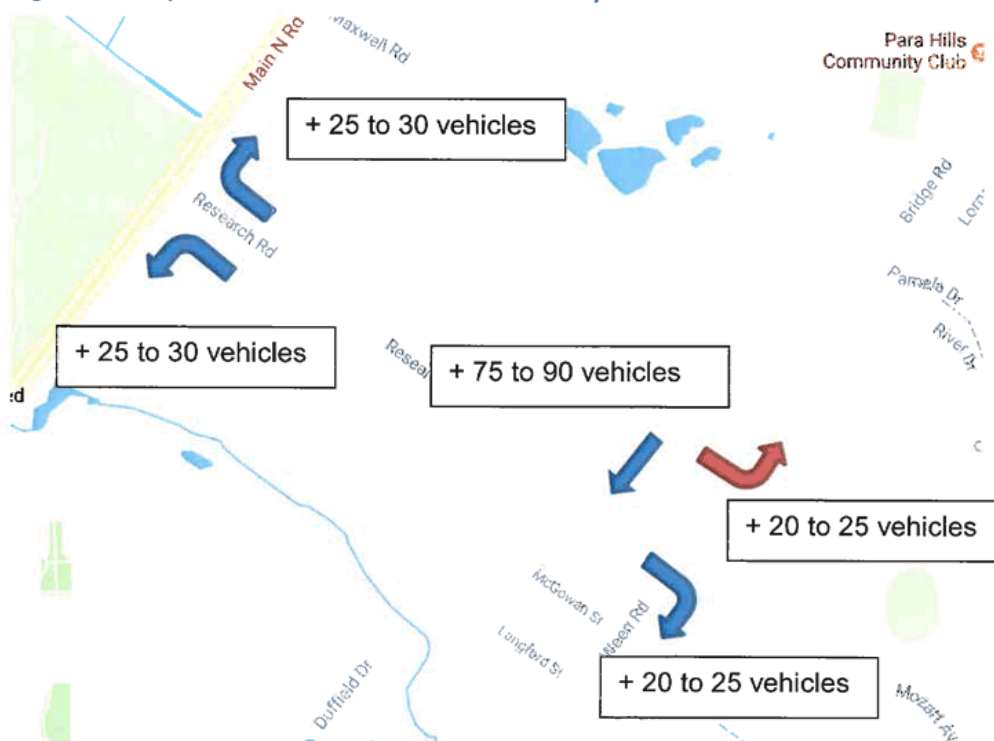


Figure 4.5 Expected additional traffic volumes – Peak Special Event **DEPARTURES**

4.3 Development Access

4.3.1 Vehicle Types

The expected vehicle types that will access the development are private vehicles and vans for families etc. There is no expectation that mini buses will access the site, hence the development does not require a dedicated mini bus parking area.

The indented space at the proposed access is intended to be used as a drop off / passenger loading and unloading area. To improve the storage of the indented space, the length should be extended as shown by the red dashed line in Figure 4.2. This would provide a storage bay of approximately 18m. The edge of the storage bay is approximately 6m from the centreline of the access road, which would allow entering vehicles to pass stored vehicles, preventing queuing back onto Bridge Road.

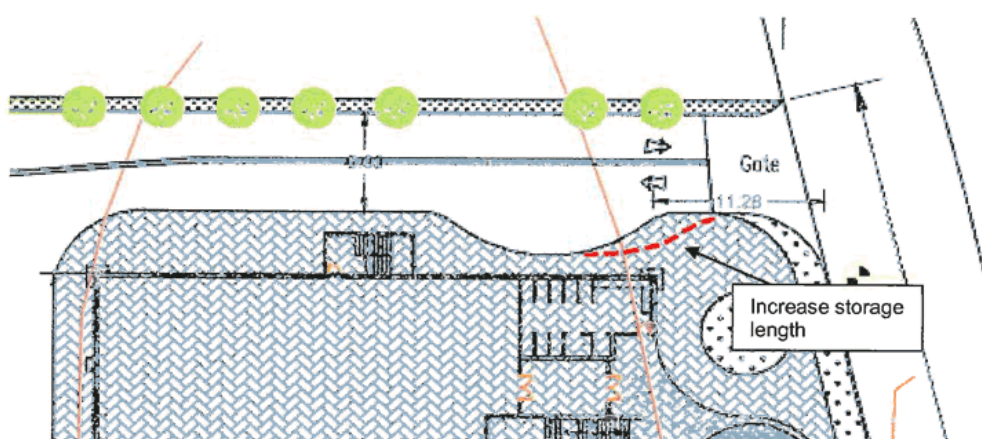


Figure 4.6 Modification to the indented drop off / passenger loading and unloading space

4.3.2 Access Points

Proposed Access onto Bridge Road

The proposed access point will allow for left in and left out movements only. From the expected traffic distribution outlined in Section 4.2 and allowable movements at this access point, this will result in approximately 38 vehicles using this access point on special event day (worst case) from Bridge Road from the south.

The gate at the proposed access point is located approximately 10m off the northern kerb line of Bridge Road. This will allow sufficient space for at least one vehicle to store completely off Bridge Road to open and close the gate. This access point will also allow two way movements.

The gradient of approximately 10% at the proposed access meets the requirement of AS2890.1.

DPTI have sought a deceleration lane in Bridge Street as part of the access driveway. We do not believe this is warranted on the basis of the low traffic volumes and the increases in movements do not coincide with the peak flows along Bridge Street. The provision on a suitable splay to the driveway to enable easy egress from Bridge Street is considered adequate.

Existing Access onto Jay Street

The expected increases in traffic volumes along Jay Street are not expected to result in an adverse impact to the surrounding road network.

The existing access on Jay Street will allow two way movements to occur, with queuing not considered an issue at this location. This access point is also directed through a Council easement.

As previously noted, most additional traffic volumes will occur outside of normal business operating hours. Current traffic volumes in Jay Street are relatively low and the road has adequate capacity to accommodate the additional volumes expected.

4.4 Internal Layout

4.4.1 Parking

As previously mentioned, the special day events are expected to generate 300 members to the site in the foreseeable future. As these events are family orientated, we have assumed an average occupancy of 3 people per car for these events. On this basis there will be a requirement for 100 parking spaces.

The proposed development will provide for 150 car parks.

Over time, the applicant has advised the development could have a capacity up to 500 people for special events, depending on growth within the congregation. Based on an average occupancy of 3 people per car, the current car park has capacity for 450 people. The overflow car park (20 spaces) provides for another 60 people.

Overall we believe the provision of car parking is adequate to meet the expected short and longer term demands.

The car park layout was assessed based on the requirements set out in AS2890.1 'Off-street car parking'. The car park is classified as a User class 2.

Overall the car park accords with AS2890.1.

A concept civil design layout indicates a longitudinal gradient of the car park of approximately 4.5% which meets the AS2890.1 requirement of a 5% maximum grade.

It is noted AS2890.6 'Off-street parking for people with disabilities' requires the pavement slope to be no more than 1:33 in any direction (approx. 3%). As indicated by the concept civil design layout this current slope does not meet the required gradient.

4.4.2 Internal Road Network

Traffic flow through the internal road network will be two-way through the car park and at both access points. Based on the concept civil design there is sufficient aisle width and road width to accommodate the two way movements.

The dividing strip along the driveway and car park aisle will be painted lines.

4.5 Sight Distance

A site inspection was undertaken to determine the issues associated with sight distances at the two access points for the proposed development.

4.5.1 Proposed Access onto Bridge Road

Sight distance was assessed 3m off the kerb at the proposed access point. Figure 4.4 below shows sight lines from this location.



Figure 4.7 Sight lines from the proposed access point, looking west and looking east

Sight distance was assessed in accordance with Austroads Guidelines and the Approach Sight Distance (ASD). Austroads requires an ASD of 92m for a design speed of 70km/h.

Observations showed sight distance to the west of the proposed access point meets Austroads ASD requirements. It is suggested trimming of the vegetation would further improve sight lines.

A plan view further demonstrating sight distance at the proposed access is shown in Figure 4.5 (blue line).

However, the development application has indicated a fence will be constructed at the front of the site along Bridge Road. This would impact on sight distance to the west, which is the critical sight line at this access point.

Figure 4.2 shows a revised sight line (red line) to the west from the proposed access point taking into consideration the proposed location of the fence along Bridge Road. This results in sight distance of approximately 85m, which does not meet Austroads ASD requirements (92m).

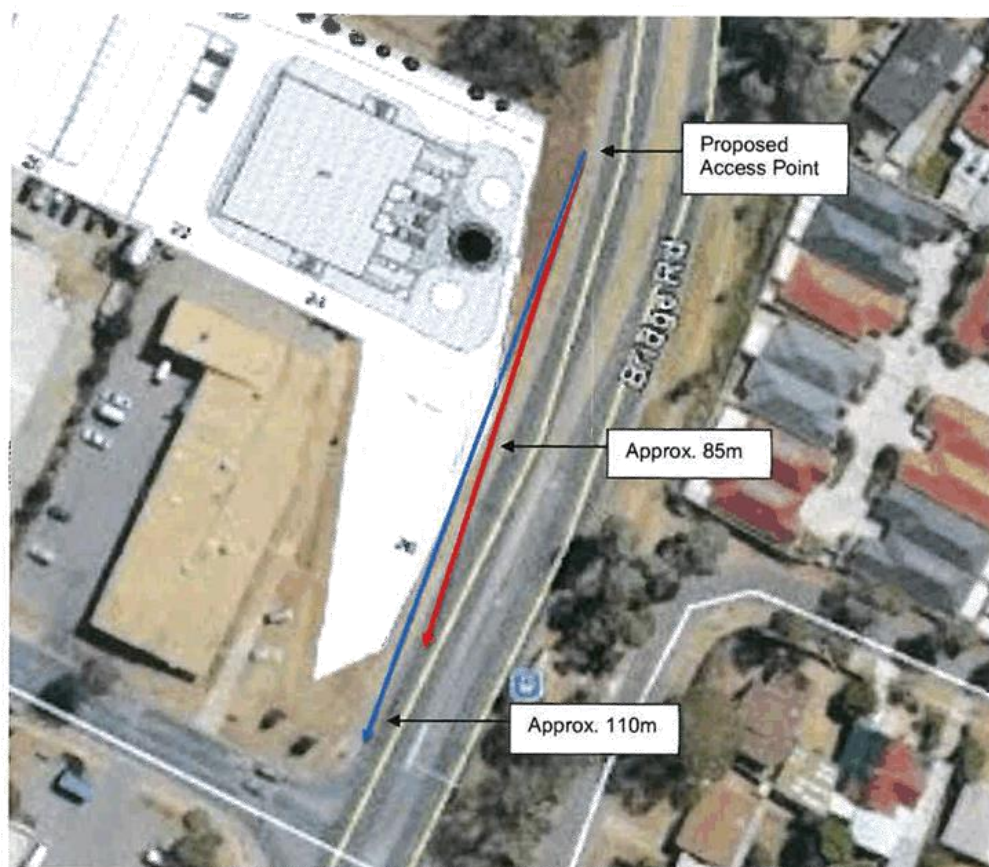


Figure 4.8 Sight distances from the proposed access point on Bridge Road, without the fence (blue line) and with the fence (red line)

4.5.2 Existing Access onto Jay Street

There are no sight line issues for the existing access point at the end of Jay Street.

5 Conclusions and Recommendations

Based on the site inspection and examination offered within this report, the following conclusions and recommendations have been made:

- The increase in traffic from the proposed development would not impact on the operation of the surrounding road network
- There is no requirement for a right turn treatment from Bridge Road into the proposed access
- The fence aligning Bridge Road is required to be shifted further back from Bridge Road to improve sight distance from the proposed access and meet Austroads requirements
- The parking arrangement will provide 150 formal and 20 overflow car parks. There is sufficient parking for normal weekly activities and special events.
- The design of the car park accords with AS2890.1
- Both access points and traffic flow within the site will provide for two-way movements



Appendix A

Expected Usage – Client Data



Time of The Year	Day of the Week	Event	Summer	Winter	Expected People
Daily Events Jan - Dec	Mon - Sun	Dawn Prayer	Dawn 4:30am to 6:15am	Dawn 5:15am to 6:15am	5 to 7
	Mon - Sun	Noon Prayer	Midday 1:10pm to 1:40pm	Midday 12:30pm to 1:00pm	3 to 7
	Mon, Wed, Fri	Evening Prayer	Sunset 7:30pm to 9:00pm	Sunset 5:45pm to 6:30pm	20 to 30
	Tuesday	Evening Prayer	Sunset 7:30pm to 9:00pm	Sunset 5:45pm to 6:30pm	40 to 50
	Thursday	Evening Prayer	Sunset 7:30pm to 9:00pm	Sunset 5:45pm to 6:30pm	50 to 60
Weekly	Mon - Sat	Adult religious and language classes	Afternoon	Afternoon	10 to 15
	Sunday	Counselling- men & women Children's religious and language classes	Afternoon 7:30pm to 8:30 pm	Afternoon 7:00pm to 8:00pm	2 to 3 15 to 25
Special Events - Islamic Shia Calendar					
2017 CALENDAR*					
*Dates subject to change each year due to Lunar Calendar					
Lunar month is 29-30 days					
Ramadhan - 15,17,18 June 2017					
EID Prayer- Shahwal - 25 June 2017					
EID Prayer- Zil Hija - 1 Sept 2017					
Muharram -29 ,28 Sept 01 Oct 2017					
Islamic Religious Calendar Year					
Muharram (Start of New Year)					
Safar					
Rabi Ul Awal					
Rabi Ul Thani					
Jama Dul Awal					
Jama Dul Thani					
Rajab					
Shabban					
Ramadhan					
Shahwal					
Zi Qada					
Zil Hija (End of the year)					
	Thurs, Sat & Sun	3 - Nights-19, 21, 23 Ramadhan	Sunset 8:30pm to 10:00 pm	SunSet 5:45pm to 8:30pm	250-300
	Sunday	Morning Prayer	Morning 7:00am - 8:00 am	Morning 7:00am - 8:00 am	120-150
	Monday	Morning Prayer	Morning 7:30am - 8:00 am	Morning 7:30am - 8:00 am	120-150
	Fri, Sat, Sun	3 - Nights-8, 9, 10 Muharram	Sunset 7:30am - 10:30 am	Sunset 5:45am - 8:45 am	250-300

Attachment 2

Relevant Development Plan Extracts and Maps,
Consolidated 7 July 2016



Salisbury Council

Consolidated – 7 July 2016

Please refer to the Salisbury Council page at www.sa.gov.au/developmentplans to see any amendments not consolidated.



Government of South Australia
Department of Planning,
Transport and Infrastructure

Consolidated - 7 July 2016

Advertisements

OBJECTIVES

- 1 Urban and rural landscapes that are not disfigured by advertisements and/or advertising hoardings.
- 2 Advertisements and/or advertising hoardings that do not create a hazard.
- 3 Advertisements and/or advertising hoardings designed to enhance the appearance of the building and locality.

PRINCIPLES OF DEVELOPMENT CONTROL

- 1 The location, siting, design, materials, size, and shape of advertisements and/or advertising hoardings should be:
 - (a) consistent with the predominant character of the urban or rural landscape
 - (b) in harmony with any buildings or sites of historic significance or heritage value in the area
 - (c) co-ordinated with and complement the architectural form and design of the building they are to be located on.
- 2 The number of advertisements and/or advertising hoardings associated with a development should be minimised to avoid:
 - (a) clutter
 - (b) disorder
 - (c) untidiness of buildings and their surrounds
 - (d) driver distraction.
- 3 Buildings occupied by a number of tenants should exhibit co-ordinated and complementary advertisements and/or advertising hoardings to identify the tenants and their type of business.
- 4 The content of advertisements should be limited to information relating to the legitimate use of the associated land.
- 5 Advertisements and/or advertising hoardings should:
 - (a) be completely contained within the boundaries of the subject allotment
 - (b) be sited to avoid damage to, or pruning or lopping of, on-site landscaping or street trees
 - (c) not obscure views to vistas or objects of high amenity value.
- 6 Advertisements and/or advertising hoardings should not be erected on:
 - (a) a public footpath or veranda post
 - (b) a road, median strip or traffic island
 - (c) a vehicle adapted and exhibited primarily as an advertisement

Community Facilities

OBJECTIVES

- 1 Location of community facilities including social, health, welfare, education and recreation facilities where they are conveniently accessible to the population they serve.
- 2 The proper provision of public and community facilities including the reservation of suitable land in advance of need.

PRINCIPLES OF DEVELOPMENT CONTROL

- 1 Community facilities should be sited and developed to be accessible by pedestrians, cyclists and public and community transport.
- 2 Community facilities should be integrated in their design to promote efficient land use.
- 3 Design of community facilities should encourage flexible and adaptable use of open space and facilities for a range of uses over time.

Places of Worship

- 4 Places of worship should be developed according to the following hierarchy:

Scale	Development form	Congregation size
Small (local)	Associated with an area of worship ancillary to a residence. These activities are particularly common for religious organisations that do not have a large following and / or lack funds to purchase a standalone building.	Typically accommodate approximately 5 to 30 worshippers in any one session.
Medium(neighbourhood)	Purpose built or re-use of existing buildings with medium footprints that are found in most suburbs and country towns	Typically have congregations of up to 100-300 persons in any one session
Large (regional)	Purpose built or re-use of existing buildings with large footprints and catering for a variety of ancillary activities	In excess of 300 persons in any one session

- 5 Small (local) to medium (neighbourhood) scale places of worship within residential areas should be appropriately located on major collector roads to minimise congestion or traffic conflict within local streets.
- 6 Large places of worship should:
 - (a) be located within centre, commercial or the periphery of industrial zones
 - (b) demonstrate the following design features:
 - (i) reuse of existing buildings
 - (ii) the bulk, mass and height of development compatible with the character of the locality
 - (iii) sharing of car parking facilities

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- (iv) siting on arterial or collector roads rather than narrower local residential streets
 - (v) promote crime prevention through environmental design principles
 - (vi) reduced land use conflicts in relation to the scale of building form and hours of operation
 - (vii) provide value added functions and facilities that can be used by neighbouring activities.
- 7 Large scale places of worship located in commercial or industry zones should not detrimentally impact on the operations of existing commercial or industrial land uses.
- 8 Places of worship should be established with one car parking space for every three seats or every three attendees to the place of worship.

Design and Appearance

OBJECTIVES

- 1 Development of a high architectural standard that responds to and reinforces positive aspects of the local environment and built form.
- 2 Roads, open spaces, buildings and land uses laid out and linked so that they are easy to understand and navigate.

PRINCIPLES OF DEVELOPMENT CONTROL

- 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.
- 2 Buildings should be designed and sited to avoid creating extensive areas of uninterrupted walling facing areas exposed to public view.
- 3 Buildings should be designed to reduce their visual bulk and provide visual interest through design elements such as:
 - (a) articulation
 - (b) colour and detailing
 - (c) small vertical and horizontal components
 - (d) design and placing of windows
 - (e) variations to facades.
- 4 Where a building is sited on or close to a side boundary, the side boundary wall should be sited and limited in length and height to minimise:
 - (a) the visual impact of the building as viewed from adjoining properties
 - (b) overshadowing of adjoining properties and allow adequate sun light to neighbouring buildings.
- 5 Building form should not unreasonably restrict existing views available from neighbouring properties and public spaces.
- 6 Transportable buildings and buildings which are elevated on stumps, posts, piers, columns or the like, should have their suspended footings enclosed around the perimeter of the building with brickwork or timber, and the use of verandas, pergolas and other suitable architectural detailing to give the appearance of a permanent structure.
- 7 The external walls and roofs of buildings should not incorporate highly reflective materials which will result in glare to neighbouring properties or drivers.
- 8 Structures located on the roofs of buildings to house plant and equipment should form an integral part of the building design in relation to external finishes, shaping and colours.
- 9 Building design should emphasise pedestrian entry points to provide perceptible and direct access from public street frontages and vehicle parking areas.

