



AGENDA

FOR DEVELOPMENT ASSESSMENT PANEL MEETING TO BE HELD ON

28 MARCH 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
Development Officer – Planning, Mrs K Thrussell

APOLOGIES

LEAVE OF ABSENCE

PRESENTATION OF MINUTES

Presentation of the Minutes of the Development Assessment Panel Meeting held on 28 February 2017.

PRESENTATIONS

REPORTS

Development Applications

- 5.1.1 361/1428/2016/2B 15**
- Change of land use to General Industry (Manufacture of concrete panels), incidental parking of 1 tray top truck, 2 shipping containers and ancillary storage of materials and finished concrete panels at 13 Ceafield Road, Para Hills West for Steven Conlon
- 5.1.2 361/1775/2016/2A 87**
- Twenty one (21) two storey dwellings and associated internal driveway, landscaping and construction of new vehicle access and refuse collection area on Public Road at 29-41 Resthaven Road, Parafield Gardens for Esmond Fok
- 5.1.3 361/1755/2016/3B 243**
- Entertainment facility comprising three go kart tracks, family entertainment shed, mechanical shed, corporate shed, fuel storage tank and associated boundary fencing, signage, carparking, manoeuvring areas and landscaping at 1113-1117 Port Wakefield Road and 73-79 Summary Road, Bolivar for ESD Planning & Design

OTHER BUSINESS

- 5.2.1 Status of Current Appeal Matters and Deferred Items**
- 5.2.2 Policy Issues is Included**
- 5.2.3 Future Meetings & Agenda Items**

CLOSE

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

28 FEBRUARY 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

General Manager City Development, Mr T Sutcliffe
Manager Development Services, Mr C Zafiroopoulos
Principal Planner, Mr G Pantelos
Development Officer – Planning, Ms K Thrussell
Consultant Planner, Mr D Starr

The meeting commenced at 6:03pm.

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

APOLOGIES

Nil

PRESENTATION OF MINUTES

Ms L Caruso moved and the Panel resolved that:

The Minutes of the Development Assessment Panel Meeting held on 24 January 2017, be taken and read as confirmed.

REPORTS

Development Applications

5.1.1

361/1238/2016/2A

Residential Development Comprising Six Two Storey Dwellings at 12-14 Ada Street, Salisbury SA 5108 for LJ Home Developments

REPRESENTORS

Cr David Balaza spoke on behalf of S.D. Round, to their representation.

Mr Z.S. Mysko spoke to his representation.

APPLICANT'S RESPONSE

Mr Nick Simos, LJ Home Developments, spoke on behalf of the applicant.

Mr R Bateup moved, seconded Mr S White, 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.

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

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

- 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 = 5 yrs). 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.

The motion was **CARRIED**

5.1.2 **361/1549/2016/3B**

Place of Worship with Associated Activities and Cemetery, Carparking, Landscaping and Stormwater Arrangements at 256-258 Bridge Road, Pooraka for Shia Community of South Australia

Mr J Watson advised that he was absent from the previous meeting and hearing at which the application was considered and he did not participate in the debate or vote on the application, but remained in the meeting as an observer.

REPRESENTORS

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

Clarification was sought by the Panel from the applicant represented by Lou Fantasia (Lou Fantasia Planning Pty Ltd) and Paul Simons (Tonkin Consulting) regarding the further information provided in the Traffic Impact Assessment (January 2017).

The meeting adjourned at 7.13pm and resumed at 7.20pm.

Ms S Johnston moved, seconded Mr R Bateup, 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 or danger 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.

Upon putting the motion to a vote the vote was **TIED** and was subsequently **CARRIED** on the casting vote of the Presiding Member.

5.1.3 361/1812/2016/1X

Corporate Directional Sign at Lot 512 Bolivar Road, Paralowie (Bolivar Road Interchange) for City of Salisbury

Mr S White moved, and the Panel resolved 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.

OTHER BUSINESS

5.2.1 Council Policy and Procedure for the Removal of Regulated and Significant Street Trees

Mr G Reynolds moved, and the Panel resolved that:

1. The information be received and noted.

5.2.2 Status of Current Appeal Matters and Deferred Items

Nil

5.2.3 Policy Issues is Arising from Consideration of Development Applications

Nil

5.2.4 Future Meetings & Agenda Items

Next meeting scheduled for Tuesday 28 March 2017.

The meeting closed at 7:45pm.

PRESIDING
MEMBER.....

DATE.....

ITEM	5.1.1
	DEVELOPMENT ASSESSMENT PANEL
DATE	28 March 2017
APPLICATION NO.	361/1428/2016/2B
APPLICANT	Steven Conlon
PROPOSAL	Change of land use to General Industry (Manufacture of concrete panels), incidental parking of 1 tray top truck, 2 shipping containers and ancillary storage of materials and finished concrete panels
LOCATION	13 Ceafield Road, Para Hills West
CERTIFICATE OF TITLE	5738/324
AUTHOR	Aaron Curtis, Team Leader - Planning, City Development

1. DEVELOPMENT APPLICATION DETAILS

Zone/Policy Area	Industry Zone
Application Type	None
Public Notification	Representations received: 2 Representations to be heard: 1
Referrals - Statutory	Nil
Referrals – Internal	Development Engineering
Development Plan Version	Salisbury (City) Development Plan Consolidated 7 th July 2016
Assessing Officer	Aaron Curtis, Team Leader - Planning
Recommendation	Grant Development Plan Consent subject to conditions
Meeting Date	28 th March 2017

2. REPORT CONTENTS

Assessment Report

Attachment 1:	Application Documentation
Attachment 2:	Copy of Representations and Applicant's Response
Attachment 3:	Extract of Relevant Provisions - Development Plan 7.7.16

3. EXECUTIVE SUMMARY

The applicant seeks Development Plan Consent for a change of land use to General Industry (manufacture of concrete panels).

The applicant seeks retrospective approval for the activity which is believed to have occurred on the site since at least 2009.

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

- a) The proposed land use (general industry) is clearly envisaged within the Industry Zone;
- b) The activity is relatively low impact and is considered to be appropriate at the Residential Zone interface having regard to the proposed hours of operation, low scale, limited truck movements and limited processes to be undertaken on-site;
- c) Landscaping is proposed to screen the activities on the site from Ceafield Road;
- d) The site is to be partly sealed (at the entry) to minimise dust emissions and no dry cement mixing shall occur on-site;
- e) A suitably sized driveway and manoeuvring area is proposed to facilitate the entry and exit of heavy vehicles in a forward direction.

4. BACKGROUND

The applicant seeks retrospective approval for the manufacture of concrete panels on the site. A series of complaints were received in 2015 from residents living adjacent to the site, concerning the movement of trucks to and from the site. Council followed up this matter, culminating in this application being lodged in 2016.

The concrete sleeper manufacturing is believed to have occurred on the site since at least 2009. In addition to this activity, between 2012 and 2016, the site was being concurrently used as a truck and trailer depot. It is understood that the majority of complaints received in relation to the activities on this site were with respect to the truck and trailer depot.

In discussions with the owner, the applicant has not renewed the lease arrangements with the tenant and consequently the truck and trailer depot use ceased in 2016. The applicant seeks to formalise the use of the site by way of a planning consent for the manufacture of concrete sleepers predominantly for use as part of his landscaping business.

The applicant intends to redevelop the property in the next five years in the form of a new warehouse or industrial development.

5. SUBJECT SITE

The subject site is 13 Ceafield Road, Para Hills West, formally described as allotment 65 in F 112419, Certificate of Title Volume 5738 Folio 324. The site comprises one rectangular shaped Torrens Title allotment of 4,871m², having a frontage to Ceafield Road of 27.33m and a depth of 178.26m.

The site is level in grade and is generally devoid of any vegetation other than several small trees adjacent the front fence and a passionfruit vine fixed to an internal fence. The site is devoid of any buildings other than a 20 foot shipping container, located next to the western boundary fence some 60m back from the Ceafield Road boundary.

A concrete pad exists for the formation of concrete sleepers which is positioned about half way into the depth of the site, next to the western side boundary. Various stockpiles of materials and rubbish are stacked adjacent to the western and eastern boundary fencelines in a semi neat configuration. A tray top truck is often parked near the rear fenceline.

The site is served by a single access point to Ceafield Road, formed of rubble and is subject to entry through a metal hinged gate. The gravel entry leads into a rubble driveway which

ITEM 5.1.1

extends the majority of the site depth, past the shipping container, concrete pad and material stockpiles. Parking and manoeuvring can occur within the hardstand area. Site photos are provided below:



Photo 1: *Looking north-west toward the entry gate to the subject site*



Photo 2: *Looking south from the site toward Ceafield Road*



Photo 3: *Looking north-west toward the rear fenceline*



Photo 4: *Looking north-west from Ceafield Road toward the subject site*

6. LOCALITY

The locality is defined principally by visual reference to the site.






Some heavy vehicle traffic associated with this development takes place to/from the site using Ceafield Road, however, the number of movements is low and as these types of movements occur in conjunction with other businesses in Ceafield Road. This is considered to have limited influence in terms of defining the locality for this development.

The locality extends along Ceafield Road some 70m north-east and some 65m to the south-west to take in residential properties fronting Ceafield Road, comprising a mix of single storey detached dwellings on large allotments and one unit complex comprising at least four dwellings, situated near the junction with Beafield Road.