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General Section
Design and Appearance

- 10 Development should provide clearly recognisable links to adjoining areas and facilities.
- 11 Buildings, landscaping, paving and signage should have a co-ordinated appearance that maintains and enhances the visual attractiveness of the locality.
- 12 Buildings (other than ancillary buildings or group dwellings) should be designed so that their main façade faces the primary street frontage of the land on which they are situated.
- 13 Where applicable, development should incorporate verandas over footpaths to enhance the quality of the pedestrian environment.
- 14 Development should be designed and sited so that outdoor storage, loading and service areas are screened from public view by an appropriate combination of built form, solid fencing and/or landscaping.
- 15 Outdoor lighting should not result in light spillage on adjacent land.
- 16 Balconies should:
 - (a) be integrated with the overall architectural form and detail of the building
 - (b) be sited to face predominantly north, east or west to provide solar access
 - (c) have a minimum area of 2 square metres.

Building Setbacks from Road Boundaries

- 17 The setback of buildings from public roads should:
 - (a) be similar to, or compatible with, setbacks of buildings on adjoining land and other buildings in the locality
 - (b) contribute positively to the streetscape character of the locality
 - (c) not result in or contribute to a detrimental impact upon the function, appearance or character of the locality.
- 18 Except where specified in a particular zone, policy area or precinct, the main face of a building should be set back from the primary road frontage in accordance with the following table:

Setback difference between buildings on adjacent allotments	Setback of new building
Up to 2 metres	The same setback as one of the adjacent buildings, as illustrated below:
<p style="text-align: center;">When $b - a \leq 2$, setback of new dwelling = a or b</p>	
Greater than 2 metres	At least the average setback of the adjacent buildings.

- 19 Except where specified in a particular zone, policy area, or precinct, buildings and structures should be set back from road boundaries having regard to the requirements set out in Table Sal/1 - Building Setbacks from Road Boundaries.

Salisbury Council
General Section
Design and Appearance

- 20 Except where specified in a zone, policy area or precinct, the setback of development from a secondary street frontage should reflect the setbacks of the adjoining buildings and other buildings in the locality.
- 21 Development likely to encroach within a road widening setback under the *Metropolitan Adelaide Road Widening Plan Act 1972* should be set back sufficiently from the boundary required for road widening.

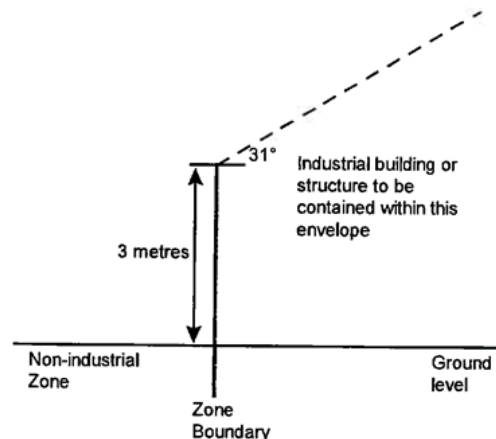
Industrial Development

OBJECTIVES

- 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.
- 2 The development of small scale agricultural industries, wineries, mineral water extraction and processing plants, and home based industries in rural areas.
- 3 Industrially zoned allotments and uses protected from encroachment by adjoining uses that would reduce industrial development or expansion.
- 4 Industrial development occurring without adverse effects on the health and amenity of occupiers of land in adjoining zones.
- 5 Compatibility between industrial uses within industrial zones.
- 6 The improved amenity of industrial areas.
- 7 Co-location of industries in townships to enable promotion and implementation of innovative waste recovery practices, methods of power generation and reuse of by-products.

PRINCIPLES OF DEVELOPMENT CONTROL

- 1 Offices and showrooms associated with industrial, warehouse, storage and transport development should be sited at the front of the building with direct and convenient pedestrian access from the main visitor parking area.
- 2 Any building or structure on, or abutting the boundary of, a non-industrial zone should be restricted to a height of 3 metres above ground level at the boundary and a plane projected at 31 degrees above the horizontal into the development site from that 3 metre height, as shown in the following diagram:



- 3 Industrial development should enable all vehicles to enter and exit the site in a forward direction.
- 4 Industrial development abutting an arterial road, a non-industrial zone boundary, or significant open space should be developed in a manner that does not create adverse visual impacts on the locality.

Salisbury Council
General Section
Industrial Development

- 5 Building facades facing a non-industrial zone, public road, or public open space should:
 - (a) use a variety of building finishes
 - (b) not consist solely of metal cladding
 - (c) contain materials of low reflectivity
 - (d) incorporate design elements to add visual interest
 - (e) avoid large expanses of blank walls.
- 6 Industrial development should minimise significant adverse impact on adjoining uses due to hours of operation, traffic, noise, fumes, smell, dust, paint or other chemical over-spray, vibration, glare or light spill, electronic interference, ash or other harmful or nuisance-creating impacts.
- 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
 - (e) where there is a railway on the boundary development should:
 - (i) ensure the rear walls of the industrial premises are sited on the rear boundary of the allotments
 - (ii) incorporate building materials that will minimise the reflection of railway traffic noise towards the residential area opposite
 - (iii) where a wall is not located on the boundary, landscaping, including mounding, land sculpting and/or thick planting, is to be established between the rear walls of the industrial premises and the railway in order to minimise the reflection of railway traffic noise.
- 8 Landscaping should be incorporated as an integral element of industrial development along non-industrial zone boundaries.
- 9 Fencing (including colour-coated wire mesh fencing) adjacent to public roads should be set back in one of the following ways:
 - (a) in line with the building facade
 - (b) behind the building line
 - (c) behind a landscaped area that softens its visual impact.
- 10 Marine aquaculture onshore storage, cooling and processing facilities should not impair the coastline and its visual amenity and should:
 - (a) be sited, designed, landscaped and developed at a scale and using external materials that minimise any adverse visual impact on the coastal landscape
 - (b) be sited and designed with appropriate vehicular access arrangement
 - (c) include appropriate waste treatment and disposal.

Interface between Land Uses

OBJECTIVES

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

PRINCIPLES OF DEVELOPMENT CONTROL

- 1 Development should not detrimentally affect the amenity of the locality or cause unreasonable interference through any of the following:
 - (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.
- 2 Development should be sited and designed to minimise negative impacts on existing and potential future land uses desired in the locality.
- 3 Development adjacent to a **Residential Zone** should be designed to minimise overlooking and overshadowing of adjacent dwellings and private open space.
- 4 Residential development adjacent to non-residential zones and land uses should be located, designed and/or sited to protect residents from potential adverse impacts from non-residential activities.
- 5 Sensitive uses likely to conflict with the continuation of lawfully existing developments and land uses desired for the zone should be designed to minimise negative impacts.
- 6 Non-residential development on land abutting a residential zone should be designed to minimise noise impacts to achieve adequate levels of compatibility between existing and proposed uses.

Noise Generating Activities

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

Salisbury Council
General Section
Interface between Land Uses

- 9 Outdoor areas (such as beer gardens or dining areas) associated with licensed premises should be designed or sited to minimise adverse noise impacts on adjacent existing or future noise sensitive development.
- 10 Development proposing music should include noise attenuation measures that achieve the following desired noise levels:

Noise level assessment location	Desired noise level
Adjacent existing <i>noise sensitive</i> development property boundary	Less than 8 dB above the level of background noise ($L_{90,15min}$) in any octave band of the sound spectrum and Less than 5 dB(A) above the level of background noise ($LA_{90,15min}$) for the overall (sum of all octave bands) A-weighted level
Adjacent land property boundary	Less than 65dB(Lin) at 63Hz and 70dB(Lin) in all other octave bands of the sound spectrum or Less than 8 dB above the level of background noise ($L_{90,15min}$) in any octave band of the sound spectrum and 5 dB(A) overall (sum of all octave bands) A-weighted level

Air Quality

- 11 Development with the potential to emit harmful or nuisance-generating air pollution should incorporate air pollution control measures to prevent harm to human health or unreasonable interference with the amenity of sensitive uses within the locality.
- 12 Chimneys or exhaust flues associated with commercial development (including cafes, restaurants and fast food outlets) should be designed to ensure they do not cause a nuisance or health concerns to nearby sensitive receivers by:
- incorporating appropriate treatment technology before exhaust emissions are released to the atmosphere
 - ensuring that the location and design of chimneys or exhaust flues maximises dispersion and takes into account the location of nearby sensitive uses.

Rural Interface

- 13 The potential for adverse impacts resulting from rural development should be minimised by:
- not locating horticulture or intensive animal keeping on land adjacent to townships
 - maintaining an adequate separation between horticulture or intensive animal keeping and townships, other sensitive uses and, where desirable, other forms of primary production.
- 14 Traffic movement, spray drift, dust, noise, odour and the use of frost fans and gas guns associated with primary production should not lead to unreasonable impact on adjacent land uses.
- 15 Existing primary production and mineral extraction should not be prejudiced by the inappropriate encroachment of sensitive uses such as urban development.
- 16 Development that is adjacent to land used for primary production (within either the zone or adjacent zones) should include appropriate setbacks and vegetative plantings designed to minimise the potential impacts of chemical spray drift and other impacts associated with primary production.

Infrastructure

OBJECTIVES

- 1 Infrastructure provided in an economical and environmentally sensitive manner.
- 2 Infrastructure, including social infrastructure, provided in advance of need.
- 3 Suitable land for infrastructure identified and set aside in advance of need.
- 4 The visual impact of infrastructure facilities minimised.
- 5 The efficient and cost-effective use of existing infrastructure.

PRINCIPLES OF DEVELOPMENT CONTROL

- 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.
- 2 Development should only occur where it provides, or has access to, relevant easements for the supply of infrastructure.
- 3 Development should incorporate provision for the supply of infrastructure services to be located within common service trenches where practicable.
- 4 Development should not take place until adequate and co-ordinated drainage of the land is assured.
- 5 Development in urban areas should not occur without provision of an adequate reticulated domestic quality mains water supply and an appropriate waste treatment system.
- 6 In areas where no reticulated water supply is available, buildings whose usage is reliant on a water supply should be equipped with an adequate and reliable on-site water storage system.
- 7 Electricity infrastructure should be designed and located to minimise its visual and environmental impacts.
- 8 Development and landscaping within 25 metres of the 275 kV overhead electricity lines should ensure that all clearances and safety restrictions are met.

**Salisbury Council
General Section
Infrastructure**

- 9 In urban areas, electricity supply serving new development should be installed underground.
- 10 Utilities and services, including access roads and tracks, should be sited on areas already cleared of native vegetation. If this is not possible, their siting should cause minimal interference or disturbance to existing native vegetation and biodiversity.
- 11 Utility buildings and structures should be grouped with non-residential development where possible.
- 12 Development in proximity to infrastructure facilities should be sited and be of a scale to ensure adequate separation to protect people and property.

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.
- 2 Functional fences and walls that enhance the attractiveness of development.

PRINCIPLES OF DEVELOPMENT CONTROL

- 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.
- 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.
- 3 Landscaping should not:
 - (a) unreasonably restrict solar access to adjoining development
 - (b) cause damage to buildings, paths and other landscaping from root invasion, soil disturbance or plant overcrowding

Salisbury Council
General Section
Landscaping, Fences and Walls

- (c) introduce pest plants
 - (d) increase the risk of bushfire
 - (e) remove opportunities for passive surveillance
 - (f) increase leaf fall in watercourses
 - (g) increase the risk of weed invasion
 - (h) obscure driver sight lines
 - (i) create a hazard for train or tram drivers by obscuring sight lines at crossovers.
- 4 Fences and walls, including retaining walls, should:
- (a) not result in damage to neighbouring trees
 - (b) be compatible with the associated development and with existing predominant, attractive fences and walls in the locality
 - (c) enable some visibility of buildings from and to the street to enhance safety and allow casual surveillance
 - (d) incorporate articulation or other detailing where there is a large expanse of wall facing the street
 - (e) assist in highlighting building entrances
 - (f) be sited and limited in height, to ensure adequate sight lines for motorists and pedestrians especially on corner sites
 - (g) in the case of side and rear boundaries, be of sufficient height to maintain privacy and/or security without adversely affecting the visual amenity or access to sunlight of adjoining land
 - (h) be constructed of non-flammable materials.

Natural Resources

OBJECTIVES

- 1 Retention, protection and restoration of the natural resources and environment.
- 2 Protection of the quality and quantity of South Australia's surface waters, including inland, *marine and estuarine* and underground waters.
- 3 The ecologically sustainable use of natural resources including water resources, including *marine waters*, ground water, surface water and watercourses.
- 4 Natural hydrological systems and environmental flows reinstated, and maintained and enhanced.
- 5 Development consistent with the principles of water sensitive design.
- 6 Development sited and designed to:
 - (a) protect natural ecological systems
 - (b) achieve the sustainable use of water
 - (c) protect water quality, including receiving waters
 - (d) reduce runoff and peak flows and prevent the risk of downstream flooding
 - (e) minimise demand on reticulated water supplies
 - (f) maximise the harvest and use of stormwater
 - (g) protect stormwater from pollution sources.
- 7 Storage and use of stormwater which avoids adverse impact on public health and safety.
- 8 Native flora, fauna and ecosystems protected, retained, conserved and restored.
- 9 Restoration, expansion and linking of existing native vegetation to facilitate habitat corridors for ease of movement of fauna.
- 10 Minimal disturbance and modification of the natural landform.
- 11 Protection of the physical, chemical and biological quality of soil resources.
- 12 Protection of areas prone to erosion or other land degradation processes from inappropriate development.
- 13 Protection of the scenic qualities of natural and rural landscapes.

PRINCIPLES OF DEVELOPMENT CONTROL

- 1 Development should be undertaken with minimum impact on the natural environment, including air and water quality, land, soil, biodiversity, and scenically attractive areas.
- 2 Development should ensure that South Australia's natural assets, such as biodiversity, water and soil, are protected and enhanced.

- 3 Development should not significantly obstruct or adversely affect sensitive ecological areas such as creeks, wetlands, estuaries and significant seagrass and mangrove communities.
- 4 Development should be appropriate to land capability and the protection and conservation of water resources and biodiversity.

Water Sensitive Design

- 5 Development should be designed to maximise conservation, minimise consumption and encourage re-use of water resources.
- 6 Development should not take place if it results in unsustainable use of surface or underground water resources.
- 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
 - (d) protect and enhance natural water flows
 - (e) protect water quality by providing adequate separation distances from watercourses and other water bodies
 - (f) not contribute to an increase in salinity levels
 - (g) avoid the water logging of soil or the release of toxic elements
 - (h) maintain natural hydrological systems and not adversely affect:
 - (i) the quantity and quality of groundwater
 - (ii) the depth and directional flow of groundwater
 - (iii) the quality and function of natural springs.
- 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.
- 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.
- 10 Development should have adequate provision to control any stormwater over-flow runoff from the site and should be sited and designed to improve the quality of stormwater and minimise pollutant transfer to receiving waters.
- 11 Development should include stormwater management systems to mitigate peak flows and manage the rate and duration of stormwater discharges from the site to ensure the carrying capacities of downstream systems are not overloaded.
- 12 Development should include stormwater management systems to minimise the discharge of sediment, suspended solids, organic matter, nutrients, bacteria, litter and other contaminants to the stormwater system.

**Salisbury Council
General Section
Natural Resources**

- 13 Stormwater management systems should preserve natural drainage systems, including the associated environmental flows.
- 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
 - (iii) the incorporation of detention and retention facilities
 - (iv) aquifer recharge.
- 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.
- 16 Artificial wetland systems, including detention and retention basins, should be sited and designed to:
 - (a) ensure public health and safety is protected
 - (b) minimise potential public health risks arising from the breeding of mosquitoes.

Water Catchment Areas

- 17 Development should ensure watercourses and their beds, banks, wetlands and floodplains are not damaged or modified and are retained in their natural state, except where modification is required for essential access or maintenance purposes.
- 18 No development should occur where its proximity to a swamp or wetland will damage or interfere with the hydrology or water regime of the swamp or wetland.
- 19 A wetland or low-lying area providing habitat for native flora and fauna should not be drained, except temporarily for essential management purposes to enhance environmental values.
- 20 Along watercourses, areas of remnant native vegetation, or areas prone to erosion, that are capable of natural regeneration should be fenced off to limit stock access.
- 21 Development such as cropping, intensive animal keeping, residential, tourism, industry and horticulture, that increases the amount of surface run-off should include a strip of land at least 20 metres wide measured from the top of existing banks on each side of a watercourse that is:
 - (a) fenced to exclude livestock
 - (b) kept free of development, including structures, formal roadways or access ways for machinery or any other activity causing soil compaction or significant modification of the natural surface of the land
 - (c) revegetated with locally indigenous vegetation comprising trees, shrubs and other groundcover plants to filter run-off so as to reduce the impacts on native aquatic ecosystems and to minimise soil loss eroding into the watercourse.

- 22 Development resulting in the depositing of an object or solid material in a watercourse or floodplain or the removal of bank and bed material should not:
- (a) adversely affect the migration of aquatic biota
 - (b) adversely affect the natural flow regime
 - (c) cause or contribute to water pollution
 - (d) result in watercourse or bank erosion
 - (e) adversely affect native vegetation upstream or downstream that is growing in or adjacent to a watercourse.
- 23 The location and construction of dams, water tanks and diversion drains should:
- (a) occur off watercourse
 - (b) not take place in ecologically sensitive areas or on erosion-prone sites
 - (c) provide for low flow by-pass mechanisms to allow for migration of aquatic biota
 - (d) not negatively affect downstream users
 - (e) minimise in-stream or riparian vegetation loss
 - (f) incorporate features to improve water quality (eg wetlands and floodplain ecological communities)
 - (g) protect ecosystems dependent on water resources.
- 24 Irrigated horticulture and pasture should not increase groundwater-induced salinity.
- 25 Development should comply with the current *Environment Protection (Water Quality) Policy*.

Biodiversity and Native Vegetation

- 26 Development should retain existing areas of native vegetation and where possible contribute to revegetation using locally indigenous plant species.
- 27 Development should be designed and sited to minimise the loss and disturbance of native flora and fauna, including marine animals and plants, and their breeding grounds and habitats.
- 28 Native vegetation should be conserved and its conservation value and function not compromised by development if the native vegetation does any of the following:
- (a) provides an important habitat for wildlife or shade and shelter for livestock
 - (b) has a high plant species diversity or includes rare, vulnerable or endangered plant species or plant associations and communities
 - (c) provides an important seed bank for locally indigenous vegetation
 - (d) has high amenity value and/or significantly contributes to the landscape quality of an area, including the screening of buildings and unsightly views
 - (e) has high value as a remnant of vegetation associations characteristic of a district or region prior to extensive clearance for agriculture
 - (f) is growing in, or is characteristically associated with a wetland environment.

**Salisbury Council
General Section
Natural Resources**

- 29 Native vegetation should not be cleared if such clearing is likely to lead to, cause or exacerbate any of the following:
 - (a) erosion or sediment within water catchments
 - (b) decreased soil stability
 - (c) soil or land slip
 - (d) deterioration in the quality of water in a watercourse or surface water runoff
 - (e) a local or regional salinity problem
 - (f) the occurrence or intensity of local or regional flooding.
- 30 Development that proposes the clearance of native vegetation should address or consider the implications that removing the native vegetation will have on the following:
 - (a) provision for linkages and wildlife corridors between significant areas of native vegetation
 - (b) erosion along watercourses and the filtering of suspended solids and nutrients from run-off
 - (c) the amenity of the locality
 - (d) bushfire safety
 - (e) the net loss of native vegetation and other biodiversity.
- 31 Where native vegetation is to be removed, it should be replaced in a suitable location on the site with locally indigenous vegetation to ensure that there is not a net loss of native vegetation and biodiversity.
- 32 Development should be located and occur in a manner which:
 - (a) does not increase the potential for, or result in, the spread of pest plants, or the spread of any non-indigenous plants into areas of native vegetation or a conservation zone
 - (b) avoids the degradation of remnant native vegetation by any other means including as a result of spray drift, compaction of soil, modification of surface water flows, pollution to groundwater or surface water or change to groundwater levels
 - (c) incorporates a separation distance and/or buffer area to protect wildlife habitats and other features of nature conservation significance.
- 33 Development should promote the long-term conservation of vegetation by:
 - (a) avoiding substantial structures, excavations, and filling of land in close proximity to the trunk of trees and beneath their canopies
 - (b) minimising impervious surfaces beneath the canopies of trees
 - (c) taking other effective and reasonable precautions to protect both vegetation and the integrity of structures and essential services.
- 34 Horticulture involving the growing of olives should be located at least:
 - (a) 500 metres from:
 - (i) a national park
 - (ii) a conservation park

(iii) a wilderness protection area

(iv) the edge of a substantially intact stratum of native vegetation greater than 5 hectares in area

(b) 50 metres from the edge of stands of native vegetation 5 hectares or less in area.