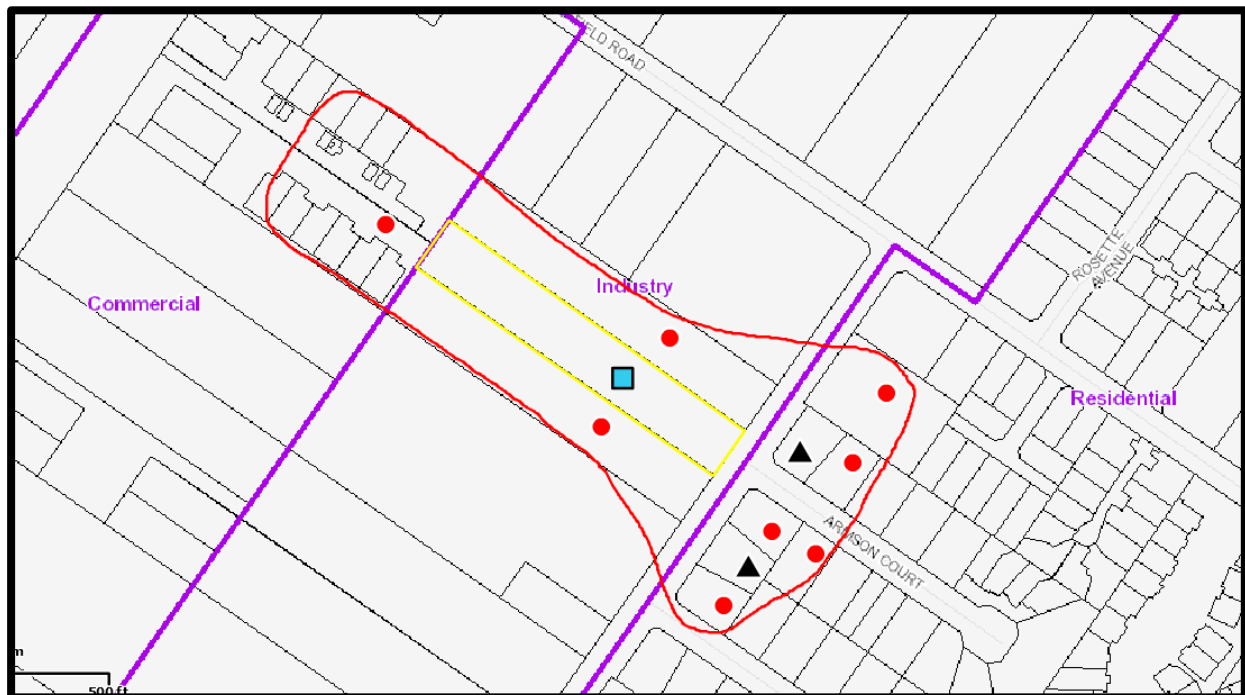
On the north-western side of Ceafield Road, land uses are industrial in nature. The locality encompasses the two adjacent industrial allotments, which are occupied by a bus depot and a timber furniture manufacturer. The site at the rear also falls within the locality and comprises a Community Titled industrial unit complex.






A locality plan and contextual plan are provided below.

Locality Plan - Aerial**Legend (Source: Dekho)**

	Subject site
	Site boundary
	Locality boundary
	Properties notified
	Representor

Locality Plan – Cadastre

**Legend (Source: Dekho)**

	Subject site
	Site boundary
	Locality boundary
	Properties notified
	Representor

Contextual Plan:**Legend (Source: Nearmap)**

—	Subject site
—	Zone boundary
- - -	School
- - -	Reserve

7. DESCRIPTION OF THE PROPOSED DEVELOPMENT

The applicant seeks Development Plan Consent for a change of land use to General Industry (manufacture of concrete panels). The applicant seeks retrospective approval for the activity which is believed to have occurred on the site since at least 2009. The applicant manufactures precast retaining wall panels on a periodic basis in association with his landscaping business.

The key details relating to the proposed development are as follows:

- Hours of operation, 7am – 6pm, Monday to Saturday;
- Concrete trucks deliver wet concrete two to three times per week, the load size varies between 2m^3 – 10m^3 per week dependent upon panel sizes (vary between 1m^2 to 8m^2);
- No mixing of concrete on-site;
- No more than two staff members on-site;
- One tray top truck parked on site, used to shift the excavator to the site;
- Deliveries of 12m long steel beams (I-beams for retaining walls) and 6m long steel mesh, twice a month, using a semi-trailer;
- Material storage includes steel universal beams and mesh, finished concrete panels;
- Concrete is poured into preform moulds on a concrete pouring bed;

- Finished sleepers are transported off-site using a semi-trailer or flat bed rigid truck (depending on load size);
- Limited waste is generated on-site. Surplus concrete is returned in the truck. Waste will be stored in a designated storage bin and taken to Resource Co. periodically; and
- Wash down is not required, except to otherwise mitigate dust as required.

The applicant has provided a maximum estimated throughput of work under busiest conditions which is 2-3 concrete truck movements per week and two material deliveries per month. The applicant's work is variable and based on 2017 figures, the above estimates are significantly higher than actual movements – for example, in 2017, only one semi-load of steel has occurred and only one load of sleepers transported from the site.

The applicant has experienced a decline in demand for his fabricated sleepers. Some clients prefer to use pre-fabricated concrete sleepers and when these sleepers are used, they are transported direct to the client's site, meaning that concrete deliveries to the Ceafield Road site are not required nor is the collection and transport of the finished product.

The submitted site plan provides for planting of new trees, shrubs and bushes adjacent to the Ceafield Road boundary, comprising Kentia Palms, Yucca Elephantipes, passionfruit vine and Bottle Brush. On the eastern side of the boundary, a 25m long by 12m wide bitumen driveway will be constructed from the boundary into the site.

A pouring slab is identified adjacent the western side boundary about half way into the depth of the block where the sleepers are formed. Behind the pouring slab is a waste material storage area. In front of the pouring slab, a 20 foot and 40 foot container will be positioned which are to be used for storage.

Opposite the pouring slab adjacent to the eastern boundary will be a dedicated area for the storage of finished concrete panels and for materials/steel beams. The bitumen entry leads into a rubble driveway through the middle of the site which extends the majority of the site depth, past the shipping container, concrete pad and material stockpiles.

A copy of the proposal plans and supporting documentation are contained in Attachment 1.

8. CLASSIFICATION

The proposed development constitutes a form of “industry” as defined under Schedule 1 of the *Development Regulations 2008* as follows:

Industry means the carrying on, in the course of a trade or business, of any process (other than a process in the course of farming or mining) for, or incidental to –

- (a) The making of any article, ship or vessel, or of part of any article, ship or vessel; or
- (b) The altering, repairing, ornamenting, finishing, assembling, cleaning, washing, packing, bottling, canning or adapting for sale, or the breaking up or demolition, of any article, ship or vessel; or
- (c) The getting, dressing or treatment of materials (and **industrial** will be construed accordingly).

The subject land is located within the Industry Zone under the Salisbury (City) Development Plan (Consolidated 7th July 2016). Development in the form of an “industry” is neither listed as being a complying or non-complying form of development. Therefore, the application should be assessed “on-merit” against the relevant provisions of the Development Plan.

9. PUBLIC NOTIFICATION

In the Industry Zone, under the heading “Public Notification” it states “*Categories of public notification are prescribed in Schedule 9 of the Development Regulations 2008*”.

Under Schedule 9, Part 1, (6)(1)(g), development in the form of “industry” is Category 1 as follows:

The construction of a building for the purposes of, or a change of use to, general industry in a General Industry Zone or Industry Zone as delineated in the relevant Development Plan.

However, due to the site being adjacent to land within a different zone, the application must be a Category 2 form of development under Schedule 9, Part 2, (19) as follows:

A change of land use in a situation referred to in clause 6 of this Schedule where the site 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.

Given the above, the application is a Category 2 form of development. The Category 2 notification period commenced on 13th January 2017 and closed on 27th January 2017. Council received two representations during the notification period as follows:

Representations received		
Representations received		Wish to be Heard
1	Con Nicholas 1 Armson Court PARA HILLS WEST	
2	Gail Buchanan 16 Ceafield Road PARA HILLS WEST	√

The representations and the applicant’s response are both contained in Attachment 2. The content of the representations and the applicant’s response are summarised in the table below:

Summary of Representations	
Representations received	Applicant’s Response
<i>Con Nicholas</i>	
The layout shown on the plan is supported. For years the site was full of rubbish and trucks and semi-trailers coming and going. The setup is more compatible with residential properties.	- Noted
<i>Gail Buchanan</i>	
- Additional heavy vehicles on Ceafield	- The number of heavy vehicles using

<p>Road will create noise and increase conflict with passenger vehicles.</p> <ul style="list-style-type: none"> - Dust emissions from the property – 20m bitumen driveway is not sufficient. The full length of the driveway should be sealed. - Landscaping proposed is not sufficient to screen the untidy property. Landscaping should be maintained. - Dust emissions from the finishing of concrete panels. - No amenities for workers shown on the proposal plan. - All rubbish and weeds should be removed from the property. - An EPA report should be provided. - If approved, Council shall monitor the use regularly. 	<p>Ceafield Road is insignificant (approx. 5-6 trucks per week).</p> <ul style="list-style-type: none"> - 20m of bitumen surface is considered adequate to minimise dust. The remainder of the site is finished in gravel. - The existing and proposed landscaping in the front yard will largely obscure views into the site looking from Ceafield Road. - Dust emissions are not generated from the activity as only wet concrete will be used. - We have a commercial agreement with Buses R Us to use their toilets and amenities during business hours. - The proposed landscaping is considered to be sufficient to address any aesthetic concerns.
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With respect to some of the matters identified by Ms Buchanan, the following commentary is provided:

- The Development Plan does not regulate the provision of toilet facilities on-site. Typically, this is dealt with as a Building Code matter, however, as this application will not require Building Rules Consent (apart from the shipping containers), there is no means by which toilet facilities can be mandated. Notwithstanding this, the arrangements in place with the neighbouring property are considered to be acceptable.
- The application does not trigger referral to the EPA under Schedule 8 of the *Development Regulations 2008* and consequently EPA input is not required.
- If the application is approved, the applicant has an ongoing obligation to comply with all relevant conditions attached to the approval. Council will monitor the activities on the site to ensure compliance.

The remaining concerns expressed by Ms Buchanan will be addressed under the assessment section of this report.

10. REFERRALS – STATUTORY

The application does not trigger any referrals under Schedule 8 of the *Development Regulations 2008*.

11. REFERRALS – INTERNAL

Internal consultation took place with Development Engineering. The following comments were received:

Development Engineering

Turning circle for a 19m articulated vehicle is 27m. The proposed 26m turning circle caters for an articulated vehicle turning circle.

The proposed stormwater detention swale is acceptable. Flows into Ceafield Road must be limited to 10 litres per second. The swale must achieve a depth of at least 0.75m.

The swale must be planted out with lawn to filter water prior to discharge to Ceafield Road.

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. This conclusion is drawn given that the proposed land use (industry) is clearly envisaged within the Industry Zone.

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 7th July 2016, is contained in Attachment 3. The relevant provisions are also highlighted in the Attachment.

Land Use

Objective 1 and Principle of Development Control 1 of the Industry Zone state that:

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

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

- *Industry*

The proposed development constitutes a form of industry. Such form of development is clearly envisaged within the Industry Zone.

Appearance of Built Form

Under the General Section, “Design and Appearance” module, Principles of Development Control 1 and 2 state that:

- 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 the 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.*

Principle of Development Control 8 of the Industry Zone further states that:

- 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.*

The development does not involve construction of any permanent buildings. The only structures that will be erected will be two shipping containers that will be placed in front of the pouring slab. They will be setback some 40 metres from Ceafield Road. At the Ceafield Road boundary, the site will be landscaped, meaning views into the site will not be readily achievable, except where looking from the entry, which is to have a sealed internal driveway.

The containers are clearly not of a contemporary or attractive appearance, contrary to Principles of Development Control 1 and 8 above, however, as the containers will be set behind the landscaping and well setback from the road, they will not be readily visible. Shipping containers are also commonly located within Industry Zones.

The site layout as articulated on the site plan provides for an organised arrangement, incorporating a bin storage area, truck manoeuvring area at the rear and materials storage area adjacent to the eastern side fence. This arrangement is considered to be orderly and will assist in maintaining a neat and tidy site as viewed from the driveway.

The proposed development will not have a significant detrimental impact on the appearance of the streetscape with the inclusion of the proposed landscaping and is therefore considered to be acceptable.

Land Use Conflict

Under the General Section, “Industrial Development” module, Principle of Development Control 7 states that:

- 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 minimize the transmission of noise with openings located away from residential properties;*
 - (d) Limit operating hours to between 7am and 6pm.*

The primary source of noise will be from the entry, idling and exit of heavy vehicles. All movements are to occur during the hours of 7am and 6pm, consistent with (d) above. The site layout is designed such that truck idling and parking will be positioned 85m from Ceafield Road and manoeuvring will take place further behind, in excess of 100m from Ceafield Road.

The scale of the activity is also considered to be appropriate for an industrial use at the interface. Not more than two staff will work on-site and heavy vehicle movements will not exceed two to three times per week for concrete deliveries and material deliveries of not more than two per month.

Having regard to the limited scale of the activity and the positioning of noisier activities including truck idling, loading and manoeuvring away from the Zone boundary, consistent with (b) above, the overall level of impact on adjacent residents in terms of noise impact is considered to be acceptable.

With respect to dust management, the applicant has confirmed that the first 25m section of the site, including the crossover section, is to be sealed, to mitigate dust generated by truck movements to and from the site.

It is acknowledged there is potential for truck movements to generate dust when using the remaining gravel hardstand and manoeuvring areas. The applicant has confirmed this will be managed by way of a water cart and limiting the number of movements to and from the site.

This is considered to be reasonable, given that the hardstand/manoeuvring areas are well setback from the road and the number of vehicle movements expected is negligible.

Finally, Ms Buchanan expressed concern regarding the emission of dust from preparation of concrete. As stated earlier by the applicant, only wet concrete will be delivered to the site, which is pre-mixed, meaning that this activity will not generate any dust emissions.

Overall, the proposed activity is considered to be compatible with adjacent residential uses.

Landscaping

Principle of Development Control 13 of the Industry Zone states that:

13 *Development should ensure that the following is achieved:*

- (a) At least 10 percent 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.*

The application provides for a 3m wide landscaping strip adjacent to the Ceafield Road boundary and a landscaping strip of 1m wide adjacent the majority of the western boundary, which is to accommodate a drainage swale. The total area set aside for landscaping will comprise about 8% of the total site area.

The total area provided for landscaping is slightly less than 10% stipulated under (a) above and the landscaping strip provided along the western boundary is less than the 3m desired under (b). While these departures are noted, the proposed areas of landscaping are considered to be acceptable given that:

- a) The landscaping is in excess of existing development in the locality;

- b) The majority of the proposed landscaping is in the front yard, where the site is most visible and will assist in the presentation to the street and screen internal activities from Ceafield Road.

Car Parking

Under the General Section, “Transportation and Access” module, Principle of Development Control 32 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.*

The applicable parking rate under Table Sal/2 is of limited relevance to this development, given that no building work is proposed other than in the form of the two shipping containers.

The applicant has advised that only two staff will work on-site at any one time. There is ample area available for parking on the site, exclusive of hardstand and manoeuvring areas. Heavy vehicles can also idle and manoeuvre without impacting on staff parking areas.

This aspect of the development satisfies Principle of Development Control 32.

Vehicular Access and Manoeuvring

Under the General Section, “Transportation and Access” module, Principle of Development Control 29 and 38 states that:

- 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.*

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

On the eastern side of the boundary, a 25m long by 12m wide bitumen driveway will be constructed from the boundary into the site. The bitumen entry leads into a rubble driveway through the middle of the site which extends the majority of the site depth, past the shipping container, concrete pad and material stockpiles with a turn-around area provided at the rear.

Council’s Principal Development Engineer has reviewed the dimensions for the proposed vehicle access and manoeuvring areas and has confirmed that this plan is acceptable. An articulated vehicle (19m long semi-trailer) has a turning radius of 26m, whereas the site has a total width of about 27.5m, sufficient to permit turning movements.

In terms of the driveway surfacing in gravel, this does not satisfy Principle of Development Control 38, however, as the number of heavy movements is considered to be low and the high trafficable areas nearest to the Residential Zone boundary will be sealed. This departure is considered to be acceptable as dust and mud nuisance will be minimised.

Stormwater Management

Under the General Section, “Natural Resources” module, Principles of Development Control 8 and 11 state that:

- 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.*
- 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.*

The rear of the site has been raised and is consequently higher than the road, thereby permitting surface water to flow toward Ceafield Road. There is also a slight cross fall to the western boundary.

While the site does not contain any substantive buildings, the extent of impervious and semi-impervious surfaces will mean that stormwater overland flow is in excess of undeveloped conditions. As such, the applicant was requested to demonstrate how surface stormwater will be managed from a water volume and water quality perspective.

Surface stormwater is proposed to be managed by way of a constructed swale adjacent to the western boundary which is to be planted and form part of the proposed landscaping. The swale must also be planted out with lawn to provide filtering prior to discharge to Ceafield Road.

A 600mm x 600mm grated pit is proposed at the end of the swale, in the south-western corner of the site, designed to capture any silt. Outflow from the pit will permit discharge of clean stormwater out to Ceafield Road, with the pipe to be designed to be at least 200mm above the invert of the pit and shall restrict flows to not greater than 10 litres per second.

Council’s Development Engineering section have reviewed the stormwater design and have confirmed that this is acceptable from a water volume and water quality perspective.

Waste Management

Under the General Section, “Waste” module, Principle of Development Control 5 states that:

- 5 *Development should include appropriately sized area to facilitate the storage of receptacles that will enable the efficient recycling of waste.*

Waste from the activity is minimal. Surplus concrete is returned in the truck. Waste is primarily in the form of steel off-cuts and general waste from the landscaping activities which occur off-site. Waste will be stored in a designated storage bin and taken to Resource Co. periodically, consistent with Principle of Development Control 5.

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:

- a) The proposed land use (general industry) is clearly envisaged within the Industry Zone;
- b) The activity is relatively low impact and is considered to be appropriate at the Residential Zone interface having regard to the proposed hours of operation, low scale, limited truck movements and limited processes to be undertaken on-site;
- c) Landscaping is proposed to screen the activities on the site from Ceafield Road;
- d) The site is to be partly sealed (at the entry) to minimise dust emissions and no dry cement mixing shall occur on-site;
- e) A suitably sized driveway and manoeuvring area is proposed to facilitate the entry and exit of heavy vehicles in a forward direction.