- 35 Horticulture involving the growing of olives should have at least one locally indigenous tree that will grow to a height of at least 7 metres sited at least every 100 metres around the perimeter of the orchard.

Soil Conservation

- 36 Development should not have an adverse impact on the natural, physical, chemical or biological quality and characteristics of soil resources.
- 37 Development should be designed and sited to prevent erosion.
- 38 Development should take place in a manner that will minimise alteration to the existing landform.
- 39 Development should minimise the loss of soil from a site through soil erosion or siltation during the construction phase of any development and following the commencement of an activity.

Salisbury Council
General Section
Regulated Trees

Regulated Trees

OBJECTIVES

- 1 The conservation of regulated trees that provide important aesthetic and/or environmental benefit.
- 2 Development in balance with preserving regulated trees that demonstrate one or more of the following attributes:
 - (a) significantly contributes to the character or visual amenity of the locality
 - (b) indigenous to the locality
 - (c) a rare or endangered species
 - (d) an important habitat for native fauna.

PRINCIPLES OF DEVELOPMENT CONTROL

- 1 Development should have minimum adverse effects on regulated trees.
- 2 A regulated tree should not be removed or damaged other than where it can be demonstrated that one or more of the following apply:
 - (a) the tree is diseased and its life expectancy is short
 - (b) the tree represents a material risk to public or private safety
 - (c) the tree is causing damage to a building
 - (d) development that is reasonable and expected would not otherwise be possible
 - (e) the work is required for the removal of dead wood, treatment of disease, or is in the general interests of the health of the tree.
- 3 Tree damaging activity other than removal should seek to maintain the health, aesthetic appearance and structural integrity of the tree.

Transportation and Access

OBJECTIVES

- 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.
- 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.
- 3 A road hierarchy that promotes safe and efficient transportation in an integrated manner throughout the State.
- 4 Provision of safe, pleasant, accessible, integrated and permeable pedestrian and cycling networks.
- 5 Safe and convenient freight movement throughout the State.

PRINCIPLES OF DEVELOPMENT CONTROL

Land Use

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

Movement Systems

- 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.
- 3 Transport corridors should be sited and designed so as to not unreasonably interfere with the health and amenity of adjacent sensitive land uses.
- 4 Roads should be sited and designed to blend with the landscape and be in sympathy with the terrain.

**Salisbury Council
General Section
Transportation and Access**

- 5 Land uses that generate large numbers of visitors such as shopping centres and areas, places of employment, schools, hospitals and medium to high density residential uses should be located so that they can be serviced by existing transport networks and encourage walking and cycling.
- 6 Development generating high levels of traffic, such as schools, shopping centres and other retail areas, entertainment and sporting facilities, should incorporate passenger pick-up and set down areas. The design of such areas should ensure interference to existing traffic is minimised and give priority to pedestrians, cyclists and public and community transport users.
- 7 The location and design of public and community transport set-down and pick-up points should maximise safety and minimise the isolation and vulnerability of users.
- 8 Development should provide safe and convenient access for all anticipated modes of transport including cycling, walking, public and community transport, and motor vehicles.
- 9 Development at intersections, pedestrian and cycle crossings, and crossovers to allotments should maintain or enhance sightlines for motorists, cyclists and pedestrians to ensure safety for all road users and pedestrians.
- 10 Driveway crossovers affecting pedestrian footpaths should maintain the level of the footpath.
- 11 Development should discourage commercial and industrial vehicle movements through residential streets and adjacent other sensitive land uses such as schools.
- 12 Industrial/commercial vehicle movements should be separated from passenger vehicle car-parking areas.
- 13 Development should make sufficient provision on site for the loading, unloading and turning of all traffic likely to be generated.

Cycling and Walking

- 14 Development should ensure that a permeable street and path network is established that encourages walking and cycling through the provision of safe, convenient and attractive routes with connections to adjoining streets, paths, open spaces, schools, public and community transport stops and activity centres.
- 15 Development should provide access, and accommodate multiple route options, for cyclists by enhancing and integrating with:
 - (a) open space networks, recreational trails, parks, reserves and recreation areas
 - (b) Adelaide's Metropolitan Open Space System.
- 16 Cycling and pedestrian networks should be designed to be permeable and facilitate direct and efficient passage to neighbouring networks and facilities.
- 17 New developments should give priority to and not compromise existing designated bicycle routes.
- 18 Where development coincides with, intersects or divides a proposed bicycle route or corridor, development should incorporate through-access for cyclists.
- 19 Developments should encourage and facilitate cycling as a mode of transport by incorporating end-of-journey facilities including:
 - (a) showers, changing facilities, and secure lockers
 - (b) signage indicating the location of bicycle facilities

- (c) secure bicycle parking facilities provided at the rate set out in *Table Sal/3 - Off Street Bicycle Parking Requirements*.
- 20 Pedestrian facilities and networks should be designed and provided in accordance with relevant provisions of the *Australian Standards and Austroads Guide to Traffic Engineering Practice Part 13*.
- 21 Cycling facilities and networks should be designed and provided in accordance with the relevant provisions of the *Australian Standards and Austroads Guide to Traffic Engineering Practice Part 14*.

Access

- 22 Development should have direct access from an all weather public road.
- 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.
- 24 Development should not restrict access to publicly owned land such as recreation areas.
- 25 The number of vehicle access points onto arterial roads shown on *Overlay Maps - Transport* should be minimised, and where possible access points should be:
 - (a) limited to local roads
 - (b) shared between developments.
- 26 The number of access points for cyclists and pedestrians onto all adjoining roads should be maximised.
- 27 Development with access from roads with existing or projected traffic volumes exceeding 6000 vehicles per day should be sited to avoid the need for vehicles to reverse on to or from the road.
- 28 Development with access from arterial roads or roads as shown on *Overlay Maps - Transport* should be sited to avoid the need for vehicles to reverse on to or from the road.
- 29 Driveways, access tracks and parking areas should be designed and constructed to:
 - (a) follow the natural contours of the land
 - (b) minimise excavation and/or fill
 - (c) minimise the potential for erosion from run-off
 - (d) avoid the removal of existing vegetation
 - (e) be consistent with *Australian Standard AS 2890 Parking facilities*.

Access for People with Disabilities

- 30 Development should be sited and designed to provide convenient access for people with a disability.
- 31 Where appropriate and practical, development should provide for safe and convenient access to the coast and beaches for disabled persons.

Salisbury Council
General Section
Transportation and Access

Vehicle Parking

- 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, Concept Plan Map Sal/29 - Ingle Farm District Centre Car Park Fund Area and Concept Plan Map Sal/32 - Mawson Lakes Town Centre Car Parking Fund Area
 - (b) it can be demonstrated that fewer car parks would be required to meet the car parking needs associated with the development.
- 33 Development should be consistent with Australian Standard AS 2890 Parking facilities.
- 34 Vehicle parking areas should be sited and designed in a manner that will:
 - (a) facilitate safe and convenient pedestrian linkages to the development and areas of significant activity or interest in the vicinity of the development
 - (b) include safe pedestrian and bicycle linkages that complement the overall pedestrian and cycling network
 - (c) not inhibit safe and convenient traffic circulation
 - (d) result in minimal conflict between customer and service vehicles
 - (e) avoid the necessity to use public roads when moving from one part of a parking area to another
 - (f) minimise the number of vehicle access points to public roads
 - (g) avoid the necessity for backing onto public roads
 - (h) where reasonably possible, provide the opportunity for shared use of car parking and integration of car parking areas with adjoining development to reduce the total extent of vehicle parking areas and the requirement for access points
 - (i) not dominate the character and appearance of a site when viewed from public roads and spaces
 - (j) provide landscaping that will shade and enhance the appearance of the vehicle parking areas.
- 35 Vehicle parking areas should be designed to reduce opportunities for crime by:
 - (a) maximising the potential for passive surveillance by ensuring they can be overlooked from nearby buildings and roads
 - (b) incorporating walls and landscaping that do not obscure vehicles or provide potential hiding places
 - (c) being appropriately lit
 - (d) having clearly visible walkways.
- 36 Where parking areas are not obviously visible or navigated, signs indicating the location and availability of vehicle parking spaces associated with businesses should be displayed at locations readily visible to customers.

- 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.
- 38 Parking areas should be sealed or paved in order to minimise dust and mud nuisance.
- 39 To assist with stormwater detention and reduce heat loads in summer, vehicle parking areas should include soft (living) landscaping.
- 40 Parking areas should be line-marked to indicate parking bays, movement aisles and direction of traffic flow.

Industry Zone

Refer to the Map Reference Tables for a list of the maps that relate to this zone.

OBJECTIVES

- 1 A zone primarily accommodating a wide range of industrial, warehouse, storage and transport land uses.
- 2 Development that is compatible with existing and forecast noise nuisance from aircraft operations based at RAAF Edinburgh or Parafield Airport.
- 3 Provision of landscaped buffers adjacent to main roads and residential areas.
- 4 Water sensitive urban design and landscaping incorporated as an integral elements of development within the zone.

PRINCIPLES OF DEVELOPMENT CONTROL

Land Use

- 1 The following forms of development are envisaged in the zone:
 - industry
 - office in association with and ancillary to industry
 - transport distribution
 - warehouse.
- 2 Centre facilities such as shops, offices and consulting rooms should not occur unless it can be demonstrated that they primarily serve businesses in the zone and do not detract from the function of any centre zone or centres generally.
- 3 Development listed as non-complying is generally inappropriate.

Form and Character

- 4 Development should be set back from any road frontage in accordance with Table Sal/1- Building Setbacks from Road Boundaries.
- 5 Industrial buildings should not occupy more than 50 per cent of the total area of the site upon which they are located.
- 6 In areas where a uniform street setback pattern has not been established, buildings should be set back in accordance with the following criteria (subject to adequate provision of car parking spaces and landscaping between buildings and the road):
 - (a) buildings up to a height of 6 metres should be sited at least 8 metres from the primary street alignment
 - (b) buildings exceeding a height of 6 metres should be sited at least 10 metres from the primary street alignment
 - (c) where an allotment has two street frontages, no building should be erected within 4 metres of the secondary street alignment.

Salisbury Council
Zone Section
Industry Zone

- 7 Development involving the outdoor storage of goods or materials should:
 - (a) not be located adjacent to arterial roads and major roads, or facing residential properties unless it can be demonstrated that the amenity of the locality will be enhanced
 - (b) ensure that storage and service areas are effectively screened from public view.
- 8 Industrial buildings should present an attractive façade by incorporating offices of masonry or similar construction at the front of the building, and through the use of architectural elements that will enhance the appearance of the locality, such as surface treatments, form or decoration
- 9 Building facades facing land zoned for residential purposes should not contain openings or entrance ways that would result in the transmission of noise that would adversely affect the residential amenity.
- 10 Access points which are required to cross an open swale stormwater drain should:
 - (a) be minimised by limiting the number of allotments with frontage to swales
 - (b) serve 2 or more allotments where possible
 - (c) be designed to facilitate efficient stormwater management and drainage.
- 11 Open swale stormwater drainage should:
 - (a) be used in conjunction with roadways to cater for major stormwater flows and where practicable, for minor (2 to 10 year) stormwater flows
 - (b) be designed in an attractive form with grass-lined sides of no more than 1-in-5 gradient and a concrete base
 - (c) allow for the planting of trees and shrubs at either side of the channel.
- 12 Any plant or equipment with potential to cause an environmental nuisance (including a chimney stack or air-conditioning plant) should be sited as far as possible from adjoining non-industrially zoned allotments, and should be designed to minimise its effect on the amenity of the locality.
- 13 Development should ensure that the following is achieved:
 - (a) at least 10 per cent of the site is landscaped
 - (b) landscaping along allotment boundaries that adjoin roads or public reserve and at least one side boundary, for a width of at least 3 metres
 - (c) landscaping within parking areas to break-up extensive areas of paving.
- 14 Freestanding structures should not exceed 6 metres in height and should be restricted to one such structure per 6 tenancies.
- 15 Advertisements and advertising hoardings should not include any of the following:
 - (a) flashing or animated signs
 - (b) bunting, streamers, flags, or wind vanes
 - (c) roof-mounted advertisements projected above the roofline
 - (d) parapet-mounted advertisements projecting above the top of the parapet.
- 16 Advertisements and advertising hoardings that are internally illuminated should be unobtrusive and not conspicuous when viewed from adjacent residential properties.

- 17 Advertisements should not cover more than 10 per cent of a total surface area of a wall which can be seen from a public road or reserve.
- 18 For sites accommodating a number of tenancies, advertisements should be graphically and colour co-ordinated and allow for display by each tenant.
- 19 Within the portion of Salisbury North bounded by Commercial Road to the north and railway lines to the east and west:
 - (a) development should incorporate a landscaped reserve:
 - (i) with a 5-metre width along the boundaries of the site abutting the railways
 - (ii) that consists of thick planting, designed for effective visual screening and noise attenuation, consistent along the length of the reserve
 - (b) land division should ensure that new allotments do not have direct access to Bagster Road or Commercial Road.

Land Division

- 20 Land division should create allotments that:
 - (a) are of a size and shape suitable for the intended use
 - (b) except where specified in a particular policy area, have an area of not less than 2500 square metres, unless intended for a specific purpose consistent with the zone provisions and for which a lesser site area requirement can be demonstrated
 - (c) reserve sufficient land for the satisfactory disposal or detention of stormwater
 - (d) ensure roadways are designed to accommodate major stormwater flows in excess of the capacity of the underground drainage system.

Salisbury Council
Zone Section
Industry Zone
Burton Poultry Processing Policy Area 5

Burton Poultry Processing Policy Area 5

Refer to the [Map Reference Tables](#) for a list of the maps that relate to this policy area.

OBJECTIVES

- 1 A policy area that accommodates the processing of birds (including poultry slaughter works) for consumption.

PRINCIPLES OF DEVELOPMENT CONTROL

Land Use

- 1 The following forms of development are envisaged in the policy area:
 - intensive animal keeping
 - stock slaughter works.

Form and Character

- 2 Poultry slaughter works should not include rendering of residual products (e.g. feathers, blood, frames, skin and fat) on site.

Greater Levels Policy Area 8

Refer to the Map Reference Tables for a list of the maps that relate to this policy area.

OBJECTIVES

- 1 A policy area primarily accommodating a range of industrial activities.
- 2 The provision of unique entrance treatment identifying each industrial area at the junction of the major access points with arterial roads or major collector roads.

PRINCIPLES OF DEVELOPMENT CONTROL

Form and Character

- 1 Development should be designed and sited to incorporate unique entrance treatments that incorporate co-ordinated area identification signage and pavement treatment to denote the entrance to the industrial area.
- 2 Land division should be designed to allow for the establishment of unique entrance treatments that identify each industrial area at the junction of the major access points with arterial roads or major collector roads.
- 3 Development on sites adjacent to Diagonal Road should:
 - (a) incorporate a 10 metre wide landscaped and mounded buffer area along the boundary of the site contiguous with the respective road boundary
 - (b) provide a building setback distance of 25 metres from the road to any building erected on the site.

Land Division

- 4 Land division should ensure that:
 - (a) all open space is located in the area marked 'Landscape Buffer' as shown on Concept Plan Map Sal/8 - Mawson Lakes
 - (b) allotments do not have direct access to arterial roads
 - (c) construction of spur-lines linking with the Port Augusta to Adelaide railway and adjacent marshalling yards do not unduly detract from the adjacent Open Space Zone, and is adequately screened from the view of the general public.

Salisbury Council
Zone Section
Industry Zone
Infrastructure Policy Area 9

Infrastructure Policy Area 9

Refer to the Map Reference Tables for a list of the maps that relate to this policy area.

OBJECTIVES

- 1 Primarily, a policy area for the provision of infrastructure.
- 2 Infrastructure facilities and land required for infrastructure facilities preserved from the encroachment of incompatible land uses.
- 3 A policy area accommodating land used for storage and operations associated with the provision of public services by a government authority, and major railway lines linking Adelaide with northern country and interstate centres.
- 4 Development that contributes to the desired character of the policy area.

DESIRED CHARACTER

The policy area is characterised by large areas used for the storage of a range of materials, and industry associated with railway infrastructure. Part of the policy area in the vicinity of Dry Creek is adjacent to a linear park walking trail, therefore it is desirable for all storage areas to be screened by landscaping. This provides an opportunity for additional plantings complementing those featured in the linear park.

Development within that part of the policy area which contains the railway corridor should primarily be associated with rail transport and may incorporate facilities serving the rail transport requirements of stock slaughter works, the wholesale fruit and vegetable market at Pooraka and nearby industry.

The development of Mawson Lakes recognised the existing rail infrastructure activities and provided acoustic mounding and fencing along the corridor. Future development of the policy area at Mawson Lakes will require consideration of acoustic impacts, with suitable treatments to be provided if the new developments detrimentally impact on the adjoining areas to a greater amount than the protection offered by the existing treatments.

PRINCIPLES OF DEVELOPMENT CONTROL

Land Use

- 1 The following forms of development are envisaged in the policy area:
 - drainage system, including stormwater retention basin
 - electricity substation
 - public service depot
 - railway infrastructure and associated industry
 - waste transfer depot.

Form and Character

- 2 Development should not be undertaken unless it is consistent with the desired character for the policy area.
- 3 Development within the policy area should be associated with storage activities and operations connected with the provision of road works by a government authority, and uses associated with rail transport.

- 4 Development should be provided with appropriate landscaping in accordance with the following criteria:
- (a) landscaping should occur along road boundaries and Dry Creek for a width of at least 3 metres
 - (b) storage areas and unsightly activities should be screened, and buildings, parking and driveway areas softened or enhanced by landscaping
 - (c) landscaping should incorporate trees, shrubs and ground covers
 - (d) plant species should be native or other species suited to the site and functions and should minimise the need for maintenance.

Noise

- 5 Acoustic treatment should be applied to development that impacts on adjacent residential areas over and above that for which the existing acoustic fencing and noise dampening is designed.

Salisbury Council
 Zone Section
 Industry Zone
 Parafield Gardens Policy Area 10

Parafield Gardens Policy Area 10

Refer to the Map Reference Tables for a list of the maps that relate to this policy area.

OBJECTIVES

- 1 Development within the policy area that:
 - (a) accommodates a range of industrial activities which are of a size and scale which have low external impacts and emissions
 - (b) does not require direct access to Port Wakefield Road
 - (c) does not generate large volumes of commercial or industrial vehicle movements
 - (d) does not adversely impact on the adjoining **Residential Zone** to the north and east.
- 2 Development that contributes to the desired character of the policy area.

DESIRED CHARACTER

As the policy area is adjacent Port Wakefield Road, it is a gateway location that provides the opportunity for industrial activities to have a presence to this primary arterial road. The visibility of the zone has attracted a range of land uses wishing to promote their activities to passing traffic. As a consequence of the nature of activities in the locality, the Parafield Gardens Industrial Area is primarily for service trade premises and light industries, rather than general industry.

The design, scale and siting of land uses needs to be carefully controlled to ensure a high quality of urban design to Port Wakefield Road and to ensure minimal impacts to the adjoining residential areas to the north and east of the site.

The desired forms of industries include light industry, service industry and service trade premises and small-scale transport activities. Industries that require large volumes of large vehicle movements are generally not appropriate for the area. An extension to the service road to improve access arrangements for this locality and provide a link through to the Mawson Connector is proposed.

PRINCIPLES OF DEVELOPMENT CONTROL

Land Use

- 1 The following forms of development are envisaged in the policy area:
 - light industry
 - service industry
 - service trade premises.

Form and Character

- 2 Development should not be undertaken unless it is consistent with the desired character for the policy area.
- 3 Development should incorporate impact mitigation measures including noise attenuation, emissions control, design and orientation.

- 4 Development along Port Wakefield Road should only occur where direct access to Port Wakefield Road is avoided and alternative access arrangements can be provided.

Land Division

- 5 Land division should ensure that:
 - (a) drainage reserves are accommodated
 - (b) access/egress to all roads is established in a safe and convenient manner
 - (c) new allotments do not have direct access to Port Wakefield Road or Shepherdson Road
 - (d) it accommodates a range of industrial activities which are of a size and scale which have low external impacts and emissions.

Salisbury Council
Zone Section
Industry Zone
Pooraka Policy Area 11

Pooraka Policy Area 11

Refer to the Map Reference Tables for a list of the maps that relate to this policy area.