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.
- B. Pursuant to Section 33 of the *Development Act 1993*, Development Plan Consent is **GRANTED** to application number 361/1428/2016/2B for Change of land use to General Industry (Manufacture of concrete panels), incidental parking of 1 tray top truck, 2 shipping containers and ancillary storage of materials and finished concrete panels 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.	Plan Type	Date	Prepared By
Not Stated	Site Plan	Received by Council dated 09.01.17	Innovative Walling
Dated 09.01.17	Letter to Council	Received by Council dated 10.01.17	Innovative Walling

Dated 23.02.17	Letter to Council – Response to Representations	Received by Council dated 27.02.17	Innovative Walling
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Reason: To ensure the proposal is established in accordance with the submitted plans.

- The hours of operation shall be restricted to Monday to Saturday, 7am to 6pm. No operations are permitted on Sundays or Public Holidays.

Reason: To maintain the residential amenity of the locality and to minimize disturbance.

- Except where otherwise approved, no materials, goods or containers shall be stored in the designated car parking area or driveways at any time. Any storage within the designated hardstand area shall be designed in such a manner so as to facilitate appropriate vehicular manoeuvring and shall be maintained in a neat and tidy manner at all times.

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

- All trade waste and other rubbish shall be contained and stored pending removal in containers which shall be screened from public view at all times.

Reason: To ensure the building appears as one and maintains the amenity of the locality.

- 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 or danger to vehicles on adjoining public roads.

- The designated landscaping areas as shown on the Approved Site Plan, prepared by Steven Conlon, received by Council dated 9th January 2017, shall be planted with shade trees, shrubs and vine in order to screen the activities from Ceafield Road and to provide for filtering of dust. All landscaping shall be completed within 3 months from the date of Development Approval and shall be maintained at all times thereafter (including the replacement of diseased or dying plants and the removal of weeds and pest plants) to the reasonable satisfaction of Council.

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

- All vehicles shall enter and exit the site in a forward direction at all times.

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

8. External lighting shall be restricted to that necessary for security purposes only and shall be directed and shaded to prevent light overspill and/or nuisance to adjacent occupiers or distraction to drivers on adjacent public roads.

Reason: To ensure that lighting does not cause nuisance or danger to adjoining occupiers or road users thereby reducing the amenity of the locality and/or making road use unsafe.

9. All driveways, manoeuvring areas and hardstand areas as shown on the Approved Site Plan, prepared by Steven Conlon, received by Council dated 9th January 2017, shall be constructed with bitumen (or rubble where otherwise shown) to a standard appropriate for the intended traffic volumes and vehicle types. Driveways, manoeuvring areas and hardstand areas shall be established prior to the commencement of use and shall be maintained at all times to the satisfaction of Council.

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

10. Driveways and manoeuvring areas shall be designed in accordance with AS 2890.2 – Facilities for Commercial Vehicles.

Reason: To ensure that access and car parking complies with best practice standards.

11. The site stormwater drainage system shall be designed to control the quantity and quality of stormwater discharged from the site to minimize flooding to prevent adverse impacts on downstream drainage systems and to protect the quality of receiving waters. In particular, the following principles and components are to be included in the stormwater drainage design:

- a) The stormwater swale shall be grassed and vegetated. The swale shall be designed to provide primary treatment of stormwater runoff by filtering and removal of silt, sediments, oil and grease prior to discharge to the downstream drainage system;
- b) The capacity of the grassed swale, pipes and pits shall be designed so that the maximum discharge to the kerb and water table is 10 litres per second;
- c) The swale shall achieve a width of at least 1m and a depth of at least 750mm.

Reason: To ensure that stormwater is disposed of in a controlled manner and ensure the quality of Council's downstream drainage system is maintained.

CO-ORDINATION

Officer:	GMCiD	MDS
Date:	14.03.17	10.03.17

ATTACHMENTS

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

1. Application Documentation
2. Copy of Representations and Applicant's Response
3. Extract of Relevant Provisions - Development Plan 7.7.16

ATTACHMENT 1 – APPLICATION DOCUMENTATION



CITY OF SALISBURY DEVELOPMENT APPLICATION FORM

361/ 1428 /2016/13

Please use BLOCK LETTERS and Black or Blue Ink

APPLICANT NAME: STEVEN CONLON		
POSTAL ADDRESS: 19 SPAINS RD SALISBURY		
OWNER NAME: (This must be completed) STEVEN CONLON AND JOSEPHINE DONNELLY		<input checked="" type="checkbox"/> as above
OWNER POSTAL ADDRESS:		<input checked="" type="checkbox"/> as above
OWNER PHONE NO: 041843904	OWNER FAX NO:	OWNER EMAIL: SCONLON@ADAM.COM.AU
CONTACT PERSON FOR FURTHER INFORMATION <input type="checkbox"/> as above		
NAME: STEVEN CONLON	TELEPHONE (W): 82855979 (M): 0417843904	
EMAIL: SCONLON@ADAM.COM.AU	FAX:	
BUILDER NAME:	BUILDERS EMAIL:	
BUILDER POSTAL ADDRESS:		CONTACT NO.: LICENCE NO.:
CURRENT USE OF PROPERTY: TRUCK TRAILER PARKING / STORAGE OF BUILDING MATERIALS		
DESCRIPTION OF PROPOSAL: AS ABOVE AND MANUFACTURE OF CONCRETE PANELS		DEVELOPMENT COST —
LOCATION OF PROPOSAL		
Street No: 13	Street: CEAFIELD RD	Suburb: PARA HILLS WEST
Lot No: 65	Section: YATALA	Plan: 112419
Volume: 5738	Folio: 324	
OFFICE USE ONLY		
Registration Date: 22/07	/2016	Zone: IN
		Ward: HILLS
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: 22/7/16

**INNOVATIVE WALLING
13 Ceafield Rd. Para Hills West 5097**

09/01/17

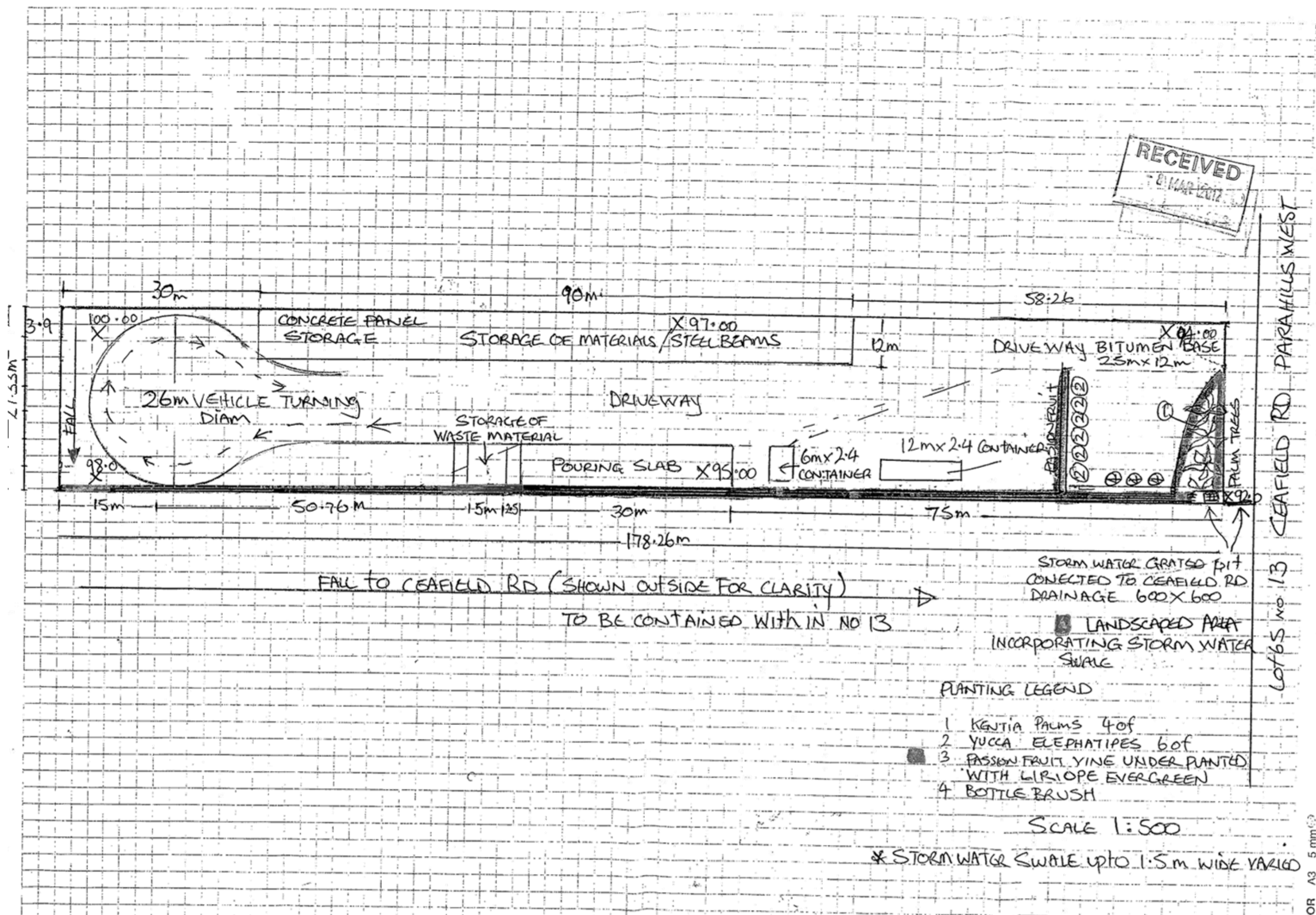
Aaron Curtis / City of Salisbury

In response to your letter dated 4-01-17



1. No trailer storage activity is proposed for this property,
- 2a. I agree with the proposed development description in your letter dated 04-01-2017
- 2b. No mixing of concrete is proposed for this site.
- 2c. The waste material storage bin will be emptied periodically to prevent over spill.
- 2d. No driver will be moving trailer with a prime mover as the trailer storage mentioned in (1) above has been deleted from this application / proposal.
- 2e. No trailer storage activity is proposed for this site, it has been deleted from the application/ proposal as noted in (1) and (2d) of this letter.
- 2f. Dust mitigation by bitumen base for the first 20m of the entrance to the property is as shown on site plan supplied.
- 2g. Additional landscaping species implemented are shown on site plan.
- 2h. The truck parked on the property periodically is for the transportation of excavator to site only, No other activity.
- 2i. No wash down/ waste water activity take place on site.

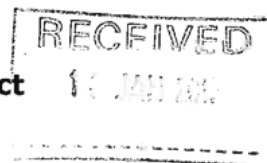
Mob: 0417785531
stevecfd@adam.com.au



**ATTACHMENT 2 – COPY OF REPRESENTATIONS
AND APPLICANT’S RESPONSE**



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:	361/1428/2016/2B
Applicant:	S R Conlon
Location:	13 Ceafield Road , Para Hills West SA 5096
Proposed Development:	CHANGE OF LAND USE TO GENERAL INDUSTRY (MANUFACTURE OF CONCRETE PANELS), INCIDENTAL PARKING OF 1 TRAY TOP TRUCK, 2 SHIPPING CONTAINERS AND ANCILLARY STORAGE OF MATERIALS AND FINISHED CONCRETE PANELS

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

NAME(S): CON NICHOLAS

ADDRESS: 1 ARMSON COURT PARA HILLS WEST

PHONE NO: [REDACTED] EMAIL:

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

- ☒ The owner/occupier of the property located at: 1 ARMSON CRT PARA HILLS WEST
- ☐ Other (please state):

YOUR COMMENTS:

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

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

18 JAN 2017

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

I like the layout of the plan provided, as it was for years of rubbish stacked all over the place & trucks & semi trailers coming & going during the day. so now I am quite pleased with this setup.

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 Friday 27th January 2017, 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. Nicholas

Date: 16 / 1 / 2017

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 **Friday 27th January 2017.**

Logan Fechlie

From: Gail Buchanan <gadget-10@bigpond.com>
Sent: Tuesday, 24 January 2017 12:15 PM
To: Development
Subject: (DWS Doc No 4259636) FW: 361/1428/2016/28
Attachments: Representation Letter003.jpg; Representation Letter001.jpg; Representation Letter002.jpg

Please find attached Statement of Representation for the above Development Application.

Regards
Gail Buchanan

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:	361/1428/2016/2B
Applicant:	S R Conlon
Location:	13 Ceafield Road , Para Hills West SA 5096
Proposed Development:	CHANGE OF LAND USE TO GENERAL INDUSTRY (MANUFACTURE OF CONCRETE PANELS), INCIDENTAL PARKING OF 1 TRAY TOP TRUCK, 2 SHIPPING CONTAINERS AND ANCILLARY STORAGE OF MATERIALS AND FINISHED CONCRETE PANELS

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

NAME(S): GAIL BUCHANAN

ADDRESS: 16 CEAFIELD RD, PARA HILLS WEST. 5096

PHONE NO: [REDACTED] EMAIL: [REDACTED]

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

☒ The owner/occupier of the property located at: ABOVE ADDRESS

☐ Other (please state):

YOUR COMMENTS:

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

☐ Support the proposed development.

☒ Oppose the proposed development.

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

1. ADDITIONAL HEAVY VEHICLES ON CEAFIELD ROAD
2. JUST FROM PROPERTY - 20MTR BITUMEN NOT ENOUGH
3. LANDSCAPING NOT SUFFICIENT TO SCREEN UNTIDY
PROPERTY

PTO

361/1428/2016/28

4. JUST FROM FINISHING OF CONCRETE PANELS.

5. NO AMENITIES FOR WORKERS.

(NOT MARKED ON PLAN)

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

1. BUSINESS TO BE LOCATED AWAY FROM RESIDENTIAL AREA
TRAFFIC MOVEMENT, NOISE & FUMES ALREADY AN ISSUE.

2. ENTIRE DRIVEWAY TO BE BITUMISED INCLUDING
VEHICLE TURNING AREA.

3. LANDSCAPING - PROPERTY TO BE CLEARED OF RUBBISH
+ WEEDS. (CURRENTLY LOOKS LIKE DUMP SITE)
KEEP LANDSCAPING MAINTAINED, INCLUDING REMOVAL
OF DEAD PALM FRONDS.

4. IF APPROVED - COUNCIL TO MONITOR REGULARLY.

5. EPA REPORT.

PTI

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:CLARE HUTCHINGS.....

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 Friday 27th January 2017, 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:*f. Buckton*.....

Date: 24 / 1 / 2017

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 **Friday 27th January 2017.**

23/02/17

INNOVATIVE WALLING
13 Ceafield Rd Parahills West 5096
BLD 173952

RE: DA361/1428/2016

RE: Concerns of Gail Buchanan.

Hi Aaron, thanks for your letter dated; 30-01-17 regarding the representations concerning my applications.

1. Additional heavy vehicles on Ceafield Rd. I believe the contribution of heavy vehicle on Ceafield Rd. to be insignificant as transport activities since the beginning of 2017 have been limited to approx 5-6 trucks as the majority of our work is on site elsewhere.

2. I feel 20mtr of bitumen surface is more than enough as the majority of the property is already covered with bitumen and hard rubble as the previous use of the property was a transport depot.

3. The proposed landscaping is in my opinion sufficient and very little can be seen from Ceafield Rd. as the landscaping across the front of the property approx 20m back from the front left to right leaving only vehicle access to the rear and the dust issue is insignificant.

3A. No dust is generated by the manufacture of concrete panels as wet mix concrete is used.

1. I am concious of the impact on the residents of Ceafield Rd. However I believe my business has just as much right to operate in this street as the residents have to live there as the zoning permits such activities.

2. I reject the suggestion to relocate away from the residential as Ceafield Rd. has dual zoning, Residential and commercial.

3. The landscaping proposed should be sufficient to address any asthetic concerns. I have no concerns regarding the condition of any neighbouring gardens and or trees. I believe that to be their business not that of a third party. I feel the contribution of fumes and noise from this property to be miniscule and shold be viewed as such regarding dust

As no. 16 Ceafield Rd. is opposite two properties south of no. 13, dust would have to turn right as it entered Ceafield Rd. and left opposite no. 16 to enter that property.

The property owned by Mr. Con Nicholas directly opposite 13 Ceafield Rd. and would be most affected by my proposal and I appreciate his understanding.

Innovative Walling has a commercial agreement with Busses Are Us next door with regards to the use of toilet amenities.

I hope council can accept my proposal and we can move on.

Without prejudice.

Regards,

Steve Conlon

Mob: [REDACTED]

ATTACHMENT 3 – EXTRACT OF RELEVANT PROVISIONS

DEVELOPMENT PLAN 07.07.16



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

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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

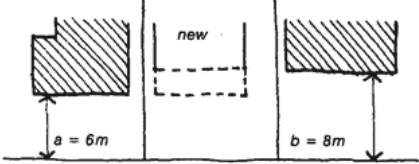
- 1 The design of a building may be of a contemporary nature and exhibit an innovative style provided the overall form is sympathetic to the scale of development in the locality and with the context of its setting with regard to shape, size, materials and colour.
- 2 Buildings should be designed and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

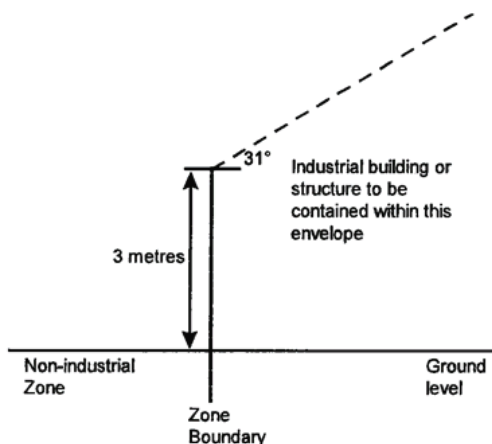
Industrial Development

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.

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 development</i> 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 <i>land</i> 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:
- (a) incorporating appropriate treatment technology before exhaust emissions are released to the atmosphere
 - (b) 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:
- (a) not locating horticulture or intensive animal keeping on land adjacent to townships
 - (b) 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.

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.

- 17 New urban development should provide a buffer of at least 40 metres wide (inclusive of any fuel break, emergency vehicle access or road) separating urban and rural activities.
- 18 Development located within 300 metres of facilities for the handling, transportation and storage of bulk commodities should:
 - (a) not prejudice the continued operation of those facilities
 - (b) be located, designed and developed having regard to the potential environmental impact arising from the operation of such facilities and the potential extended hours of operation.

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.

Salisbury Council
General Section
Natural Resources

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.

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.