OBJECTIVES

- 1 A policy area that accommodates a range of transport related industrial activities, major warehousing and storage activities together with transport distribution services and food/beverage processing and/or packaging industries which:
 - (a) generate high volumes of vehicular movements in the form of import and/or export of goods
 - (b) have low external impacts and emissions
 - (c) do not adversely impact on the Adelaide Produce Markets in the adjoining Light Industry Zone or the nearby Residential Zone to the north-east.
- 2 Development that will utilise the existing arterial road connections for vehicle access to the policy area and create new roads which are integrated with roads in the adjoining **Industry/Business (Gepps Cross Gateway) Zone** located within the City of Port Adelaide Enfield, south of the disused rail corridor.
- 3 Development that promotes the area's gateway location, incorporating distinctive buildings and landscape design that will enhance the visual and environmental amenity and improve the character and image of the locality and region, including maintaining the area as a possible rail corridor.
- 4 Development that contributes to the desired character of the policy area.

DESIRED CHARACTER

The policy area has frontage to a major arterial road to the east, which links the northern metropolitan area with central Adelaide. When considered in context with land to the south of the disused rail corridor and the provisions applying to development along Main North Road in the adjoining Light Industry Zone to the north, the area has the potential to contribute to a "gateway" entrance to central Adelaide. There is an opportunity to reinforce this "gateway" through the careful design, scale and siting of buildings, and the creative use of landscape treatments, to ensure a high quality urban design outcome.

The policy area should primarily accommodate a range of industrial and business activities that do not negatively impact on the existing activities in the nearby Light Industry Zone.

In addition, industrial activities should be located and designed to ensure there is no impact on the amenity of residential areas east of Main North Road. Consequently low impact industries and activities should be located towards the Main North Road side of the policy area, with potentially higher impact industries, such as those requiring extended operating hours, developed on the western side of the policy area where the separation distance from residential zones is greater and opportunities exist to direct heavy commercial traffic on to Port Wakefield Road.

Remediation of contaminated land and sites should be undertaken prior to any change of use or the division of land in the policy area.

PRINCIPLES OF DEVELOPMENT CONTROL

Land Use

- 1 The following forms of development are envisaged in the policy area:
 - road transport terminal
 - store
 - warehouse.

Form and Character

- 2 Development should not be undertaken unless it is consistent with the desired character for the policy area.
- 3 Buildings within 100 metres of Main North Road and/or Diagonal Road should have a maximum height of no more than 10 metres.
- 4 Buildings should exhibit a horizontal emphasis and articulated facades, to minimise the impression of bulk and visual impact.
- 5 The maximum gross lease able floor area of new buildings should be at least 1000 square metres.
- 6 Freestanding advertisements and advertising hoardings should be limited to the following:
 - (a) where the site has a maximum road frontage to a public road of not more than 50 metres:
 - (i) no more than 1 sign per site
 - (ii) a maximum height of at least 6 metres
 - (iii) a maximum site area of no more than 6 square metres
 - (b) where the site has a maximum road frontage to a public road of more than 50 metres there should be no more than 2 signs per site, comprising a main sign and a secondary sign, and they should be designed within the parameters:

Parameter	Maximum sign height	Maximum sign area for each sign
Main sign	6 metres plus 1 metre for every additional 10 metres of frontage or part thereof, up to a maximum height of 10 metres	6 square metres plus 1 square metre for every additional 10 metres of frontage or part thereof up to a maximum area of 10 square metres)
Secondary sign	6 metres	6 square metres

- 7 Advertisements that are not freestanding should achieve the following:
 - (a) where located below veranda level, be comprised of flush wall signs or painted wall signs covering no more than 10 per cent of the total surface area of a wall orientated to a public road or reserve
 - (b) where located at veranda level, be comprised of flush wall signs covering no more than 10 per cent of the total surface area of a wall orientated to a public road or reserve, or fascia signs
 - (c) where located above veranda level, be comprised of flush wall signs covering no more than 10 per cent of the total surface area of a wall orientated to a public road or reserve.
- 8 Buildings containing multiple tenancies less than 500 square metres in floor area should be orientated such that the entrances to those tenancies are not visible from Main North or Port Wakefield roads.
- 9 Building site coverage should not exceed:
 - (a) 60 per cent where the site is equal to or greater than 5000 square metres
 - (b) 50 per cent where the site is less than 5000 square metres.
- 10 Buildings should have a minimum setback of at least 3 metres from a side boundary except where:
 - (a) the boundary is the secondary street frontage

Salisbury Council
Zone Section
Industry Zone
Pooraka Policy Area 11

- (b) the boundary adjoins the rear boundary of an adjoining allotment.
- 11 At least 15 per cent of the development site should be landscaped.
- 12 Development along Main North Road, Diagonal Road and Burma Road should incorporate a 10 metre wide landscaped buffer strip that is designed to screen car parking areas.
- 13 Security fencing including colour coated wire mesh fencing adjacent to public roads should be set back in accordance with one of the following:
 - (a) in line with the building facade
 - (b) behind the building line
 - (c) behind a landscaped area to soften its visual impact.
- 14 Activities which operate for extended hours, particularly those which generate noise or high volumes of traffic after 7.00 pm and before 7.00 am should not:
 - (a) be located on sites adjoining sensitive uses
 - (b) include direct access/egress onto Diagonal Road.
- 15 Development of the existing disused rail corridor should:
 - (a) promote integration between areas on either side of the corridor
 - (b) promote pedestrian access along the disused rail corridor and include treatments to ensure the safety and security of pedestrians
 - (c) include landscape treatments that visually integrate with adjoining land uses and maintain security appropriate to the neighbouring land uses.
- 16 Development abutting the rail corridor should locate open space, visual and landscape treatments to achieve integration with development along the disused rail corridor.
- 17 Transport linkages should be designed to maintain the potential for future use of the disused rail corridor for that purpose.

Land Division

- 18 Land division should ensure that:
 - (a) allotments provide for a minimum building envelope of 1000 square metres, with a minimum dimension of 20 metres, for the construction of buildings
 - (b) all allotments have frontage to a public road of at least 30 metres
 - (c) allotments do not have direct access to an arterial road
 - (d) roads have a minimum width of at least 21 metres, comprising a minimum carriageway width of at least 13.5 metres, and a minimum verge width of 3.75 metres on either side of the carriageway
 - (e) boundaries are located to maximise the retention of trees in road reserves or along boundaries of allotments
 - (f) road reserve verges are structured to enable a tree planting area clearance of 1.6 metres from hard fixtures and common service trenches.

PROCEDURAL MATTERS**Complying Development**

Complying developments are prescribed in Schedule 4 of the *Development Regulations 2008*.

Non-complying Development

Development (including building work, a change in the use of land, or division of an allotment) for the following is non-complying:

Form of development	Exceptions
Advertisement and/or Advertising hoarding	Except where it complies with all of the following: <ul style="list-style-type: none"> (a) it does not move, rotate or incorporate flashing lights (b) it does not wholly or partly consists of bunting, streamers, flags, wind vanes and the like (c) if attached to a building, it does not wholly or partly extend above the top of the wall or the fascia.
Amusement machine centre	
Animal keeping	
Builder's yard	Except where it achieves all of the following: <ul style="list-style-type: none"> (a) it is located on an allotment which does not adjoin an arterial, controlled-access arterial or proposed controlled-access arterial road (b) it is located at least 20 metres from an arterial, controlled-access arterial or proposed controlled-access arterial road.
Bus depot where it is located within the Infrastructure Policy Area 9	
Caravan park	
Community centre	
Consulting room	
Dairy	
Dwelling	Except where: <ul style="list-style-type: none"> (a) ancillary to and in association with industrial development (b) located on the same allotment.
Educational establishment	Except where: <ul style="list-style-type: none"> (a) ancillary to and in association with industrial development (b) located on the same allotment.
General industry where it is located within the Pooraka Policy Area 11	
Horse keeping	
Horticulture	
Hospital	
Hotel	
Intensive animal keeping where it is located in the Pooraka Policy Area 11	

Salisbury Council
Zone Section
Industry Zone

Form of development	Exceptions
Motel	
Nursing home	
Office	Except where it achieves all of the following: <ul style="list-style-type: none"> (a) ancillary to and in association with industrial development (b) located on the same allotment (c) it achieves one of the following: <ul style="list-style-type: none"> (i) it is located outside of the Pooraka Policy Area 11 (ii) it is located within the Pooraka Policy Area 11 and it has a maximum floor area of no more than 250 square metres.
Place of worship	Except where it has a floor area greater than 500 square metres and is less than 60 metres from the boundary of the Industry Zone .
Pre-school	
Prescribed mining operations	
Primary school	
Residential flat building	
Road transport terminal where it is located in the Infrastructure Policy Area 9 at Walkley Heights	
Shop or group of shops	Except where the gross leasable area is less than 250 square metres and it is located in one of the following policy areas or suburb: <ul style="list-style-type: none"> (a) Greater Levels Policy Area 8 (b) Pooraka Policy Area 11 (c) the suburb of Greenfields.
Special industry	
Stock sales yard	Except where it is located outside of the Pooraka Policy Area 11 .
Stock slaughter works	Except where it is a poultry slaughter works and it is located within the Burton Poultry Processing Policy Area 5 .
Telecommunication facility where it is located within 100 metres of a State Heritage Place	
Tourist accommodation	
Waste reception, storage, treatment or disposal in Infrastructure Policy Area 9	Except where it is located outside of the Pooraka Policy Area 11 and/or the Infrastructure Policy Area 9 .
Wrecking yard	Except where it achieves all of the following: <ul style="list-style-type: none"> (a) it is located on an allotment which does not adjoin an arterial, controlled-access arterial or proposed controlled-access arterial road (b) it is located at least 20 metres from an arterial, controlled-access arterial or proposed controlled-access arterial road.

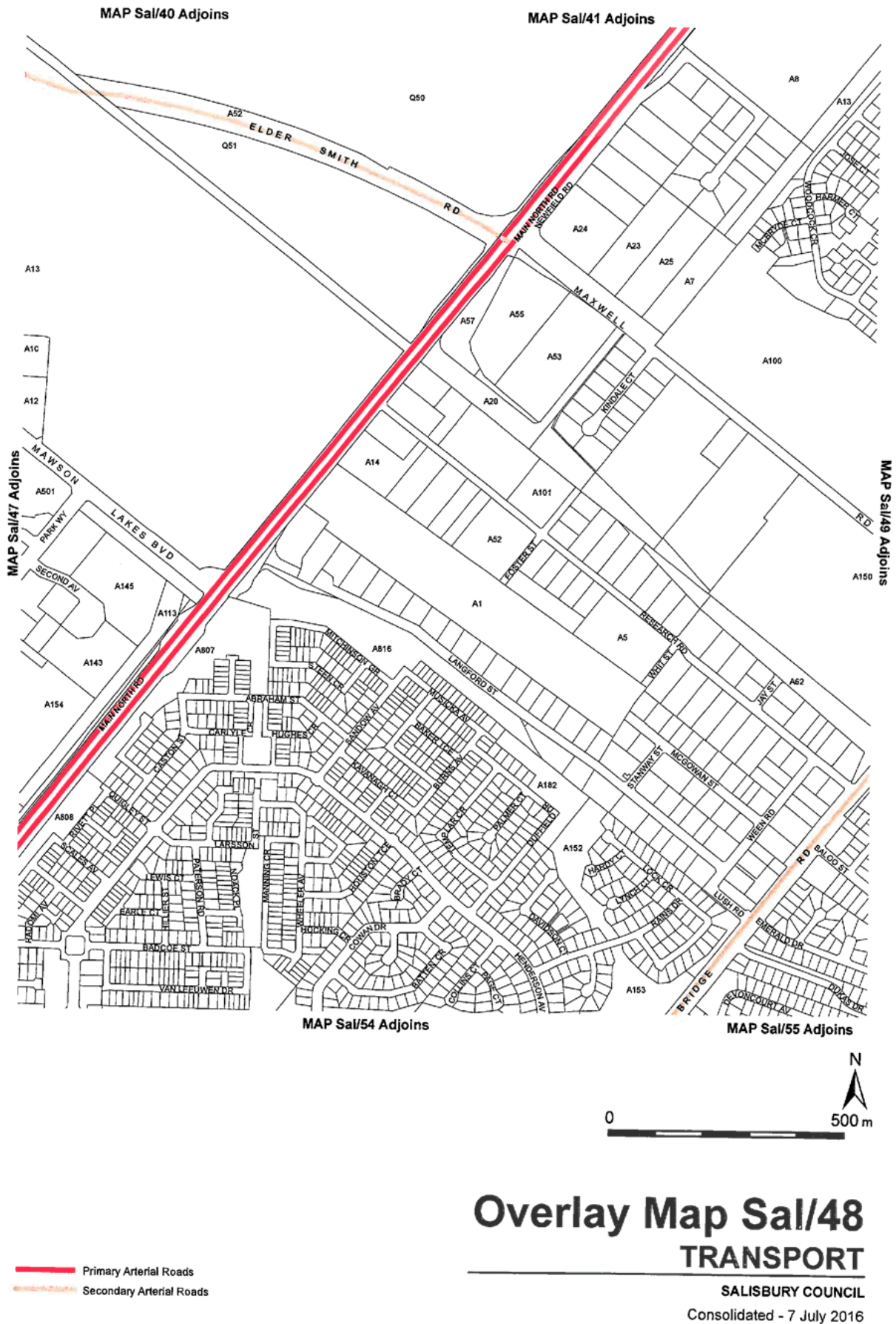
Public Notification

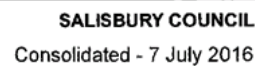
Categories of public notification are prescribed in Schedule 9 of the *Development Regulations 2008*.

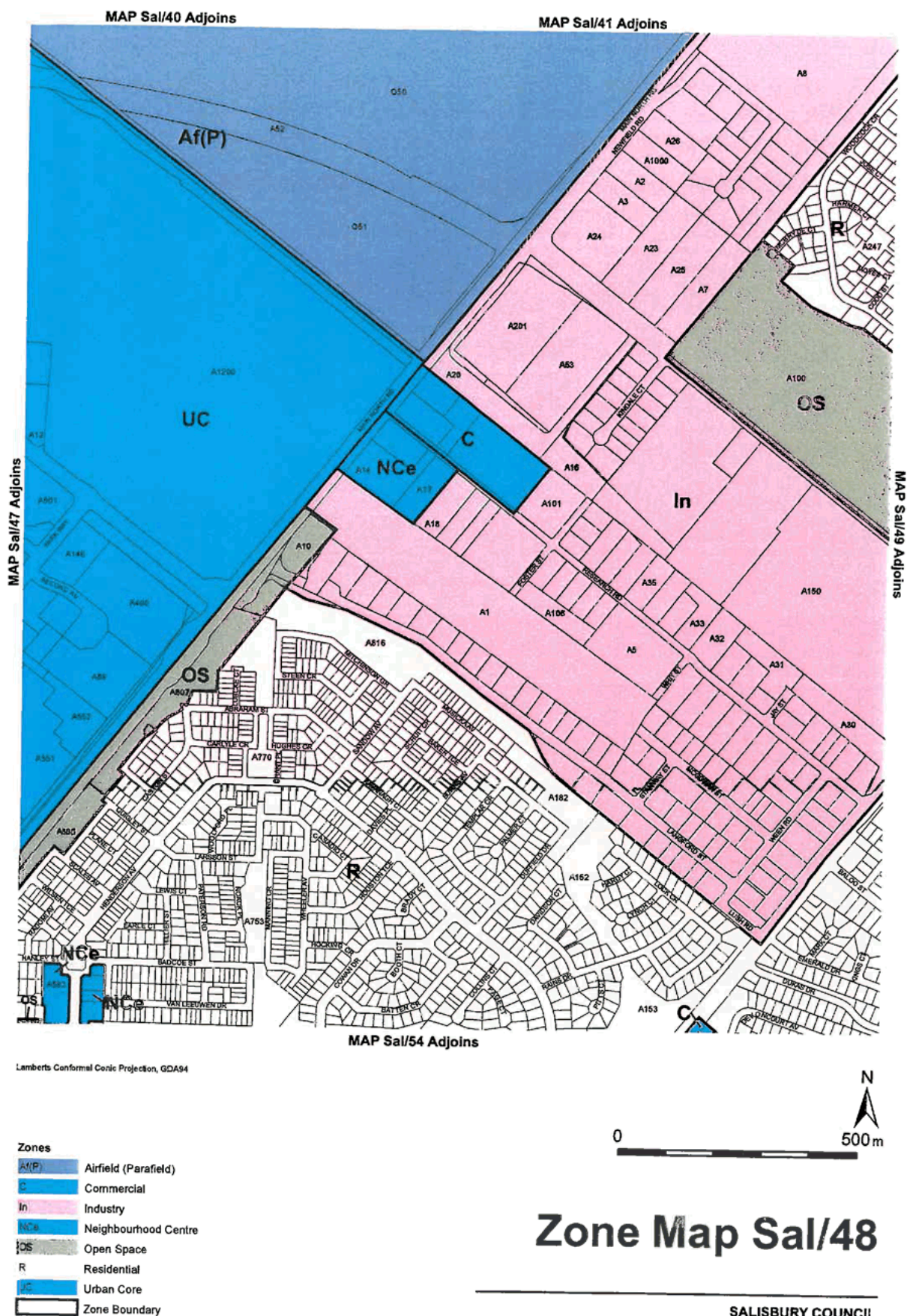


Location Map Sal/48

SALISBURY COUNCIL
Consolidated - 7 July 2016









Policy Area Map Sal/48

SALISBURY COUNCIL
Consolidated - 7 July 2016



Lamberts Conformal Conic Projection, GDA94

Precinct
24 Pooraka Commercial



Precinct Map Sal/48

 Precinct Boundary

SALISBURY COUNCIL
Consolidated - 7 July 2016

ITEM	5.1.3
	DEVELOPMENT ASSESSMENT PANEL
DATE	28 February 2017
APPLICATION NO.	361/1812/2016/1X
APPLICANT	City of Salisbury
PROPOSAL	Corporate Directional Sign
LOCATION	Lot 512 Bolivar Road, Paralowie (Bolivar Road Interchange)
CERTIFICATE OF TITLE	Volume 6016 Folio 846
AUTHOR	Anthony Gatti, Senior Planning Advisor, Intro Design

1. DEVELOPMENT APPLICATION DETAILS

Zone/Policy Area	Residential Zone
Application Type	Merit
Public Notification	Category 1
Referrals – External	Department of Planning, Transport and Infrastructure, Safety and Service Division - Informal Minister for Planning
Development Plan Version	Salisbury Council Development Plan Consolidated 7 July 2016
Assessing Officer	Anthony Gatti, Planning Consultant
Recommendation	Approval with Conditions
Meeting Date	28 February 2017

2. REPORT CONTENTS

Assessment Report

Attachment 1:	Proposal Plans
Attachment 2:	Request for DAC Assessment
Attachment 3:	Development Plan Extracts

3. EXECUTIVE SUMMARY

This report provides a detailed assessment of the application against the relevant provisions of the Salisbury Development Plan.

The assessment found that the proposed development:

- a) is an appropriate land use within the Residential Zone;
- b) will not deleteriously impact on the safety of the adjoining road network;
- c) has an appropriate height cognisant of the nature of the locality; and
utilises an appropriate visual palette which is consistent with other City of Salisbury Corporate signage.

4. SUBJECT SITE

The subject land is legally described as Allotment 512 and 613, Deposited Plan 76510, Certificate of Title Volume 6016, Folio 846. Formerly vacant land, the site has been redeveloped to facilitate the realignment of Bolivar Road and the installation of a new roundabout.

The subject land is irregularly shaped and is approximately 1000sqm in size, with the proposed sign being located on the eastern boundary of the land, adjacent to a bike lane and pedestrian footpath. The sign is oriented to face oncoming traffic along Bolivar Road and Kings Road to the south-west and east respectively.

The subject land is relatively flat, displaying no particular fall or gradient. No regulated trees or structures exist on the subject land.

No easements, land management agreements or rights of way exist upon the Certificate of Title.

Site photos are provided on the following page.



Photo 1: View of the subject site - looking east towards Kings Road



Photo 2: View of the subject site - looking north-east towards Bolivar Road



Photo 3: View of the subject site – looking west towards Bolivar Road and Port Wakefield Road



Photo 4: View of the subject site – from Bolivar Road – looking south-west towards Port Wakefield Road

5. BACKGROUND

As a result of the reconfiguration of the Bolivar Road and Kings Road intersection, the owner of the Paralowie Shopping Centre (located on the corner of Bolivar Road and Liberator Drive, Paralowie) expressed a concern that the road alteration would result in a loss of patronage to the shopping centre, as the majority of traffic would utilise Kings Road instead of Bolivar Road.

This concern led to a number of discussions between the owner of the shopping centre, Department of Planning, Transport and Infrastructure (DPTI) and Council regarding the establishment of a sign to inform vehicle commuters of the location of the Shopping Centre.

As a result of these discussions, the proposed location for the sign was agreed upon by all parties.

The subject land is currently owned by DPTI. The future intent of DPTI's Property Section is to transfer ownership of the portion of land where the sign is to be erected to Council. That process will likely occur at the conclusion of the construction of the Northern Connector (approximately 3 years).

In the interim period, Council will lease the portion of the site where the sign is to be erected via a Right of Entry agreement/lease.

Although Council is the applicant for this development proposal, the sign and associated construction costs are being financed by the Paralowie Shopping Centre.

6. LOCALITY

The locality has been defined principally by the visual impact of the proposed sign. The site of the proposed sign is located some 60 metres from dwellings located to the north-west. The orientation of the proposed signage and the distance between the subject site and adjoining residential development render the locality as restricted to the north-west, north and north east. The subject land extends further to the south-west, south and east but is restricted to the approach along Bolivar Road and Kings Road.

The land uses within the locality are related to the function of the road network, that is open space, road reserve and pedestrian and cyclist amenities.

A locality plan and contextual plan are provided below.

Locality Plan – Aerial

Item 5.1.3

**Legend (Source: Dekho)**


Subject site

Locality Plan – Cadastre**Legend (Source: Dekho)**

Subject site

Contextual Plan:



Legend (Source: Nearmap)	
	Subject site

7. DESCRIPTION OF THE PROPOSED DEVELOPMENT

The proposed development comprises the establishment of a corporate sign at allotment 512 Bolivar Road, Paralowie.

The proposed sign is a “V-Type” sign with hoarding facing south west and east. The sign is 6.44m in height and the face of the sign is 2.23m in width. The top portion of the sign, being 1.14m high and 2.23m wide displays the City of Salisbury logo. The remaining portion of the sign is used to identify the Paralowie Village Shopping Centre. The bottom of the sign is located 1m from the ground.

A copy of the proposal plans are contained in Attachment 1.

8. CLASSIFICATION

The proposed development is located within the Residential Zone. The Residential Zone does not describe any particular forms of development as Complying Development rather, it defers to Schedule 4 of the *Development Regulations 2008*. The proposed development is not described in Schedule 4.

Within the Residential zone *Advertisement and/or advertising hoarding* is a non-complying development except where it complies with all of the following:

- (a) *it does not move, rotate or incorporate flashing lights*
- (b) *it does not wholly or partly consists of bunting, streamers, flags, wind vanes and the like*
- (c) *if attached to a building, it does not wholly or partly extend above the top of the wall or the fascia.*

The proposal satisfies all the tests above, and as such avoids the non-complying trigger.

The application is not described as a complying development, nor as a non-complying development and will therefore be assessed on its merits.

9. PUBLIC NOTIFICATION

The Residential Zone defers the Categorisation of Development for public notification purposes to Schedule 9 of the *Development Regulations 2008*.

Development of the kind proposed is neither listed as being a Category 1 or Category 2 form of development in Schedule 9. However, it is considered appropriate to deal with the application as Category 1 pursuant to Clause 2(g) of Schedule 9 of the *Development Regulations 2008*. Clause 2(g) states:

- (g) *a kind of development which, in the opinion of the relevant authority, is of a minor nature only and will not unreasonably impact on the owners or occupiers of land in the locality of the site of the development.*

In determining that the application is of a minor nature consideration has been given to Clause 17 of Schedule 9 within the *Development Regulations 2008*. Clause 17 states:

- 17 *For the purpose of determining whether a development should be considered to be of a minor nature only, the relevant authority—*
- (a) *must not take into account what is included within Schedule 3; and*
 - (b) *may take into account the size of the site of the development, the location of the development within that site, and the manner in which the development relates to the locality of the site; and*
 - (c) *if relevant, may conclude that the development is of a minor nature only despite the fact that it satisfies some, but not all, of the criteria set out in item 2(d)*

The application is considered to be minor in nature as it satisfies Clause 17 (a) and (b), insofar as:

- the sign is 6.44m in height and has a face of 2.23m in width;
- there is a significant spatial separation (in the order of 60m) between the sign and any sensitive land uses;
- the sign will not cause deleterious impacts on the amenity of the Residential Zone; and
- the sign is located adjacent to a busy road and will not cause any deleterious safety impacts to the function of the Bolivar Road and Kings Road roundabout (pursuant to information in Attachment 3).

10. REFERRALS – EXTERNAL

Minister for Planning

A request was made to the Minister for Planning to appoint the Development Assessment Commission as the relevant authority, as Council is the applicant and may be deemed to have a conflict of interest. Formal advice from the Minister's Delegate confirmed that their involvement is not warranted and the development does not fall within the ambit of Schedule 10 of the *Development Regulations 2008*. To this end, Council is the relevant authority.

Department of Planning, Transport and Infrastructure – Safety and Services Division

Informal consultation was undertaken with the Safety and Services Division who in principle did not object to the proposed corporate signage.

11. ASSESSMENT

Pursuant to Section 35(2) of the *Development Act 1993*, it is recommended that the Panel determine that the proposed development is not seriously at variance with the Salisbury Development Plan, Consolidated 7 July 2016. The following reasons are given in support of this recommendation:

Assessment

Detailed assessment of the application has taken place against the relevant provisions of the Salisbury Development Plan and is described below under headings.

An extract of the relevant Development Plan, Consolidated 7 July 2016, is contained in Attachment 4. The relevant provisions are also highlighted in the Attachment.

Land Use

Objective 6: Development that contributes to the desired character of the zone.

Desired Character Statement

...In addition to housing and open space, the zone will also contain a variety of community related, non-residential land uses that contribute to the creation of pleasant, connected, well serviced and socially inclusive neighbourhoods.

The proposed development is a non-residential land use which assists to create a connected neighbourhood. The realignment of Bolivar Road and Kings Road and the introduction of a roundabout at their junction has created a new gateway into the area. The establishment of corporate signage at this location will introduce people into the City of Salisbury, and more specifically Paralowie. The inclusion of information pertaining to the Paralowie Village Shopping Centre on this sign will facilitate convenient vehicular movement into the centre and will help to compensate for the loss of line of sight to the centre caused by the introduction of the roundabout.

PDC 2: Development listed as non-complying is generally inappropriate.

The proposed development is not listed as a non-complying development, and as such is not considered to be inappropriate. In understanding the appropriateness of the proposed corporate sign, the impacts of the sign on the locality have been considered

The sign is 6.44m in height which is not substantially greater in height than a conventional single storey dwelling with a gabled roof, or the wall height of a two storey dwelling. The sign has a height which is commensurate with residential development. The sign is located some 60m away from any residential development. This ensures that any potential visual impacts of the sign on sensitive development are avoided.

The sign does not move, rotate or flash, nor is it internally illuminated and as such will not cause disturbance to sensitive development within the broader area or on passing motorists.

The proposed sign is therefore considered to be appropriate.

PDC 4: Non-residential development such as shops, schools and consulting rooms should be of a nature and scale that:

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

The proposed signage is a form of non-residential development. It is of a nature and scale which:

- serves the local community by identifying the City of Salisbury, and the Paralowie Village Shopping Centre at a new gateway into the City;
- has a height commensurate with residential development and does not detract from the character of the locality;
- will not affect the amenity of nearby residents; and
- will advertise the proximity of a nearby centre.

Appearance of Advertising Signage

Objective 1: Urban and rural landscapes that are not disfigured by advertisements and/or advertising hoardings.

The proposed development is located at a new urban junction. The appearance of the sign is typical to that of other City of Salisbury corporate signs used for gateway statements and business identification. As such it will not appear out of place.

Objective 2: Advertisements and/or advertising hoardings that do not create a hazard.

The proponent has undertaken informal consultation with the Safety and Services Division of the Department of Planning, Transport and Infrastructure who have not raised an objection with the sign.

PDC 1: The location, siting, design, materials, size, and shape of advertisements and/or advertising hoardings should be:

- (a) consistent with the predominant character of the urban or rural landscape*
- (b) in harmony with any buildings or sites of historic significance or heritage value in the area*
- (c) co-ordinated with and complement the architectural form and design of the building they are to be located on.*

The proposed sign has been designed as a typical City of Salisbury corporate sign which are present throughout the City. The size, shape, design and colours of the sign are not out of character with the urban landscape.

The sign is not located in close proximity to any buildings or sites of historic significance. The proposed sign is standalone and will not conflict with any adjacent buildings.

PDC 4: The content of advertisements should be limited to information relating to the legitimate use of the associated land.

The proposed sign identifies the area as being within the City of Salisbury. The remainder of the sign is used to identify the Paralowie Village Shopping Centre. The sign, stylistically advertises the City of Salisbury. The shopping centre, which the sign further advertises, is located in close proximity.

PDC 5: Advertisements and/or advertising hoardings should:

- (a) be completely contained within the boundaries of the subject allotment*
- (b) be sited to avoid damage to, or pruning or lopping off, on-site landscaping or street trees*
- (c) not obscure views to vistas or objects of high amenity value.*

The proposed corporate sign, is:

- located completely within the allotment to which it is sited upon;
- will not impact on existing site landscaping or street trees; and
- will not obscure view to vistas or objects of high amenity value.

PDC 6: Advertisements and/or advertising hoardings should not be erected on:

- (a) a public footpath or veranda post*
- (b) a road, median strip or traffic island*
- (c) a vehicle adapted and exhibited primarily as an advertisement*
- (d) residential land.*

The proposed signage is standalone and has not been erected on:

- a public footpath or verandah post;
- a road, median strip or traffic island; or
- a vehicle.

The subject land is located within the Residential Zone; however, it is not residential land. The land is irregular in shape, and is located adjacent to a primary arterial road. It is not likely to be used as residential land in the future due to its irregular shape and adjacency to the arterial road.

PDC 10: Advertisements should convey the owner/occupier and/or generic type of business, merchandise or services using simple, clear and concise language, symbols, print style and layout and a small number of colours.

The proposed sign utilises simple language and colour palette. The sign identifies the City of Salisbury, the Paralowie Village Shopping Centre and the types of tenancies that are present within the centre.

PDC 13: Advertisements and/or advertising hoardings should not create a hazard by:

- (a) being so highly illuminated as to cause discomfort to an approaching driver, or to create difficulty in the driver's perception of the road or persons or objects on the road*
- (b) being liable to interpretation by drivers as an official traffic sign, or convey to drivers information that might be confused with instructions given by traffic signals or other control devices, or impair the conspicuous nature of traffic signs or signals*

- (c) *distracting drivers from the primary driving task at a location especially where the demands on driver concentration are high*
- (d) *obscuring a driver's view of other road or rail vehicles at/or approaching level crossings, or of pedestrians or of features of the road that are potentially hazardous (eg junctions, bends, changes in width, traffic control devices).*

The design of the proposed corporate sign is appropriate as it:

- is not illuminated;
- has been designed to accord with a standard template and will not create confusion;
- will not distract drivers from driving; and
- has been sited so it will not obscure drivers views.

PDC 18: Freestanding advertisements should not exceed the total height (measured from natural ground level) as specified within the following table:

<i>Location of freestanding advertisement</i>	<i>Total height (in metres)</i>
...	...
<i>In all other locations</i>	3

The proposed corporate sign is located in an area where the total envisaged height for signage is 3m. The proposed sign has a height of 6.44m which represents a significant quantitative departure from the provision. To understand the appropriateness of the departure, a qualitative assessment on the sign and its locality has been undertaken. The departure is considered to be appropriate as the sign:

- is located adjacent to a large piece of infrastructure and is separated (60m) from any residential development in proximity;
- will not cause any impacts from overshadowing on residential land;
- will not cause a deleterious visual impact on existing residential development;
- is generally compatible in height with a two storey dwelling; and
- is not illuminated and does not move, rotate or flash.

Despite the quantitative departure, the additional height does not create any deleterious qualitative impacts on existing residential development in proximity. It is therefore concluded that the proposed sign is appropriate.

12. CONCLUSION

This report has provided a detailed assessment of the application against the relevant provisions of the Salisbury Development Plan. The assessment found that the proposed development:

- a) is an appropriate land use within the Residential Zone;
- b) will not deleteriously impact on the safety of the adjoining road network;
- c) has an appropriate height cognisant of the nature of the locality; and
- d) utilises an appropriate visual pallette which is consistent with other City of Salisbury Corporate signage.

Accordingly, it is recommended that Development Plan Consent be granted, subject to conditions.

13. STAFF RECOMMENDATION

That the Development Assessment Panel resolve that:

- A. The proposed development is not considered to be seriously at variance with the Salisbury Development Plan – Consolidated 7 July 2016.
- B. Pursuant to Section 33 of the *Development Act 1993*, Development Plan Consent is **GRANTED** to application number 361/1812/2016/1X for Corporate Directional Sign in accordance with the plans and details submitted with the application and subject to the following conditions:

Development Plan Consent Conditions

- 1. The development shall be carried out in accordance with the details submitted with the application and the following stamped approved plans and documents, except where otherwise varied by the conditions herein:

Drawing No.	Prepared By
Proposed Bolivar Interchange Corporate Directional Signage	City of Salisbury
DPTI-SKT-7366-99-1077 – AMEND No: D	DPTI

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

- 2. The corporate sign and associated structure shall be maintained in good repair at all times.

Reason: To maintain the visual amenity of the locality.

3. The corporate sign shall not move, flash, be internally illuminated or reflect light so as to be an undue distraction to motorists,

Reason: To maintain the visual amenity of the locality and prevent distraction to motorists.

Advice Notes

1. This is not a building consent, and a satisfactory application for Provisional Building Rules Consent has to be submitted before Council can issue a Development Approval.

CO-ORDINATION

Officer:	GMCiD	MDS
Date:	15.02.17	14.02.17

ATTACHMENTS

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

1. Proposal Plans
2. Request for DAC Assessment
3. Development Plan Extracts

Attachment 1
Proposal Plans



CITY OF SALISBURY DEVELOPMENT APPLICATION FORM

361/ 1812 /2016/ IX

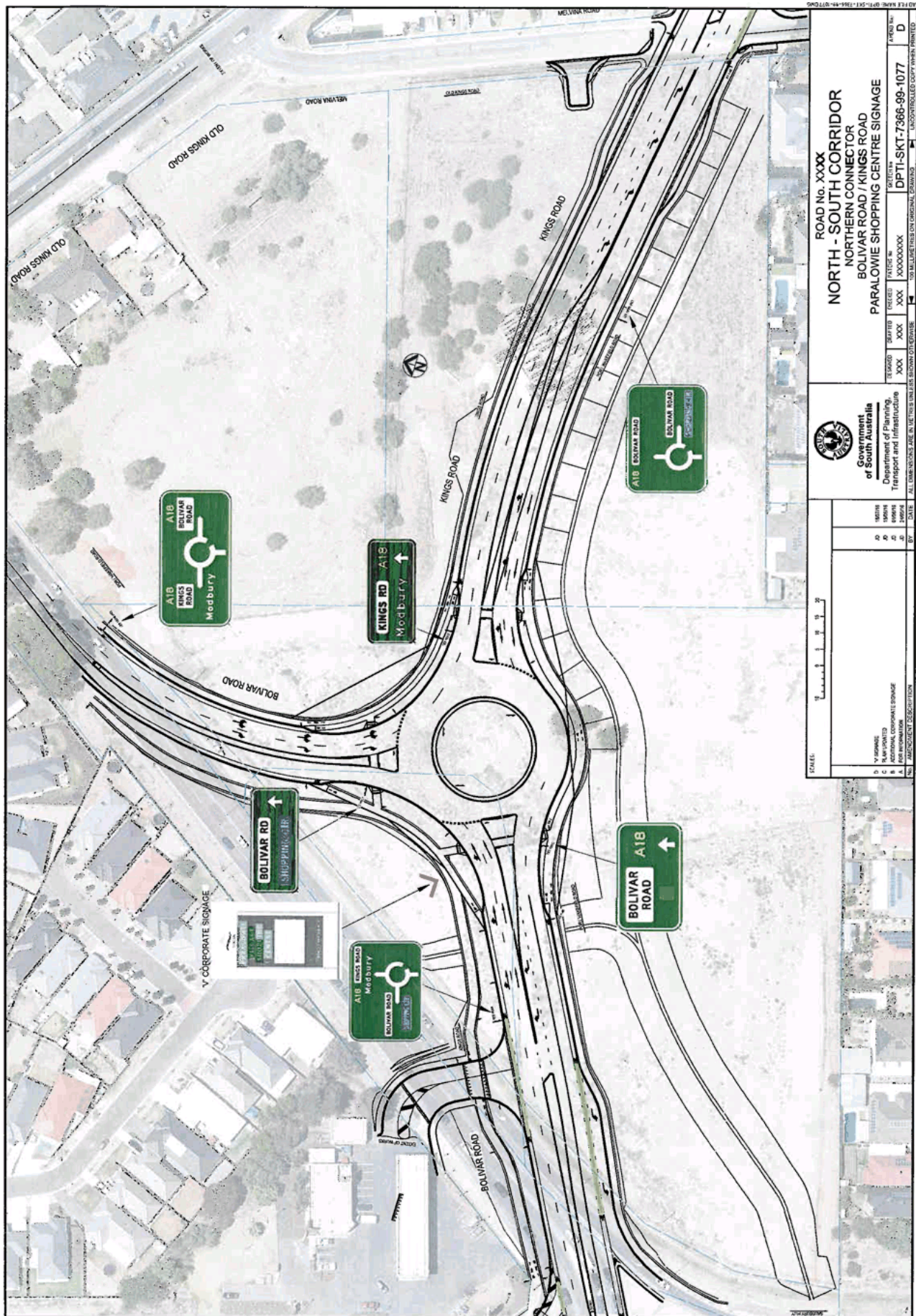
Please use BLOCK LETTERS and Black or Blue Ink

APPLICANT NAME: <u>City of Salisbury</u>		
POSTAL ADDRESS: <u>12 James Street, Salisbury SA 5108</u>		
OWNER NAME: (This must be completed) <u>DPTI</u>		<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: <u>Heidi Crossley</u>		TELEPHONE (W): <u>8406 8209</u> (M):
EMAIL: <u>hcrossley@salisbury.sa.gov.au</u>		FAX:
BUILDER NAME: <u>TBA</u>		BUILDERS EMAIL:
BUILDER POSTAL ADDRESS:		CONTACT NO.:
		LICENCE NO.:
CURRENT USE OF PROPERTY:		
DESCRIPTION OF PROPOSAL:		DEVELOPMENT COST <u>Approx.</u> <u>\$ 24,000</u>
LOCATION OF PROPOSAL		
Street No: <u>392 - 404</u>	Street: <u>Bolivar Road</u>	Suburb: <u>Paralowie</u>
Lot No: <u>512</u> <u>613</u>	Section:	Plan: <u>76510</u> Volume: <u>6016</u> Folio: <u>846</u>
OFFICE USE ONLY		
Registration Date: <u>13 / 9</u> /2016	Zone: <u>R</u>	Ward: <u>West</u>
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