Salisbury Council
General Section
Waste

Waste

OBJECTIVES

- 1 Development that, in order of priority, avoids the production of waste, minimises the production of waste, reuses waste, recycles waste for reuse, treats waste and disposes of waste in an environmentally sound manner.
- 2 Development that includes the treatment and management of solid and liquid waste to prevent undesired impacts on the environment including, soil, plant and animal biodiversity, human health and the amenity of the locality.

PRINCIPLES OF DEVELOPMENT CONTROL

- 1 Development should be sited and designed to prevent or minimise the generation of waste (including wastewater) by applying the following waste management hierarchy in the order of priority as shown below:
 - (a) avoiding the production of waste
 - (b) minimising waste production
 - (c) reusing waste
 - (d) recycling waste
 - (e) recovering part of the waste for re-use
 - (f) treating waste to reduce the potentially degrading impacts
 - (g) disposing of waste in an environmentally sound manner.
- 2 The storage, treatment and disposal of waste materials from any development should be achieved without risk to health or impairment of the environment.
- 3 Development should avoid as far as practical, the discharge or deposit of waste (including wastewater) onto land or into any waters (including processes such as seepage, infiltration or carriage by wind, rain, sea spray, stormwater or by the rising of the water table).
- 4 Untreated waste should not be discharged to the environment, and in particular to any water body.
- 5 Development should include appropriately sized area to facilitate the storage of receptacles that will enable the efficient recycling of waste.
- 6 Development that involves the production and/or collection of waste and/or recyclable material should include designated collection and storage area(s) that are:
 - (a) screened and separated from adjoining areas
 - (b) located to avoid impacting on adjoining sensitive environments or land uses
 - (c) designed to ensure that wastes do not contaminate stormwater or enter the stormwater collection system
 - (d) located on an impervious sealed area graded to a collection point in order to minimise the movement of any solids or contamination of water

- (e) protected from wind and stormwater and sealed to prevent leakage and minimise the emission of odours
- (f) stored in such a manner that ensures that all waste is contained within the boundaries of the site until disposed of in an appropriate manner.

Wastewater

- 7 The disposal of wastewater to land should only occur where methods of wastewater reduction and reuse are unable to remove the need for its disposal, and where its application to the land is environmentally sustainable.
- 8 Wastewater lagoons should not be sited in any of the following areas:
 - (a) within land subject to a 1-in-100 year average return interval flood event
 - (b) within 50 metres of the top of the bank of a watercourse
 - (c) within 500 metres of the coastal high water mark
 - (d) where the base of the lagoon would be below any seasonal water table.
- 9 Artificial wetland systems for the storage of treated wastewater, such as wastewater lagoons, should be:
 - (a) sufficiently separated from adjoining sensitive uses to minimise potential adverse odour impacts
 - (b) sited and designed to minimise potential public health risks arising from the breeding of mosquitoes.

Waste Treatment Systems

- 10 Development that produces any sewage or effluent should be connected to a waste treatment system that complies with (or can comply with) the relevant public and environmental health legislation applying to that type of system.
- 11 The methods for, and siting of, effluent and waste storage, treatment and disposal systems should minimise the potential for environmental harm and adverse impacts on:
 - (a) the quality of surface and groundwater resources
 - (b) public health
 - (c) the amenity of a locality
 - (d) sensitive land uses.
- 12 Waste treatment should only occur where the capacity of the treatment facility is sufficient to accommodate likely maximum daily demands including a contingency for unexpected high flows and breakdowns.
- 13 Any on-site wastewater treatment system/ re-use system or effluent drainage field should be located within the allotment of the development that it will service.
- 14 A dedicated on-site effluent disposal area should not include any areas to be used for, or could be reasonably foreseen to be used for, private outdoor open space, driveways, car parking or outbuildings.
- 15 The spreading or discharging of treated liquid or solid waste onto the ground should only occur where the disposal area consists of soil and vegetation that has the capacity to store and use the waste without contaminating soil or surface or ground water resources or damaging crops.

Salisbury Council
General Section
Waste

- 16 Stock slaughter works, poultry processors, saleyards, piggeries, cattle feedlots, milking sheds, milk processing works, fish processing works, wineries, distilleries, tanneries and fellmongeries, composting works, waste or recycling depots and concrete batching works should have a wastewater management system that is designed so as not to discharge wastes generated by the premises:
- (a) into any waters
 - (b) onto land in a place where it is reasonably likely to enter any waters by processes such as:
 - (i) seepage
 - (ii) infiltration
 - (iii) carriage by wind, rain, sea spray, or stormwater
 - (iv) the rising of the watertable.
- 17 Winery waste management systems should be designed to ensure:
- (a) surface runoff does not occur from the wastewater irrigation area at any time
 - (b) wastewater is not irrigated onto waterlogged areas, land within 50 metres of a creek, or swamp or domestic or stock water bore, or land subject to flooding, steeply sloping land, or rocky or highly permeable soil overlaying an unconfined aquifer
 - (c) wastewater is not irrigated over an area which is within 50 metres of any residence on neighbouring land or 10 metres of any type of publicly owned land
 - (d) wastewater is released using low trajectory low pressure sprinklers, drip irrigators or agricultural pipe, and is not sprayed more than 1.5 metres into the air or in fine droplets if there is a potential for the spread of diseases from the wastewater
 - (e) stormwater run-off from areas which are contaminated with grape or grape products is drained to winery waste management systems during vintage periods
 - (f) stormwater from roofs and clean hard paved surfaces is diverted away from winery waste management systems and disposed of in an environmentally sound manner or used for productive purposes.

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.

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 consist 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: (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: (a) ancillary to and in association with industrial development (b) located on the same allotment.
Educational establishment	Except where: (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*.



ITEM	5.1.2
	DEVELOPMENT ASSESSMENT PANEL
DATE	28 March 2017
APPLICATION NO.	361/1775/2016/2A
APPLICANT	Esmond Fok
PROPOSAL	Twenty one (21) two storey dwellings and associated internal driveway, landscaping and construction of new vehicle access and refuse collection area on Public Road
LOCATION	29-41 Resthaven Road, Parafield Gardens SA 5107
CERTIFICATE OF TITLE	Volume 6136 Folio 90
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: One (1)
Referrals - Statutory	Nil
Referrals – Internal	Development Engineering Tree Services Urban Policy Landscape Design Northern Adelaide Waste Management Authority (NAWMA)
Development Plan Version	Salisbury (City) Development Plan Consolidated 7 th July 2016
Assessing Officer	Katherine Thrussell, Development Officer – Planning, City Development
Recommendation	Grant Development Plan Consent subject to Reserved Matters and Conditions
Meeting Date	28 March 2017

2. REPORT CONTENTS

Assessment Report

Attachment 1:	Proposal Plans
Attachment 2:	Supporting Information
Attachment 3:	Notice of Category 2 Application and Representations
Attachment 4:	Applicant Response to Representations
Attachment 5:	Relevant Development Plan Extracts - Consolidated 7.7.16

3. EXECUTIVE SUMMARY

The applicant seeks Development Plan Consent for twenty one (21) two storey dwellings and associated internal driveway, landscaping and construction of a new vehicle access and refuse collection area on Public Road, at 29-41 Resthaven Road, Parafield Gardens.

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, one of whom has 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) Visitor car parking will be available on-street on Resthaven Road;
- f) Privacy of adjoining dwellings will be achieved by provision of high level windows or screening devices to habitable rooms;
- g) Overshadowing to adjoining properties will be minimal; and
- h) Construction of a new vehicle access and refuse collection area (extension of Resthaven Road) is proposed to enable access to the site and for appropriate waste disposal.

4. BACKGROUND

A previous development application, reference 361/548/2015/2A, for “*Residential development comprising seven (7) two storey dwellings and eight (8) single storey dwellings on one allotment*”, was granted Development Plan Consent by Council dated 30 March 2015.

The development was subject to Category 2 public notification and one representation was received. The average allotment size was 240m².

5. SUBJECT SITE

The subject site is a rectangular shaped parcel of land of 3,785m² on a single allotment, referred to as lot 500 Volume 6136, Folio 90. The site has direct frontage to Resthaven Road, a portion of which is unmade. The subject site is currently vacant land.

The site does not contain any Significant or Regulated Trees.

Site photos are provided on the following pages.



Photo 1: *Looking south-east towards subject site from Resthaven Road*



Photo 2: *Looking south-east towards subject site, unmade road and railway from Resthaven Road*



Photo 3: Looking north-west towards subject site from Resthaven Road

6. LOCALITY

The locality consists of predominantly single storey dwellings with some two storey dwellings located at 1 Ventra Street and 7 Quick Street. Homes are typically designed with pitched roof forms. There is minimal front fencing present and where provided is generally low in height or open in style, such as tubular fencing. Dwellings are well maintained with landscaped front yards.

Land to the north of the site, Carmelina Court, was divided under Development Approval 361/1142/2013/LD into 18 allotments. These allotments average 360m² in area and range between 300m² to 450m². Land immediately north west fronting Resthaven Road, was also divided under Development Approval 361/1222/2013/LD into four allotments having an average site area of 321m².



Moss Green is located directly opposite the site and Resthaven Reserve is located on the corner of Resthaven Road and Derwent Street west of the subject site. The railway corridor is directly east of the site adjacent the drainage reserve.

The site is located at the end of Resthaven Road and meets the Resthaven Road Plantation drainage reserve and railway.

Locality and contextual plans are provided below.

Aerial View:

Source: Nearmap

Legend	
	Subject site
	Zone boundary



Source: Dekho

Legend	
	Subject site
	Properties Notified
	Representor
	Locality boundary



Source: Dekho

Legend	
	Subject site
	Properties Notified
	Representor
	Locality boundary

7. DESCRIPTION OF THE PROPOSED DEVELOPMENT

The applicant seeks approval for the construction of 21 two storey dwellings, associated landscaping and a common driveway. In order to provide access to the proposed development the applicant also seeks to construct new vehicle access and refuse collection over the public road (extension of Resthaven Road) at the eastern end of Resthaven Road directly in front of the site.

Five dwellings will have direct access from Resthaven Road, (dwellings 1-5) with the remaining dwellings served by an internal driveway. Dwellings 1-5 will be setback 4.5m to the ground floor wall and 9m to the single carport. The upper level overhangs the ground floor to create a small entry porch and provides a “Juliette” balcony from bedroom 1.

Dwellings 5, 6 and 15 provide an address to the internal driveway though the provision of window treatments and variation in external materials. Dwelling 21 is accessed via the internal driveway, however will have the front entry facing Resthaven Road. Pitched roof forms are proposed to dwellings 1-4 and 7-14, at 22.5 degrees. Skillion roof forms at 8 degrees and flat roof sections are proposed to the remaining dwellings.

One covered car parking space will be provided per dwelling accessed via a common driveway for dwellings 6-21. Carports are setback behind the front wall of the dwellings in order to allow a second parking space directly in front of the carport.

Floor plans are divided onto three layouts that are generally the same.

The ground floor of dwellings 1-4 and 7-14 comprise an entry into the living, single carport, wc, kitchen, laundry cupboard adjacent the kitchen, meals and pergola accessed from the meals. The upper floor comprises three bedrooms and one bathroom and separate wc.

An alternate floor plan is proposed for dwellings 5-16. The ground floor for these dwellings comprises an entry into the living, single carport, kitchen, separate laundry, wc, meals and Alfresco accessed via sliding doors from the meals area. The upper floor comprises three bedrooms and two bathrooms (including one ensuite connected to bedroom 1).

Dwellings 17-20 propose another configuration comprising entry into the meals, kitchen, living, wc, laundry under the stair, single carport and alfresco on the ground floor and three bedrooms, study and two bathrooms (including one ensuite connected to bedroom 1) on the upper floor.

Dwelling 21 comprises a similar floor plan to dwellings 17-20 with the addition of a small balcony accessed from bedroom 1 facing Resthaven Road.

Landscaping will be provided to the front of the dwellings facing Resthaven Road. Landscaping will also be provided alongside the common driveway.

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 7th July 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 twenty one (21) two-storey dwellings and as such is deemed to fall under part (b) - two or more dwellings on the same site where at least one of those dwellings is two storeys high, but no residential building is to be more than two 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 16th December 2016 and 10th January 2017. Council received three (3) representations during the public notification period as follows:

Representations received		
Representations received		Wish to be Heard
1	Daniel Minther Australian Rail Track Corporation 11 Sir Donald Bradman Drive, Keswick Terminal SA 5035	
2	Christine and David Jarrett 38 Hatherleigh Road Parafield Gardens SA 5107	√
3	Jody and Trevor Meadows 21 Carmelina Court Parafield Gardens SA 5107	

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
Australian Rail Track Corporation	
<ul style="list-style-type: none"> Consideration should be given to rail noise and vibration, in particular the Guidelines for the Assessment of Noise from Rail Infrastructure (SA EPA, April 2013) and the Noise and Air Emissions Overlay and SA8. An average of 10 freight services pass the subject site per day in addition to the adjacent DPTI passenger line. Freight movements are forecast to double by 2020 and triple by 2050. 	<ul style="list-style-type: none"> The close proximity of the rail line is noted. The proposal will be designed in accordance with the Ministers Specification SA 78B "<i>construction requirements for the control of external sound</i>".

Christine and David Jarrett	
<ul style="list-style-type: none"> • The proposal will impact Hatherleigh Road as this would be a highly utilised route to the subject site from Salisbury Highway. • Traffic along Hatherleigh Road will be increased which in turn will affect residents entering and exiting their properties. • Speeding traffic will be increased causing risk to residents. • Demolition trucks use Hatherleigh Road. • All Hatherleigh Road residents were not informed of the proposed development. 	<ul style="list-style-type: none"> • There are alternate options for through traffic from Salisbury Highway in addition to Hatherleigh Road such as Lamorna Parade and Blue Hills Road. • Demolition trucks using Hatherleigh Road is not relevant to this application. • Speeding traffic is not relevant to this application. Whether traffic calming measures are required is not relevant to the assessment of this application.
Jody and Trevor Meadows	
<ul style="list-style-type: none"> • Privacy will be affected. • The height of the rear boundary fence should be increased to minimise loss of privacy. 	<ul style="list-style-type: none"> • Privacy of adjacent rear yards will be protected through the provision of obscure windows to 1.7m above upper floor level as noted on the proposed plans. • A 400mm high retaining wall will be provided on the rear boundary with a 1.8m high fence ensuring privacy.

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

10. REFERRALS – INTERNAL

Development Engineering

Council's Principal Development Engineer has reviewed the proposal and provided the following comments;

- Construction of new vehicle access and refuse collection area over the public road is to be approved by Council under Section 221 of the Local Government Act 1999 and is the whole responsibility of the developer and Community Corporation;*
- A stormwater management plan is required;*
- Turning paths for vehicles shall be in accordance with Australian Standard AS2890.1;*
- Driveways are to be provided at 90 degrees to the street kerb and not skew;*
- A traffic impact statement is not required.*

Traffic

Council's Principal Development Engineer and Traffic Section have reviewed the proposal and provided the following comments;

- In the City of Salisbury road hierarchy, Hatherleigh Road is classified as a Local Collector road.*
- Targets for local collector roads are less than 3000 vehicles per day, and less than 1000 vehicles per day for local roads.*

- c. Council has survey data (using the Metrocount system) which indicates that traffic volumes on Hatherleigh Road are currently recorded as being between 125 to 275 vehicles per day at the eastern end, and between 755 and 781 vehicles per day at the T-junction with Salisbury Highway. The Metrocount system records vehicles travelling in both directions.
- d. Allowing for 10 trips per day for each new dwelling, that will be an additional 210 vehicle movements per day, which at the Salisbury Highway intersection, equates to 991 vehicle movements per day which is significantly less than the target of 3000 vehicles per day for a minor collector, and equates to less than 500 vehicle movements per day at the eastern end of Hatherleigh Road assuming that all additional vehicle movements are down Hatherleigh Road onto Derwent Street, and not via Carpenter Road and Resthaven Road.
- e. In regards to speed, the Metrocount survey system has indicated that the 85th percentile speeds along Hatherleigh Road are between 42kph and 45kph which is less than the allowable speed limit of 50kph. Council's traffic division will report the speed concerns of the respondent to the Road Policing Section at the Parks Police Station, Ottoway to arrange surveillance and monitoring.
- f. Council undertook a Local Area Traffic Management study of Parafield Gardens in 2001 and 2002. Based on the data at that time, Hatherleigh Road was not identified as a high priority for the implementation of traffic controls to reduce vehicle speeds. The density of the area surrounding Hatherleigh Road has remained relatively consistent since that time, and given the more recent Metrocount data, the priority status has not changed.

Based on the above information, Council's Traffic Section do not object to the proposed development.

Tree Services

Council's Tree Removal Committee has approved the removal of a street tree within the Resthaven Road verge at the 28th September 2016 interim meeting.

Urban Policy

Council's Policy Planner has reviewed the proposal and provided the following comments;

- a. the site is located within the area identified by both the 30 Year Plan and Council's Growth Action Plan as a growth corridor as it is located within close proximity to regular public transport and has good access to open space and nearby services. Therefore from a strategic perspective, medium density development is supported on this site.
- b. The site is outside of the area identified as the 20 ANEF noise contour. Therefore there is no requirement for noise attenuation to address aircraft noise, however the site may be impacted by train noise.

Landscape Design

Council's Team Leader Landscape Design has reviewed the landscape plan and provided the following comments;

- a. *The proposed species as identified on the landscape plan are supported;*
- b. *Spacing between planting for all units facing Resthaven Road (Residences 1-5) is of concern, noting that the Ornamental Pear and the Lagerstroemia grow to 3 metres in width and they are shown within 1 metre of each other;*
- c. *The lagerstroemia (screen planting) shown for residences 5, 6 and 15 are too close or in conflict with the fold away clothesline.*
- d. *Additional detail of the rainwater tank overflow management should be provided.*

Northern Adelaide Waste Management Authority (NAWMA)

The Northern Adelaide Waste Management Authority has reviewed the proposal and provided the following comments regarding waste collection;

- a. *The plan is suitable for Suez side lift trucks to service from the two bin areas. The two areas shall be a minimum length of 20m.*
- b. *The driveway entrance is to be a minimum width of 6m to allow a fully loaded truck to turn around at that point. Tapering of the entrance would further assist this turning movement.*
- c. *The driveway shall be constructed to withstand the weight of a fully loaded truck (22.5 tonne gross).*