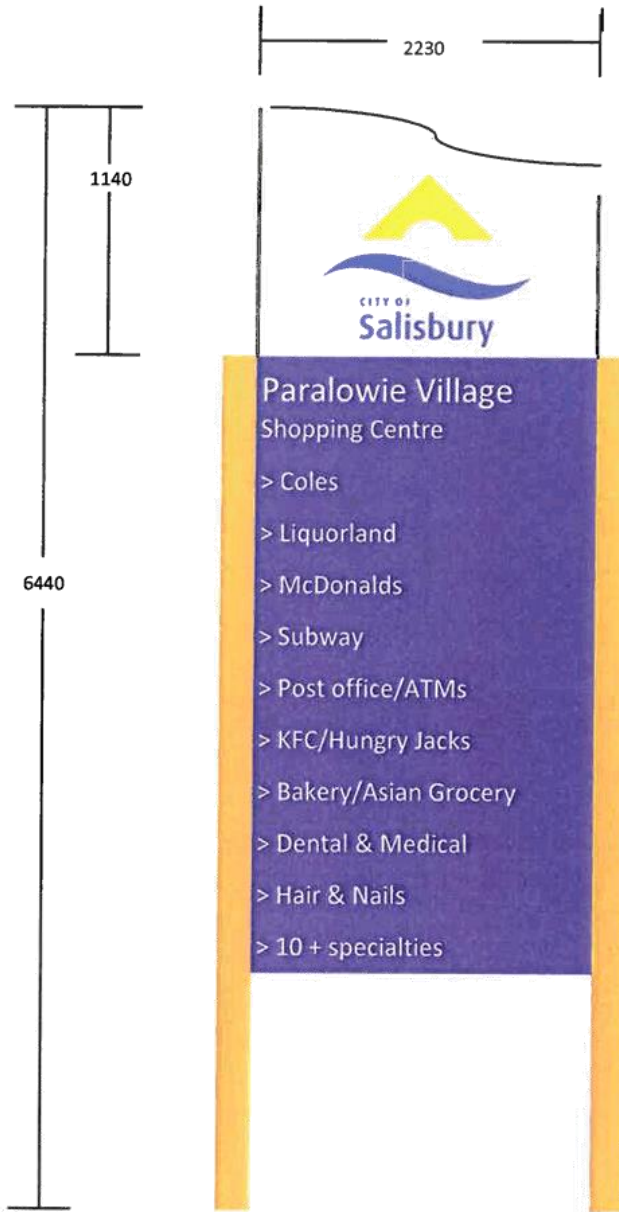
SIGNATURE: [Signature]

DATE: 13 / 9 / 16



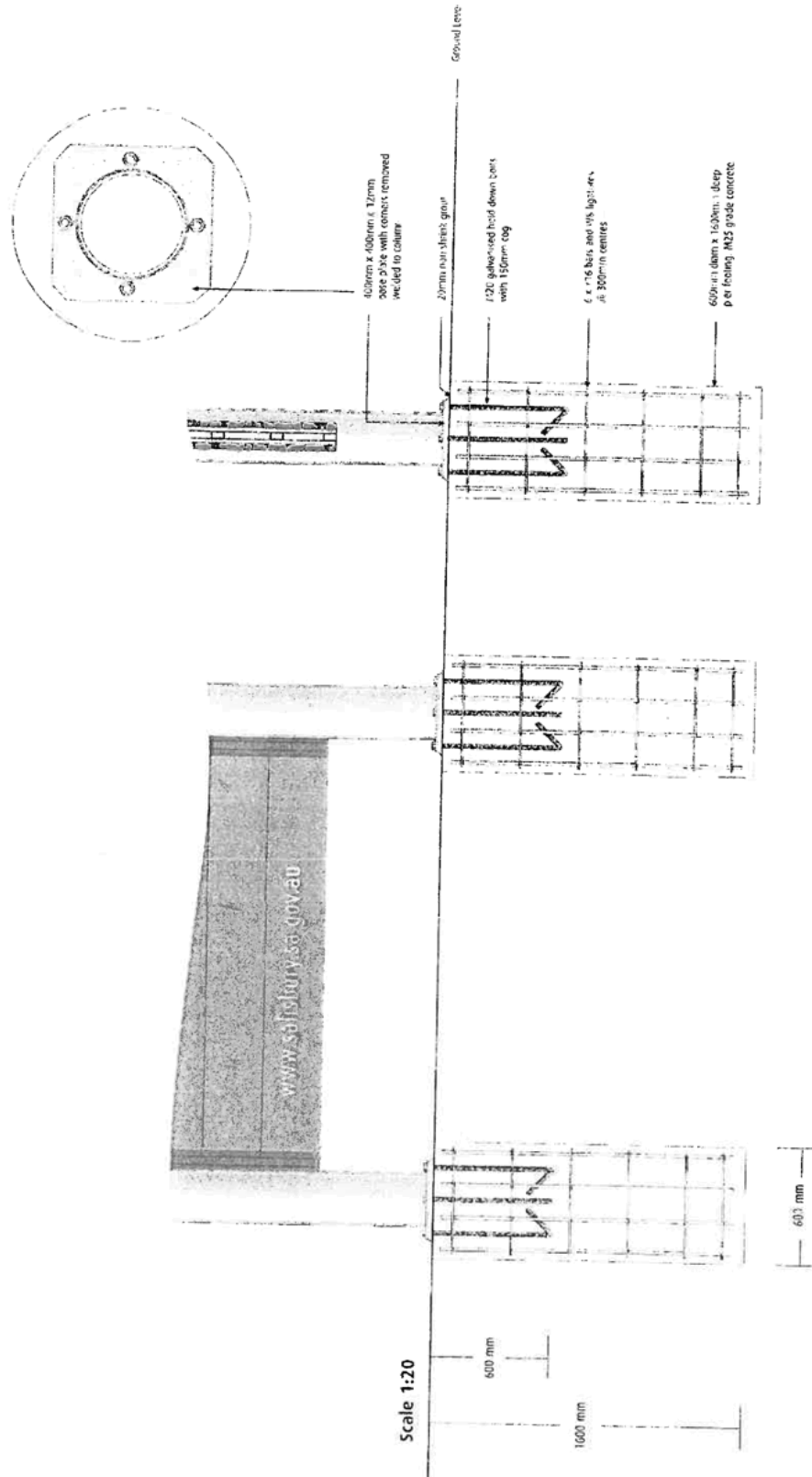
Item 5.1.3 - Attachment 1 - Proposal Plans

Proposed Bolivar Interchange Corporate Directional Sign



Signage to be in accordance with City of Salisbury Corporate Signage Specification dated 25 November 2004

Large Corporate Directional Sign
Footing detail for new signs



Attachment 2
Request for DAC Assessment



City of Salisbury
ABN 82 615 416 895

12 James Street
PO Box 8
Salisbury SA 5108
Australia

Telephone 08 8406 8222
Facsimile 08 8281 5466
city@salisbury.sa.gov.au
TTY 08 8406 8596
(for hearing impaired)
www.salisbury.sa.gov.au

22 September 2016

The Hon. John Rau MP
Minister for Planning
GPO Box 464
ADELAIDE SA 5001

Dear Minister

APPLICANT: City of Salisbury
APPLICATION NO: 361/1812/2016/1X
SUBJECT SITE: 391-403 Bolivar Road, Paralowie SA 5108
PROPOSED DEVELOPMENT: CORPORATE SIGN

Council respectfully asks that you consider the following request pursuant to Section 34(1)(b)(iii) of the Development Act 1993. It is considered that the Development Assessment Commission should act as the relevant authority in this matter as Council may have conflict of interest as considered by Section 34(1)(b)(vi)(A).

Background

On 13 September 2016, Council received an application from the City of Salisbury to construct a Corporate Sign at 391-403 Bolivar Road, Paralowie SA 5108. The proposal involves construction of a V-Shaped Directional Sign (6.44m overall height) on road reserve to the north-west of the new roundabout at Bolivar Road/Kings Road, Paralowie which is associated with the Northern Connector project. The intent of the sign is to provide direction to shops/services located within the Paralowie Village Shopping Centre and is being funded by the Shopping Centre. Council's arrangements for such directional signs on Council property include provisions for ongoing lease payments in addition to initial charges for manufacture and installation.

Potential Conflict of Interest

There is a concern that should Council assess the Application, there could be a potential conflict of interest or perception of bias with Council being the Relevant Authority, given that Council has been involved in the preparation and planning of the proposal, will be responsible for undertaking the building work and Council will receive reimbursement and ongoing payments for the sign.

Conclusion

For the above reasons, it is requested that you consider directing that the Development Assessment Commission be the Relevant Authority in regards to the assessment of this application, pursuant to Section 34(1)(b)(iii) of the *Development Act, 1993*. Should you require any assistance or further advice about any matter referred to above, please do not hesitate to contact me.

Yours sincerely

Terry Sutcliffe
General Manager City Development
Phone: 08 8406 8232
Email: tsutcliffe@salisbury.sa.gov.au



Government of South Australia

Department of Planning,
Transport and Infrastructure

*In reply please quote #1101242
Enquiries to Brett Miller
Telephone 8343 2988*

Planning Division

*Level 1, 211 Victoria Square
Adelaide SA 5000*

*GPO Box 1815
Adelaide SA 5001*

*Telephone: 08 7109 7081
ABN 92 366 288 135*

<http://www.dpti.sa.gov.au>

12 December 2016

Attn: Terry Sutcliffe
General Manager City Development
PO Box 8
SALISBURY SA 5108

Dear Terry

Applicant: City of Salisbury
Proposed Development: Corporate signage – Council number 361/1812/2016/1X
Subject Land: 391-403 Bolivar Road, Paralowie SA 5108

I refer to the letter from your Council dated 22 September 2016 requesting that the Development Assessment Commission be appointed as the relevant authority for the above development application.

Having carefully considered the matter, I am of the view that the appointment of the Commission as relevant authority is not warranted in this instance.

It is also noted that the proposal does not fall within the ambit of Schedule 10 of the *Development Regulations 2008*, automatically requiring a decision by the Commission.

I consider that the City of Salisbury Development Assessment Panel is best placed to consider the issues and I am confident in the panel being able to provide full and independent scrutiny of the planning merits without prejudice.

If you have any questions relating to this matter please contact Brett Miller of this office by telephone on 8343 2988 or email brett.miller@sa.gov.au.

Yours sincerely

CHRIS KWONG
MANAGER DEVELOPMENT POLICY AND ASSESSMENT
as delegate of the
MINISTER FOR PLANNING

15 DEC 2016

Attachment 3

Development Plan Extracts

Advertisements

OBJECTIVES

- 1 Urban and rural landscapes that are not disfigured by advertisements and/or advertising hoardings.
- 2 Advertisements and/or advertising hoardings that do not create a hazard.
- 3 Advertisements and/or advertising hoardings designed to enhance the appearance of the building and locality.

PRINCIPLES OF DEVELOPMENT CONTROL

- 1 The location, siting, design, materials, size, and shape of advertisements and/or advertising hoardings should be:
 - (a) consistent with the predominant character of the urban or rural landscape
 - (b) in harmony with any buildings or sites of historic significance or heritage value in the area
 - (c) co-ordinated with and complement the architectural form and design of the building they are to be located on.
- 2 The number of advertisements and/or advertising hoardings associated with a development should be minimised to avoid:
 - (a) clutter
 - (b) disorder
 - (c) untidiness of buildings and their surrounds
 - (d) driver distraction.
- 3 Buildings occupied by a number of tenants should exhibit co-ordinated and complementary advertisements and/or advertising hoardings to identify the tenants and their type of business.
- 4 The content of advertisements should be limited to information relating to the legitimate use of the associated land.
- 5 Advertisements and/or advertising hoardings should:
 - (a) be completely contained within the boundaries of the subject allotment
 - (b) be sited to avoid damage to, or pruning or lopping of, on-site landscaping or street trees
 - (c) not obscure views to vistas or objects of high amenity value.
- 6 Advertisements and/or advertising hoardings should not be erected on:
 - (a) a public footpath or veranda post
 - (b) a road, median strip or traffic island
 - (c) a vehicle adapted and exhibited primarily as an advertisement

**Salisbury Council
General Section
Advertisements**

- (d) residential land.
- 7 Advertisements and/or advertising hoardings attached to buildings should not be sited on the roof or higher than the walls of a building.
- 8 Advertisements and/or advertising hoardings erected on a veranda or that project from a building wall should:
 - (a) have a clearance over a footway, of at least 2.5 metres, to allow for safe and convenient pedestrian access
 - (b) where erected on the side of a veranda, not exceed the width of the veranda or project from the veranda
 - (c) where erected on the front of a veranda, not exceed the length of the veranda or project from the veranda
 - (d) where projecting from a wall, have the edge of the advertisement or advertising hoarding abutting the surface of the wall.
- 9 Advertisements should be designed to conceal their supporting advertising hoarding from view.
- 10 Advertisements should convey the owner/occupier and/or generic type of business, merchandise or services using simple, clear and concise language, symbols, print style and layout and a small number of colours.
- 11 Advertisements which perform a secondary role in identifying the business, goods or services should only be readable in the immediate vicinity of the site.
- 12 Outside of townships and country settlements advertisements other than traffic signs, tourist signs or advertisements on an existing tourist information bay display board, should not be erected in road reserves.

Safety

- 13 Advertisements and/or advertising hoardings should not create a hazard by:
 - (a) being so highly illuminated as to cause discomfort to an approaching driver, or to create difficulty in the driver's perception of the road or persons or objects on the road
 - (b) being liable to interpretation by drivers as an official traffic sign, or convey to drivers information that might be confused with instructions given by traffic signals or other control devices, or impair the conspicuous nature of traffic signs or signals
 - (c) distracting drivers from the primary driving task at a location especially where the demands on driver concentration are high
 - (d) obscuring a driver's view of other road or rail vehicles at/or approaching level crossings, or of pedestrians or of features of the road that are potentially hazardous (eg junctions, bends, changes in width, traffic control devices).
- 14 Any internally illuminated advertising signs and/or advertising hoardings which utilise LED, LCD or other similar technologies should be located a minimum of 80 metres from traffic signals, level crossings and other important traffic control devices.

Freestanding Advertisements

- 15 Freestanding advertisements and/or advertising hoardings should be:
 - (a) limited to only one primary advertisement per site or complex

- (b) of a scale and size in keeping with the desired character of the locality and compatible with the development on the site.
- 16 Freestanding advertisements and/or advertising hoardings for multiple-business tenancy complexes should:
 - (a) incorporate the name or nature of each business or activity within the site or complex in a single advertisement
 - (b) be integrally designed and mounted below the more predominant main complex or site identity advertisement.
- 17 Portable, easel or A-frame advertisements should be displayed only where:
 - (a) no other appropriate opportunity exists for an adequate co-ordinated and permanently erected advertisement and/or advertising hoarding
 - (b) they do not obstruct or compromise the safety of pedestrians or vehicle movement
 - (c) there is no unnecessary duplication or proliferation of advertising information
 - (d) there is no damage to, or removal of, any landscaping on the site
 - (e) they are restricted to 1 per site, or 1 per major road frontage if located upon a large corner site
 - (f) each sign does not exceed 1 square metre in advertisement area per face, and 1.2 metres in height.

- 18 Freestanding advertisements should not exceed the total height (measured from natural ground level) as specified within the following table:

Location of freestanding advertisement	Total height (in metres)
Mixed Use (Bulky Goods, Entertainment and Leisure) Zone	8
Precinct 8 Retail Core (within the Ingle Farm Policy Area 2)	
Precinct 13 Retail Core (within the Salisbury Town Centre Policy Area 3)	
Precinct 17 Retail Core (within the Salisbury Downs Policy Area 4)	
Bulky Goods Zone	
Precinct 23 Greenfields Commercial (within the Commercial Zone)	
Industry Zone	6
Neighbourhood Centre Zone	
Precinct 21 Para Hills West Commercial (within the Commercial Zone)	
Precinct 24 Pooraka Commercial (within the Commercial Zone)	
Commercial Zone (Except within Precinct 23 Greenfields Commercial, Precinct 21 Para Hills West Commercial or Precinct 24 Pooraka Commercial)	4
Precinct 5 Education (within the Ingle Farm Policy Area 2)	
Precinct 7 Recreation (within the Ingle Farm Policy Area 2)	
Local Centre Zone	
Precinct 9 Civic (within the Salisbury Town Centre Policy Area 3)	
Precinct 11 Community and Tertiary (within the Salisbury Town Centre Policy Area 3)	
Precinct 12 Interchange (within the Salisbury Town Centre Policy Area 3)	
Precinct 15 Community (within the Salisbury Downs Policy Area 4)	
Precinct 16 Mixed Use (within the Salisbury Downs Policy Area 4)	
In all other locations	3

**Salisbury Council
General Section
Advertisements**

- 19 Portable, easel or A-frame advertisements associated with a development should be displayed only during the hours the development is open for trading.

Flags, Bunting and Streamers

- 20 Advertisements and/or advertising hoardings incorporating any flags, bunting, streamers, or suspended objects should:
- (a) be placed or arranged to complement and accord with the scale of the associated development
 - (b) other than flags, not be positioned higher than the building they are attached or related to
 - (c) not be displayed in residential areas.

Advertising along Arterial Roads

- 21 Advertising and/or advertising hoardings should not be placed along arterial roads that have a speed limit of 80 km/h or more.

Residential Zone

Refer to the [Map Reference Tables](#) for a list of the maps that relate to this zone.

OBJECTIVES

- 1 A residential zone comprising a range of dwelling types, including a minimum of 15 per cent affordable housing.
- 2 Increased dwelling densities in close proximity to centres, public transport routes and public open spaces.
- 3 A zone primarily accommodating a range of dwellings to meet the diverse needs and preferences of the community.
- 4 Revitalisation of under-utilised suburbs, particularly public housing areas, to facilitate the provision of a greater mix of housing types and improved residential amenity.
- 5 Residential development designed and insulated to minimise effects of predicted aircraft noise and industrial noise.
- 6 Development that contributes to the desired character of the zone.

DESIRED CHARACTER

The zone covers a substantial portion of the Council area and is home to a large and diverse population. The zone is suitable for a range of low to medium density housing, with higher density in appropriate locations. In addition to housing and open space, the zone will also contain a variety of community related, non-residential land uses that contribute to the creation of pleasant, connected, well serviced and socially inclusive neighbourhoods.

A full range of dwelling types on a variety of allotment sizes will be provided, including affordable housing, special needs housing and housing for the aged in appropriate locations. Housing form will be diverse and cater for different household sizes, life cycle stages and housing preferences and will be cost-effective, energy efficient and will make efficient use of available sites. Older neighbourhoods will experience change through turnover in population and ageing of existing residents which will generate a need for more housing diversity as well as changes in density and different services and facilities to complement these changes.

Residential development will reflect a variety of building styles, yet where a consistent character exists, new buildings will be designed to harmonise with that which is existing in terms of form, mass, scale, colours and textures of materials and setback distances. A cohesive built form will be achieved through design elements such as interesting roof forms, articulated buildings, recessed vehicle garaging, and landscaped spaces between buildings and the public road. Buildings will include windows, doors and balconies that overlook the street and areas of public open space to promote surveillance and community interaction.

Setbacks to local streets will be used to enable landscaping to be provided to soften the built form and improve amenity for residents and pedestrians. The visual and physical impact of vehicle access points will be minimised by reducing both the number of access points and the width of associated crossovers and driveways. Sealed surfaces will be minimised to reduce stormwater run-off and to also provide opportunities for landscaping to improve visual amenity. Development will seek to protect and retain regulated trees that contribute to the character of the area.

In order to achieve a compact urban form an overall increase in the residential density is desirable in select locations, in keeping with the objectives for development in the Zone, although it is anticipated that the predominant form of housing will remain detached dwellings at low to medium density throughout much of the zone. Co-ordinated infill housing, redevelopment and refurbishment of existing housing are encouraged

Salisbury Council
Zone Section
Residential Zone

to maximise use of the community investment in facilities and services in existing residential areas that are located close to centres and community services. Opportunities exist to gradually develop under-utilised and vacant land within established areas, particularly when a specific housing need arises within the population, but also as an opportunity for improving access to existing services and facilities. Co-ordinated and efficient development of larger sites containing multiple allotments is encouraged in order to achieve greater housing density and diversity.

Medium density forms of housing including semi-detached dwellings, row dwellings, residential flat buildings and group dwellings are encouraged in areas with good access to services and facilities. Concentrated nodes of medium density development of up to 4 storeys in height are anticipated in areas close to centres, public transport and significant public open space, and are to be developed in a co-ordinated and orderly manner. Typically this will involve the amalgamation of sites and will result in development that compliments the prevailing character. A transition in building height will be necessary to ensure issues of overlooking is minimised and solar access maintained.

Development will be of a form and scale compatible with adjoining residential development. As part of the increase in residential density there will be an increase in the number of dwellings of two or more storeys. Such development will recognise the proximity of adjoining development and will be designed and sited to maintain the privacy of adjoining dwellings and their private open space areas, and will be designed to integrate with the existing built form.

Development of land with a known history of a potentially contaminating activity will occur once the site has been assessed and remediated to the standard necessary to ensure it is safe and suitable for the proposed use.

Development in areas which adjoin industrial land uses and areas affected by aircraft noise as identified in Concept Plan Map Sal/2 - Edinburgh Defence Airfield Aircraft Noise Exposure should be designed, sited and constructed to minimise the effects of noise.

PRINCIPLES OF DEVELOPMENT CONTROL

Land Use

- 1 The following forms of development are envisaged in the zone:
 - affordable housing
 - domestic outbuilding in association with a dwelling
 - domestic structure
 - dwelling
 - dwelling addition
 - small scale non-residential use that serves the local community, for example:
 - child care facility
 - health and welfare service
 - open space
 - primary or secondary school
 - recreation area
 - supported accommodation.
- 2 Development listed as non-complying is generally inappropriate.
- 3 Vacant or underutilised land should be developed in an efficient and co-ordinated manner to increase housing choice by providing dwellings at densities higher than, but compatible in form, scale and design with adjoining residential development.
- 4 Non-residential development such as shops, schools and consulting rooms should be of a nature and scale that:
 - (a) serves the local community
 - (b) is consistent with the character of the locality

(c) does not detrimentally impact on the amenity of nearby residents

(d) will not undermine the efficient operation of nearby centres.

- 5 The use and placement of outbuildings should be ancillary to and in association with a dwelling or dwellings.

Form and Character

- 6 Development should be undertaken in accordance with the following Concept Plan Maps:

(a) [Concept Plan Map Sal/21 - Paralowie Residential Area 3](#)

(b) [Concept Plan Map Sal/22 - Burton Residential Area 1](#)

(c) [Concept Plan Map Sal/23 - Direk Residential Area](#)

(d) [Concept Plan Map Sal/24 - Frost Road/Brown Terrace Salisbury](#)

(e) [Concept Plan Map Sal/25 - Paralowie Residential Area 1](#)

(f) [Concept Plan Map Sal/26 - Paralowie Residential Area 2](#)

(g) [Concept Plan Map Sal/27 - Salisbury Downs Residential Area 1.](#)

- 7 Residential development should only occur within the area marked 'Lot 23' or 'Lot 24' on [Concept Plan Map Sal/24 - Frost Road/Brown Terrace Salisbury](#) where it is developed in accordance with all of the following:

(a) the construction of a 2.4 metre high acoustical fence, which is comprised of double-sided fibre cement sheeting that has a density of not less than 12.5 kilograms per square metre, along the north-west and south-west boundaries of the land

(b) service areas are located between the noise source and the living areas of the dwelling

(c) dwellings utilise suitable sound insulation methods such as double-glazing to windows, roof and wall insulation

(d) the number of wall openings facing the noise source are minimised.

- 8 Direct vehicular access should not be provided onto Smith Road, Barker Road or Bridge Road.

- 9 Where remnant vegetation is located within road reserves it should be preserved and protected against loss, damage and disfigurement.

- 10 Garages and carports facing the street (other than an access lane way) should be designed with a maximum width of 6 metres or 50 per cent of the allotment or building site frontage width, whichever is the lesser distance.

- 11 Sheds, garages and similar outbuildings should be designed within the following parameters:

Parameter	Value
Maximum floor area for allotments less than 450 square metres	60 square metres
Maximum floor area for allotment greater than 450 square metres	72 square metres
Maximum building height (from natural ground level)	5 metres
Maximum wall height (from natural ground level)	3 metres

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Residential Zone

Affordable Housing

- 12 Development should include a minimum 15 per cent of residential dwellings for affordable housing.
- 13 Affordable housing should be distributed throughout the zone to avoid over-concentration of similar types of housing in a particular area.

Land Division

- 14 Land division should create a 5 metre landscaped reserve to limit direct vehicle access where allotments are created fronting the following roads:
 - (a) Martins Road, Parafield Gardens and Paralowie
 - (b) Burton Road, Burton and Paralowie
 - (c) Bolivar Road, Burton and Paralowie
 - (d) Willochra Road, Salisbury.

Salisbury Council
Zone Section
Residential Zone

PROCEDURAL MATTERS

Complying Development

Complying developments are prescribed in Schedule 4 of the *Development Regulations 2008*.

Non-complying Development

Development (including building work, a change in the use of land, or division of an allotment) for the following is non-complying:

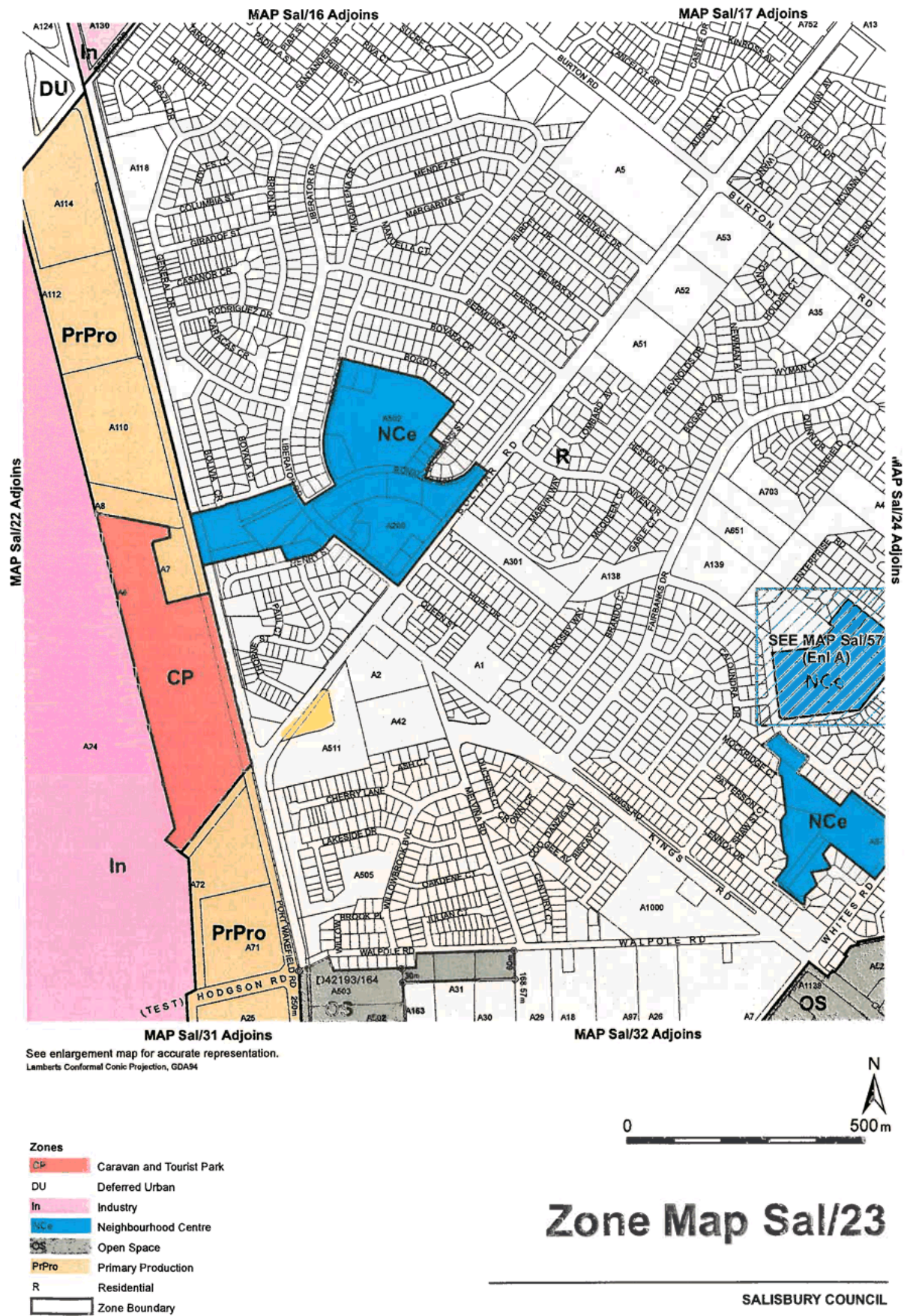
Form of Development	Exceptions
Advertisement and/or advertising hoarding	Except where it complies with all of the following: (a) it does not move, rotate or incorporate flashing lights (b) it does not wholly or partly consists of bunting, streamers, flags, wind vanes and the like (c) if attached to a building, it does not wholly or partly extend above the top of the wall or the fascia.
Amusement machine centre	
Consulting room	Except where: (a) the total floor area is less than 100 square metres (b) the site does not front an arterial road.
Crematorium	
Dairy	
Dwelling where it is contained within the 'Concept Area Boundary' identified on Concept Plan Map Sal/22 - Burton Residential Area 1	Except where the dwelling has a maximum height of no more than one-storey above natural ground level.
Farming	
Fuel depot	
Horse keeping	
Horticulture	
Industry	
Intensive animal keeping	
Motor repair station	
Office	Except where: (a) the total floor area is less than 100 square metres (b) the site does not front an arterial road.
Petrol filling station	Except where it comprises alterations or additions to a petrol filling station existing at 20 January 1994.
Prescribed mining operations	
Public service depot	
Residential flat building within the Salisbury Residential Policy Area 18	

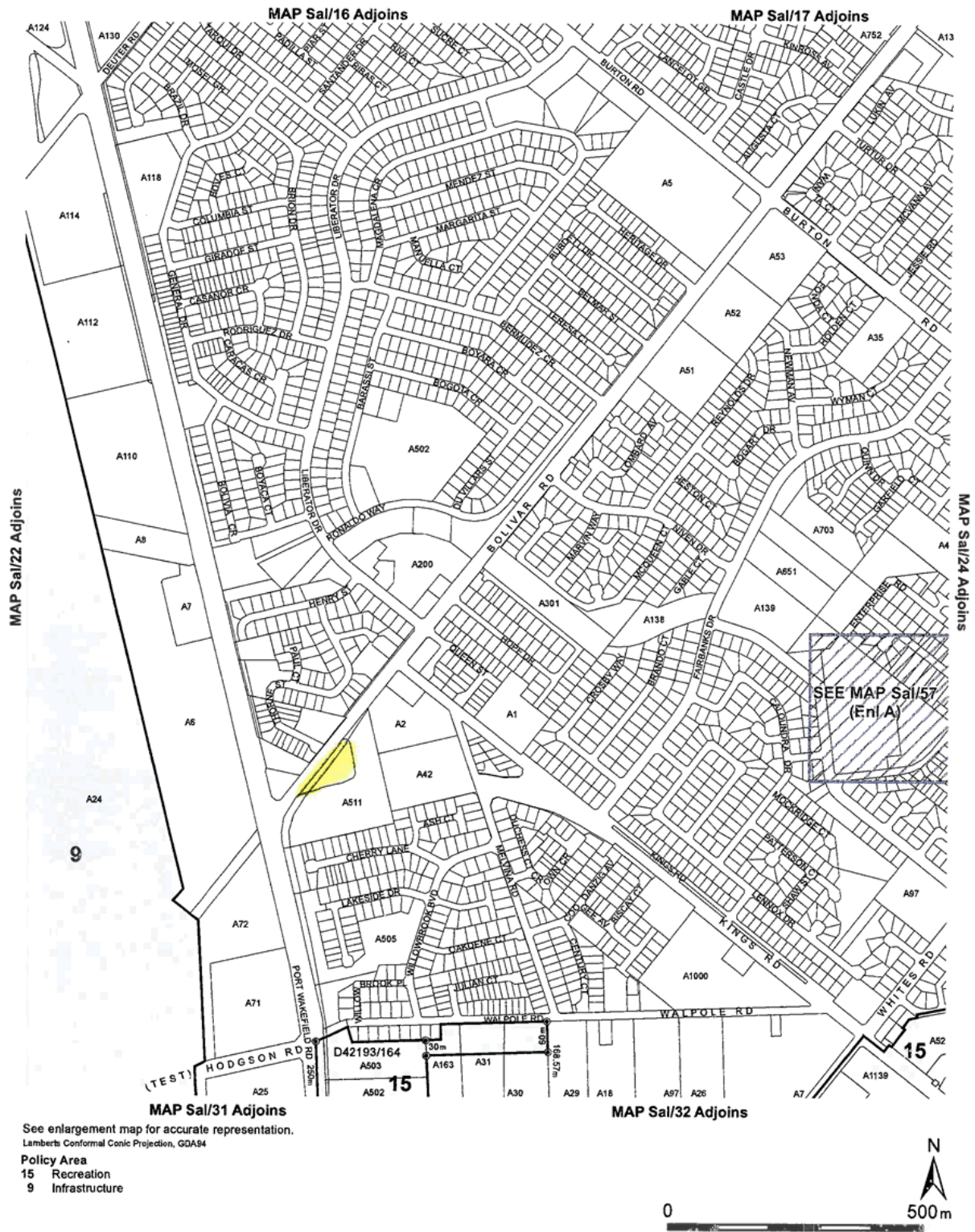
Form of Development	Exceptions
Restaurant	
Road transport terminal	
Service trade premises	
Shop or group of shops	Except where: (a) the gross leasable area is less than 250 square metres (b) the site does not front an arterial road.
Stock sales yard	
Stock slaughter works	
Store	
Warehouse	
Waste reception, storage, treatment or disposal	
Wrecking yard	

Public Notification

Categories of public notification are prescribed in Schedule 9 of the *Development Regulations 2008*.







Policy Area Map Sal/23

Policy Area Boundary

SALISBURY COUNCIL
Consolidated - 7 July 2016

ITEM	5.2.1
	DEVELOPMENT ASSESSMENT PANEL
DATE	28 February 2017
HEADING	Council Policy and Procedure for the Removal of Regulated and Significant Street Trees
AUTHOR	Chris Zafiropoulos, Manager Development Services, City Development
CITY PLAN LINKS	2.3 Have natural resources and landscapes that support biodiversity and community wellbeing. 4.3 Have robust processes that support consistent service delivery and informed decision making.
SUMMARY	The report provides advice in relation to Council's Street Tree Management Policy and its alignment with the statutory requirements for Regulated and Significant Trees.

RECOMMENDATION

1. The information be received and noted.

ATTACHMENTS

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

1. Tree Management Policy
2. Tree Removal Procedure

1. BACKGROUND

- 1.1 The Panel resolved the following at its January 2017 meeting:

- 1.1.1 *That staff provide a report on the policies and procedures for street tree removal, including the Council Tree Policy and the alignment with the Regulated and Significant Tree Policies of the Development Plan, Council's delegations and how the community can access HACC assistance with the maintenance of trees.*

2. CONSULTATION / COMMUNICATION

- 2.1 Internal
 - 2.1.1 City Infrastructure (Field Services) Division
 - 2.1.2 Community Health and Wellbeing Division

3. REPORT

Council Street Tree Policies & Procedures

- 3.1 Council has a *Tree Management Policy* and *Tree Removal Procedure* for the management of trees that are under the direct control of Council (public trees). The policy includes a process for individuals to request the removal of public trees. Council receives between 1000 to 1300 requests for the removal of public trees per annum.
- 3.2 All requests for the removal of public trees are considered by an internal staff committee, the Tree Removal Committee (TRC). Staff on TRC are qualified arborists, landscape architects and an urban planner attends the meeting to provide advice in relation to the statutory requirements for Regulated and Significant Trees.
- 3.3 The TRC will determine the removal or retention of public trees based on the criteria set down in Council's Tree Removal Procedure. Where a tree qualifies as a Regulated or Significant tree and the advice from the planner is that approval for the removal of the tree is unlikely, the TRC will refuse the application.
- 3.4 The person that requested the removal of the tree is informed of the TRC's decision in writing and given a copy of the Council's Tree Removal Criteria.
- 3.5 A review option is available where the removal of a tree has been refused and the person that requested the removal is aggrieved by the decision. This includes where the tree is Regulated or Significant, which has created some confusion about process.
- 3.6 Tree Removal review is undertaken by the Manager Field Services and/or General Manager City Infrastructure and they may overturn the refusal decision of the TRC where they believe the removal request may meet one of the Council's removal criteria, including trees that have been identified as being Regulated or Significant.
- 3.7 Where a review has overturned the refusal decision of a Regulated or Significant tree, this has created some confusion about process for the applicant given this simply commences the statutory process and is not the final decision on the tree.
- 3.8 Where a decision is made to support the removal of a Regulated or Significant Tree in accordance with Council's Policy, the development application for the removal of the tree is made by Council's Field Services Division.
- 3.9 Some refinements have been made to this process recently in light of the confusion in the community, including;
 - 3.9.1 The notification of a refusal from the TRC of a Regulated or Significant Tree is accompanied with a copy of the Regulated or Significant Tree Development Plan criteria not Council's policy criteria.
 - 3.9.2 Under the review part of the process, a site inspection by a qualified planner has now been introduced to determine the likelihood of an application being approved. If this site review does not reveal an approval is likely, the application is refused and the applicant advised the reason for refusal is that the request does not satisfy the Regulated or Significant Tree criteria.

- 3.10 A copy of Council's *Tree Management Policy* and *Tree Removal Procedure* is provided in the Attachments.

Alignment of Street Tree Policy to Development Act

- 3.11 The Council Policy acknowledges that the removal of Regulated or Significant Trees requires Development Approval. The procedure includes the preliminary advice of a qualified planner in the process. This is essentially a desktop review at the TRC.
- 3.12 Council's tree removal criteria do not align with the Development Act criteria. Council's Policy includes a broader range of circumstances for removal of trees in the public realm given the criteria is applied to all public trees. The additional criteria include hardship / health of adjoining residents and lower thresholds for damage to public infrastructure.
- 3.13 Council makes a relatively large number of development applications for the removal of street trees. The vast majority of the applications are as a result of the Streetscape Renewal Program which is a program that reviews and renews trees across the City for whole streets or localities. The program focusses on streets that have a high number of unsuitable tree specimens which are diseased, dying, dead or where large trees are planted too close together, or where existing trees have had a significant detrimental impact on infrastructure. The program also extends to include streets with few or no existing street trees, and new developments where funds have been received from a developer for tree planting in lieu of undertaking the work themselves.
- 3.14 The Regulated and Significant Tree Policies under the Development Act are generally about the assessment of trees on private land. The policies do not necessarily support the programs such as the streetscape renewal program where significant new landscape environments are being created. These trees are not under pressure from development as such, but their removal is driven from a new landscape character that is sought in a locality or by the age and condition of tree plantings. Council undertakes extensive consultation on these programs and in relation to Regulated or Significant Trees, repeats the consultation as a Category 2 Development for individual trees. Arguably, the Development Plan Policies could better support such a program.

Delegated Authority

- 3.15 The Development Assessment Panel is the authority for all developments where a representor wishes to make a verbal submission in support to their written submission. The vast majority of development applications for the removal of street trees are determined by Council staff under delegation as most representors do not wish to be heard in support of their submission (approximately 100 in the last financial year).

Home and Community Care Program

- 3.16 Council operates a program that offers support to help people to remain living independently in their own homes. The service is essentially available to those residents who are frail aged and younger people with disability.

- 3.17 Entry to the program for people over 65 years of age is through “My Aged Care” which is a Commonwealth Government initiative introduced in 2014 as part of Aged Care Reform. My Aged Care determines eligibility and undertakes an assessment process and then makes a referral to an Aged Care Provider, such as Salisbury Home and Community Services to provide a service. Younger people with disability are also eligible for support, however they can contact Salisbury Home and Community Services direct who will determine their eligibility and undertake an assessment.
- 3.18 Assistance provided through this program for younger people with disability is funded through the SA Home and Community Care Program grant with Council. The resources available are minimal, therefore a weekly service is not possible, however seasonal support approximately 4-6 times per annum may be offered. A person will also be requested to contribute to the service.
- 3.19 In addition, people may also seek support from other organisations such as Disabilities SA or Helping Hand. This information is provided to people by Salisbury Home and Community Services staff if considered appropriate for their needs.

4. CONCLUSION / PROPOSAL

- 4.1 The Council invests considerable resources in the management of public trees, including street trees. The process for those trees that are Regulated or Significant has recently been altered so that only those applications likely to be approved are lodged by Council for Development Approval.
- 4.2 Given the extensive nature of Council’s Streetscape Renewal Program, it may be appropriate for Council to seek the Minister for Planning’s approval for amendments to the Development Plan for the consideration of street trees in such programs, given that the Development Plan criteria were created by the State Government.
- 4.3 Assistance for maintenance associated with Regulated or Significant Trees is available for older people and younger people with disability, but the assistance available is dependent on the resources available at the time of the request.

CO-ORDINATION

Officer: GMCiD
Date: 15.02.17



Tree Management Policy

Policy Type:	Policy		
Approved By:	Council	Decision No:	1014/2016
Approval Date:	26 April 2016	Last Reapproval Date:	
Review Date:	April 2018	Internal Reference No.:	
Department:	City Infrastructure	Division:	Parks & Landscape
Function:	14 - Infrastructure	Responsible Officer:	Manager, Parks & Landscape

A – PREAMBLE

1. The City of Salisbury acknowledges that trees form an integral part of the landscape and public domain within the City of Salisbury providing a wide range of social, cultural, functional and environmental benefits for the City and wider community.
2. Trees within urban environments can also present a level of risk and can be an emotive issue for communities, with conflict commonly occurring when trees contribute to infrastructure damage. Trees can also be perceived as creating nuisance in urban environments.
3. The City of Salisbury has sole responsibility for the development and management of the City's landscapes. All vegetation planted on land owned or controlled by the Council is the responsibility of the Council.
4. Local Government authorities have legislative obligations with respect to the protection of trees, and responsibilities relating to damage or injury associated with the presence, failure or growth of trees.

B - SCOPE

1. This policy provides strategic direction and guidance in relation to the management of trees under the care, control and management of Council.
2. This Tree Management Policy is one of a suite of documents used to manage trees in the City of Salisbury and should be read in conjunction with related plans, policies and procedures. Refer to Section H for a list of associated documents that form part of the City of Salisbury's Tree Management Framework.

C – POLICY PURPOSE/OBJECTIVES

1. To provide strategic directions and guiding principles that form the foundation of Council's Tree Management Framework to enable clarity and consistency in the management of Salisbury's urban forest.
2. To broaden the emphasis of urban tree management to include urban forestry principles whereby trees are viewed and managed as a collected asset.
3. To ensure that trees on roads, community land and other landscape areas are planted and maintained in a consistent and reasonable manner underpinned by risk management principles, in accordance with relevant legislation, and in conjunction with resources that are made available.
4. To ensure alignment of tree management strategies and practices with Council's strategic directions and other related policies, plans and strategies.
5. To reinforce the City of Salisbury's commitment to the sustainable management of the urban forest through recognition that the urban forest is an intergenerational asset that needs to be managed and enhanced to preserve its value to the community now and in the future.
6. To strike an appropriate balance between the benefits and positive values of trees and the potential risks and nuisances they can create.
7. To increase awareness and educate the community, developers and Council staff on the value of trees in the urban environment.
8. To ensure trees are managed to meet legislative requirements.

D - DEFINITIONS

1. **Tree** – long lived woody perennial plant greater than (or usually greater than) 4 metres in height at maturity, with one or relatively few main erect stems or trunks.
2. **Urban Forest** – is defined as all trees growing throughout the City of Salisbury area; irrespective of origin (native/exotic), location (streets, reserves, schools) or ownership and control (public & private).

The Urban Forest comprises the cumulative benefits of the entire tree population across the City of Salisbury area and can be described as the management of trees in an urban environment to maximise the benefits that trees provide to the community.

3. **Landmark Tree Register** – a list of trees significant to the City of Salisbury due to their environmental, cultural, historical or social attributes.
4. **Arborist** – a person with formalised training to a minimum AQF Level 3 in Arboriculture.
5. **Regulated/Significant Trees** – as defined in the Development Act 1993.

E - POLICY STATEMENT

Tree Planting

1. Planting and Establishment Procedures will be utilised that will detail technical specifications, installation techniques and items to be considered and/or assessed when undertaking tree planting and establishment activities. All tree planting will be undertaken in accordance with such Procedures.
2. A variety of tree species will be used to maintain an urban forest to; reinforce/strengthen precinct identity, attract a diverse array of wildlife, create visual interest and improve the amenity of the public realm, provide a tree canopy that is diverse, robust and resilient.
3. An approved planting list will be maintained as part of Council's Tree Management Framework; comprising reserve and street tree planting lists. The following criteria shall be used in selecting species for inclusion to the planting list:
 - Site suitability (including potential impacts to infrastructure)
 - Aesthetic, functional and biological attributes
 - Performance
 - Maintenance requirements
 - Longevity
 - Stock availability
 - Tolerance to low water environments

Tree Protection

4. Trees that contribute to the cultural and social character of the City are to be placed on a Landmark Tree Register. The protection and retention of these trees will be given high priority where their retention is considered worthy.
5. The protection of Council trees will be given high priority in all aspects of the City's operations and maintenance activities.
6. Proposed developments should consider the impacts on trees. Proponents of developments should explore options for the retention of trees as part of development considerations.
7. Development applications will include all necessary information to allow full assessment of potential impacts on trees to be retained and an appropriate standard and space for planting new trees.
8. Trees that are to be retained will be protected from construction works and other activities/events that threaten tree health and stability. The Australian Standard (AS4970) will be used to achieve consistency in tree protection requirements.
9. Where there is evidence of unauthorised poisoning, pruning, or tree removal, the matter will be investigated and appropriate action undertaken in accordance with Council's Enforcement Policy and relevant legislation or civil action.

Tree Removal

10. The removal of trees under certain circumstances is a relevant tree management tool in mitigating risks and ensuring an appropriate balance between the benefits and nuisances of trees in the urban environment.
11. A Tree Removal Procedure will detail the criteria and process by which tree removal requests are to be considered.

Tree Asset Management

12. The City of Salisbury recognises that trees are a valuable community asset and play an important role in contributing to the amenity, character and liveability of our city.
13. The City of Salisbury is committed to maintain a functional and sustainable urban forest that enhances the character and amenity of the City.
14. The City of Salisbury will develop and implement practices that seek to effectively maintain and enhance the quality of the City's urban forest in accordance with the following specific objectives:
 - a. Minimising risks and nuisances to the community
 - b. Maximising the benefits of trees and their life expectancy
 - c. Improved degree of tree diversity (target maximum 40% of any family, 30% of any genus, 15% of any species) for resilience and robustness
 - d. Improved spread of age classes to minimise large number of trees senescing within close timeframes
 - e. Maintenance of existing levels of tree canopy cover
 - f. Tolerance to low water environments
 - g. Improved colour, form and habit of streetscape plantings
 - h. Protection and enhancement of biodiversity outcomes
15. The City of Salisbury is committed to renewing its street tree population and will develop and maintain a Street Tree Asset Management Plan that will include:
 - a. Clear vision and objectives particular to streetscapes that are aligned with the City's strategic directions and objectives.
 - b. Renewal strategies and actions incorporating funding levels and life cycles, planning processes, service levels, community consultation, targets for quantity of trees to be replaced, criteria and methods for prioritising streets and tree removal criteria specific to the street tree renewal program.
16. Trees on Council reserves will be renewed through a range of practices including but not limited to the annual tree planting program, reserve upgrade projects, community planting initiatives and other capital work projects.

17. The City of Salisbury will undertake a range of proactive and reactive tree services to maintain the health and structure of trees and address risks and nuisances to the community. Tree Management Procedures will be utilised to guide Council's tree maintenance operations and activities to provide clear guidance in decision making and record keeping processes.
18. The extent of tree maintenance operations will be determined by the level of funding and allocation of resources for managing trees and will be monitored and reported to Council if service level changes are required. Priorities will be based on the level of risk to minimise the potential for harm caused by trees.
19. The Development Act 1993 (as amended) defines parameters under which trees may qualify as Regulated or Significant Trees and stipulates certain activities affecting such trees require Development Approval. Significant/Regulated trees will be managed in accordance with relevant legislation and the City of Salisbury Development Plan which contains the principles of development control.

Community Consultation and Engagement

20. The City of Salisbury will inform and consult with the community about tree removals and major tree projects in accordance with Council's community engagement strategy.
21. The City of Salisbury will increase community knowledge about the benefits of trees and the urban forest through the provision of accurate information that is intentionally marketed to staff, key stakeholders and the community.
22. The City of Salisbury will encourage community involvement in tree planting activities.
23. The City of Salisbury will meet statutory community consultation and engagement requirements relating to Regulated and Significant Trees.

Risk Management

24. The City of Salisbury is committed to a systematic approach to tree risk management and will undertake regular tree safety inspections by a suitably qualified Arborist to identify and manage potential tree hazards.
25. Tree Risk Management Procedures will be utilised to guide the analysis of tree risks and the development and implementation of proactive tree inspection and maintenance plans.

F - LEGISLATION

1. Local Government Act 1999
2. Development Act 1993
3. Commonwealth Environmental Protection and Biodiversity Conservation Act 1999
4. Natural Resource Management Act 2004
5. Environment Protection Act 1993

6. Electricity Act 1996
7. Heritage Places Act 1993
8. Road Traffic Act 1961
9. Native Vegetation Act 1991
10. Aboriginal Heritage Act 1988
11. Water Industry Act 2012

G - REFERENCES

1. Tree Management 'Risk Management Guidelines for Local Government', Local Government Mutual Liability Scheme, 2013.

H - ASSOCIATED PROCEDURES

1. Landscape Design Policy
2. City Landscape Plan
3. Street Tree Asset Management Plan
4. Tree Management Procedures
5. Tree Removal Procedure

Document Control

Document ID	Tree Management Policy
Prepared by	Mark Purdie
Release	1.00
Document Status	Endorsed
Date Printed	04/05/2016



Tree Removal Procedure

Procedure Type:	Procedure		
Approved By:	Council	Decision No:	1014/2016
Approval Date:	26 April 2016	Last Reapproval Date:	
Review Date:	April 2018	Internal Reference No.:	
Department:	City Infrastructure	Division:	Parks & Landscape
Function:	14 - Infrastructure	Responsible Officer:	Manager, Parks & Landscape

A - PREAMBLE

1. Trees form an integral part of the landscape and public domain within the City of Salisbury providing a wide range of social, cultural, functional and environmental benefits for the City and wider community.
2. Trees within urban environments may also present a level of risk and can be an emotive issue for communities, with conflict commonly occurring when trees contribute to public and private infrastructure damage. Trees may also be perceived as creating nuisance in urban environments.
3. Tree management in the urban environment seeks to achieve a balance of minimising risks and nuisances, whilst maximising benefits to ensure the best community outcome.
4. The removal of trees under certain circumstances is a relevant tree management tool in mitigating risks and ensuring an appropriate balance between the benefits and nuisances of trees in the urban environment.

B – SCOPE

1. This Procedure relates to the removal of trees under the care, control and management of the City of Salisbury and has been developed in accordance with the adopted Tree Management Policy.
2. This Procedure details the assessment criteria and process for considering and dealing with tree removal requests.

C - PROCEDURE PURPOSE/OBJECTIVES

1. Outline the principles and defines the criteria that are considered in determining the removal of trees under the care, control and management of the City of Salisbury.
2. Provide a clear process and a consistent, robust decision making framework for assessing and processing tree removals.
3. Strike an appropriate balance between the benefits of trees, the risk they may present, and the potential nuisance they can create.
4. This procedure focuses on reactive responses to tree removal requests. Council's Street Tree Asset Management Plan and associated Streetscape Renewal Program are designed for programmed removal and replacement of street trees and specific tree removal criteria may apply to this program.
5. To ensure trees are removed in accordance with legislative requirements.

D - DEFINITIONS

1. **Tree** – long lived woody perennial plant greater than (or usually greater than) 4 metres in height at maturity with one or relatively few main erect stems or trunks.
2. **Regulated/Significant Tree** - As Defined in the Development Act 1993.

E - PROCEDURE STATEMENT**1. Tree Removal Process**

- 1.1. All requests to remove a living, Council controlled tree must be in writing describing the reasons why the tree is requested to be removed.
- 1.2. All written tree removal requests are to be assessed by the Tree Removal Committee (TRC).
- 1.3. The TRC will comprise three (3) Council staff with expertise in Landscape Design and Arboriculture. A qualified Planner will also attend TRC meetings when Regulated/Significant trees are to be assessed for removal. The Manager Parks & Landscape and the General Manager City Infrastructure shall not participate in the TRC; these staff provide independent oversight of the review process as detailed in Section E2.
- 1.4. The TRC will consider each tree removal request individually on its merits and will determine the most appropriate action required.
- 1.5. The TRC may approve or support (in the case of Regulated/Significant Trees) the removal of a tree if one or more of the Tree Removal Criteria as listed in Section E3 can be satisfied.

- 1.6. Each application assessed and processed by the TRC will be categorised as either: approved for removal; supported for removal (Regulated/Significant Trees); removal refused; or decision deferred to enable further information to be gathered to complete the assessment.
- 1.7. A written response will be sent to the applicant detailing the decision of the TRC and as appropriate; any cost to be paid, list of removal criteria and the option for a review of the TRC decision.
- 1.8. The minutes of each TRC meeting will be circulated to Elected Members.

Supporting Information

- 1.9. Where an applicant believes that a tree or its roots are the direct cause of damage to private infrastructure, the applicant may be required to provide some form of evidence to enable the tree removal request to be assessed. This may involve the claimant exposing roots to enable inspection, or providing independent engineering assessment.

Regulated/Significant Trees

- 1.10. The Development Act 1993 (as amended) defines parameters under which trees may qualify as Regulated or Significant Trees under this legislation.
- 1.11. The Development Act 1993 (as amended) defines certain activity, such as tree removal, that affects a Regulated or Significant Tree as development, and such activity requires Development Approval.
- 1.12. Where a Regulated or Significant Tree removal request is received, a qualified Planner will attend the TRC meeting. The tree removal request will be assessed under the Tree Removal Criteria as listed in Section E3. If the one or more of these criteria are met and the TRC assesses the removal request as supported, a further preliminary assessment will be made against the criteria for Regulated/Significant Trees in accordance with the City of Salisbury Development Plan and the Development Act 1993.
- 1.13. Should the preliminary Planning Assessment conclude that Development Approval is likely; the TRC may support the removal and arrange for a Development Application to be lodged. The Development Application will then be assessed against the provisions of the City of Salisbury Development Plan.
- 1.14. Where the preliminary Planning Assessment concludes that Development Approval is not likely, the TRC may refuse the tree removal request.

2. Tree Removal Decision Review Process

- 2.1 Where a request for a tree to be removed has not been supported by the TRC and the applicant is particularly aggrieved by the decision, the applicant may request a review of that decision.

- 2.2 All requests for a Tree Removal Review must be in writing, within 2 months of the TRC decision, detailing why they believe the decision was incorrect.
- 2.3 A Tree Removal Review will be undertaken by the Manager Parks & Landscape and/or the General Manager City Infrastructure. The Review shall include:
- Examination of the original TRC decision and the application of Tree Removal Criteria
 - Assessment to determine that all reasonable actions have been considered to reduce the impact the tree is having on any neighbouring properties or persons
 - Determination if further information or investigations are required to enable assessment
- 2.4 As part of a Tree Removal Review, removal of a tree may be considered outside of the Tree Removal Criteria where there are unique circumstances. These will be assessed on a case by case basis and may require the resident to pay a set fee (as per Section E4) for the removal of the tree.
- 2.5 A written response will be sent to the applicant detailing the decision of the Tree Removal Review and where appropriate; any cost to be paid.
- 2.6 All Tree Removal Review decisions will be circulated to Elected Members.

Regulated/Significant Trees

- 2.7 Where an applicant is particularly aggrieved with the decision not to remove a Regulated or Significant tree, the applicant may request a review of that decision. If as part of the Review it is concluded the removal request meets the tree removal criteria (E3), a Development Application may be lodged for removal of the tree and the application will be assessed against the provisions of the City of Salisbury Development Plan.

3. Tree Removal Criteria

Removal of a tree could be warranted if one or more of the following criteria are met:

- 3.1 The tree is in an unsuitable location and is unreasonably obstructing approved infrastructure or traffic sight lines.
- 3.2 The tree is inconsistent with the landscape style or character of the local area and/or does not contribute substantially to the landscape or streetscape.
- 3.3 The spacing of trees planted on a standard width verge is inconsistent with the "Street Tree Planting Guide" for that species of tree.
- 3.4 The tree is diseased and/or has a short life expectancy or is dead and has no significant landscape or habitat value.
- 3.5 The tree is structurally poor and/or poses an unacceptable risk to public or private safety and/or has a history of major limb failure.
- 3.6 The trees roots are shown to be causing or threatening to cause damage exceeding two thousand dollars to adjacent infrastructure.
- 3.7 The trees roots have resulted in damage to Council's kerb or footpath that has required replacement or substantial repair works on more than one occasion within a 5 year period

- 3.8 The tree is in the location of a first single driveway of a property (sub-division excluded).
- 3.9 The tree is in the location of an approved Council development.
- 3.10 The tree has been assessed for removal as part of the “Streetscape or Landscape Redevelopment/Renewal Programme”.
- 3.11 The tree, according to a medical specialist or GP, has been determined to be the cause of a detrimental effect on the health of a nearby resident. Such advice must be in writing.
- 3.12 Genuine Hardship
 - a. The person/resident is receiving HACC or a community care service or;
 - b. The person/resident does not have the functional ability to relieve the nuisance caused by the tree or;
 - c. The person/resident is aged or frail and has moderate, severe or profound disabilities which prevent them from relieving the nuisance caused by the tree; or
 - d. The person/resident is a carer of a person that meets the above criteria.

4. Cost Recovery for Tree Removals – including Development Purposes

- 4.1 Requests to have a tree removed to enable some development by a property owner or developer, such as the construction of a second driveway, are common. Where it is possible and practical, staff may request that some modification to the proposed works, such as re-alignment of the driveway, be made in order to retain a tree. Where tree removal is necessary for development or where there are special circumstances and the removal request does not conform to the tree removal criteria, tree removal may be approved on payment of a set fee.
- 4.2 The set fee payable will be calculated in accordance with the following:
 - Physical cost of the tree and stump removal at Council contract rates.
 - Councils set cost to plant and establish a new tree.
 - Administration cost to cover administrative, inspection and accounting costs inherent in any tree removal.

And in the case of Regulated or Significant Trees additional costs related to;

- Cost to lodge a Development Application with the appropriate planning authority.
 - Cost for an independent Arborist report (if required).
- 4.3 Where it is not possible, or in the opinion of staff not appropriate, to replant a tree at the same site, the fee will assist in planting a tree elsewhere within the city.

5. Petitions

- 5.1 Where the residents of a street petition Council to have the entire street of trees replaced, (outside of the existing ‘Streetscape Renewal Programme’) Council may consider the petition if;
 - The petition is in writing in the correct petition format and
 - All residents of the street have signed the petition and
 - All residents of the street will meet all costs for the administration, removal, planting and establishment of new trees.

- Replanting must be in accordance with the City Landscape Plan, Street Tree Asset Management Plan and Streetscape Renewal Program.

5.2 If these requirements are not met, individuals may request the removal of trees which will be assessed on an individual basis in accordance with the Tree Removal Criteria and standard tree removal process.

6. Unauthorised Removal Or Damage To Council Trees

- 6.1 Where a Council tree is removed or vandalised without Council authorisation, Council will seek to recover costs from the person(s) responsible. Cost to be recovered of a vandalised or illegally removed tree will include; cost of tree removal, including stump removal, replanting, establishment and administration costs and the amenity value of the tree using the McAlliser system for attributing a monetary value to an amenity tree.
- 6.2 Where a Council tree is maliciously interfered with or poisoned etc. leading to the disfigurement and/or death, the tree will be retained and managed appropriately until the person(s) responsible are prosecuted, the fee has been paid or a replacement tree is established. Where a person admits to interfering with a Council tree, Council will seek to recover costs from the person(s) responsible. Cost to be recovered will include; cost of tree removal, including stump removal, replanting, establishment and administration costs and the amenity value of the tree using the McAlliser system for attributing a monetary value to an amenity tree.

F - LEGISLATION

1. Local Government Act 1999
2. Development Act 1993
3. Commonwealth Environmental Protection and Biodiversity Conservation Act 1999
4. Natural Resource Management Act 2004
5. Environment Protection Act 1993
6. Electricity Act 1996
7. Heritage Places Act 1997
8. Road Traffic Act 1961
9. Native Vegetation Act 1991
10. Aboriginal Heritage Act 1988
11. Water Industry Act 2012

G - ASSOCIATED PROCEDURES

1. Tree Management Policy
2. Landscape Design Policy
3. City Landscape Plan
4. Street Tree Asset Management Plan
5. Tree Management Procedures