11. DEVELOPMENT DATA

Site Characteristics	Guideline	Proposed	
Site Area	Not Stated	Site areas range from 135m ² to 183m ² with an average site area of 151m ² .	
Site Dimensions	Not Stated	Dwellings 1-4	10.2m x 17.42m
		Dwelling 5	11m x 17.42m
		Dwellings 7-14	10.2m x 13.29m
		Dwellings 6 & 15	11m x 13.29m
		Dwelling 16	9.55m x 18.17m
		Dwellings 17-20	7.55m x 18.17m
		Dwelling 21	10.25m x 18.17m
Site Gradient	Not Stated	Generally level	
Easement	Not Applicable	Nil	
Design Characteristics	Guideline	Proposed	
<i>Site Coverage</i>			
Buildings only	Qualitative provision only	42%	
<i>Building Height</i>			
Storeys	Qualitative provision only	2 storeys 2.72m ceiling height to lower floor and 2.52m to upper floor.	
<i>Set-backs</i>			

Primary street	Qualitative provision only	4.5m generally at ground level and 4.0 upper level and 2.7m to dwelling 21. The upper floor protrudes forward of the ground floor by 500mm.	
Secondary street		Not Applicable	
Side(s)	Qualitative provision only	<ul style="list-style-type: none"> • 923mm at closest point to north western boundary (dwelling 1), 1.6m generally to lower floor, 2m to upper floor. • 1.5m rear setback to lower floor, dwellings 11-15, 3.4m to upper floor. 2m rear setback to dwelling 16 (both lower and upper floors). • 3.5m setback to south eastern boundary adjacent drainage reserve. 	
<i>Boundary Walls</i>			
Length	Qualitative provision only	No boundary walls proposed other than internal to the subject site. The proposed carports are located on adjoining boundaries and are approximately 5.8m in length. Dwellings 1-4 and 7-14 include an upper floor party wall 4.2m in length (bedroom 3). Dwellings 18-20 will abut each other with a party wall 13m in length.	
Height	Qualitative provision only	Carports will be 3m in height and include a portion of bedroom 3 wall directly above. Two storey party walls are 5.64m in height and directly abut the adjoining dwelling.	
<i>Private Open Space</i>			
Site Area < 250m ²	35m ²	Dwellings 1-4	37m ²
		Dwelling 5	48m ²
		Dwellings 7-14	36m ²
		Dwellings 6 & 15	46m ²
		Dwelling 16	44m ²
		Dwellings 17-20	38m ²
		Dwelling 21	50m ²
Dimensions	Minimum dimension 4m	Dwellings 1-4	(4.385 x 6.8) + (2.5 x 3)
		Dwelling 5	(5.6 x 6.2) + (5 x 2.57)
		Dwellings 7-14	(4.15 x 6.8) + (2.5 x 3)
		Dwellings 6 & 15	(5.36 x 6.2) + (2.5 x 5)

		Dwelling 16	(5.5 x 6.2) + (3.4 x 3)
		Dwellings 17-20	(5.5 x 6.2) + (1.2 x 3.4)
		Dwelling 21	(5.5 x 6) + (5.5 x 3)
<i>Car Parking & Access</i>			
Number of car parks	34 1 space per dwelling, plus 0.5 on-site visitor car parking spaces per dwelling for group dwellings and residential flat buildings 2 spaces per dwelling, one of which is to be covered for detached dwellings (dwellings 1-5)	42 Single carport under the main roof. Visitor space provided directly in front of carports. Visitor parking is available on Resthaven Road directly in front of the subject site on both sides of the road.	
Driveway width	6m	6m	
Garage door width	6m or 50% of allotment frontage	2.4m Minimum property width is 7.55m, this equates to 32% of the property width.	
<i>Street Infrastructure</i>			
Crossover	Not Stated	A new crossover is required from the new access on the public road to be constructed by the applicant.	
Trees	Not Stated	The street tree was been approved for removal by Council’s Tree Removal Committee at the 28 th September 2016 interim meeting.	
<i>Flooding</i>	Qualitative provision only	A stormwater management plan has not been provided to date. This will be required as a Reserved Matter.	

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. 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 Development Plan and is described below under headings.

An extract of the relevant Development Plan, Consolidated 7th July 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 twenty one (21) dwellings is clearly an appropriate form of development 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 Open Space – Moss Green directly across the road, Resthaven Reserve, Joseph Broadstock Reserve less than 250m to the north;
- b. Public Transport Routes – Salisbury Highway bus stop approximately 650m to the west, Parafield Gardens Railway Station within 400m to the south and Parafield Railway Station approximately 800m to the north;
- c. Neighbourhood Centre – Parafield Plaza, Kelleway Street, Salisbury Highway, Parafield Gardens approximately 1.2km to the south west, (three minute drive or 15 minutes walking);
- d. Schools – Karrendi Primary School, Bradman Road Parafield Gardens, Parafield Gardens R-7 School and Parafield High School approximately 1.2km to the west on the western side of Salisbury Highway.

The proposed dwelling net density will be 55 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 medium density category.

The proposal will introduce a scale of development that does not presently exist in the locality. Original allotment sizes are typically in the order of 650m² to 800m². As mentioned previously, allotment sizes within the locality have been changing in recent years with a number of land divisions resulting in smaller allotment sizes in the order of 283m² – 450m².

The Desired Character Statement seeks development of a form and scale compatible with adjoining residential development designed to harmonise in terms of form, mass, scale, colours and textures of materials and setback distances. However this is also a tension in the policy which seeks redevelopment of underutilised sites and increased densities in areas well served by public transport and open space. The proposed development will provide pitched roof forms that are in keeping with the surrounding vernacular and setback distances consistent with surrounding development such as existing dwellings located on Carmelina Court north of the site. Space is provided between buildings with the exception of the six dwellings adjacent the south eastern boundary of the site. These dwellings are oriented north west to south east, are located away from existing residential properties and provide rear yards adjacent John Broadstock reserve. While these dwellings present a form and mass that is not currently present within the locality the siting and orientation minimises impact on surrounding residential properties. 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.

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, consequently the densities proposed are considered to be acceptable. Furthermore the dwelling type is envisaged within the Residential Zone.

Building Height

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

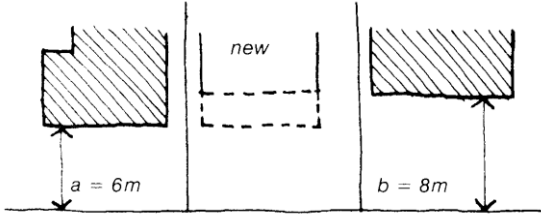
Concentrated nodes of medium density development of up to 4 storeys in height are anticipated in areas close to centres, public transport and significant public open space, and are to be developed in a co-ordinated and orderly manner (emphasis added).

Buildings of up to four storeys in height are clearly envisaged in the Residential Zone. The proposed building height at two storeys is acceptable and is compatible with surrounding buildings, some of which are two storeys.

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>
	
<i>Greater than 2 metres</i>	<i>At least the average setback of the adjacent buildings.</i>

The dwelling at 25 Resthaven Road is setback 5m from Resthaven Road and the existing dwelling at 19 Resthaven Road is also setback 5m. The proposed ground floor setback of 4.5m and 4.0m to the upper floor is less than that of nearby dwellings, but this allows for an adequate area of private open space at the rear of the dwellings and is considered to be a minor variation. The upper floor protrusion of 500mm provides cover to the ground floor entry and allows for a Juliette balcony off bedroom 1. Furthermore the setback to the carport and upper floor bedroom 3 is significantly greater at 9m. This variation in setbacks provides articulation to the front façade enhancing the streetscape appearance.

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 buildings will be setback from the rear northern boundary 1.5m to the lower floor. This dimension is provided to the rear alfresco area (or carport in the case of dwelling 15). The upper floor is setback 3.4m in the case of dwellings 11-15 and 2m to dwelling 16. Boundary walls are not proposed other than internally to the site. Side setbacks to the north western boundary are 1.6m to the lower floor and 2m to the upper floor. Dwelling 1 is setback 923mm to the lower floor and 1.3m to the upper floor at the closest point. Rear setbacks to the south eastern boundary (adjacent the drainage reserve) are 3.4m at the closest point to the lower floor and 5.6m to the upper floor. Buildings are generally grouped in twos (with the exception of dwellings 5, 6, 15 and 16-21), thereby allowing a separation distance of at least 3m between buildings.

The side and rear setbacks generally achieve a setback of 1m to ground floor and at least 2m or greater to the upper floor. This is sufficient to minimise overshadowing and sense of enclosure for adjacent properties.

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 development will introduce a scale of development that does not presently exist in Resthaven Road. The twenty one dwellings will be grouped into a number of buildings; six grouped as twos, six grouped as one building and three standalone dwellings. The overall site coverage will be 42%.

The dwellings have been designed with a number of vertical and horizontal elements that, in conjunction with the variation of external materials and colours, provide articulation to the front façades, resulting in buildings that will present well to the street as well as to the internal driveway. Dwellings that provide side walls to the internal driveway include additional window treatments and a variation in materials to these façades. Dwelling 21 is designed with an upper floor balcony accessible from bedroom 1. Balcony balustrading is open in nature thus allowing views to the street and minimising bulk.

The dwellings are designed with a variety of floor plans and elevations as well as a variety of roof types, some traditional pitched hip roof styles, skillion and flat sections proposed thereby providing further visual interest.

External materials will be a combination of “scyon axon” cladding, rendered hebel panels, glass and Colorbond® sheeting.

The main frontage to Resthaven Road, dwellings 1 – 5, are designed with “Juliette” balconies and a stepped façade whereby the upper floor protrudes forward of the lower floor thus creating a covered entry. The carport and upper floor bedroom 3 are further setback behind the front wall by approximately 4m.

Dwellings facing Resthaven Road are designed with a front door that is visible to the street. 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

Under the Council-wide “Residential Development” module, Principles of Development Control 11 and 12 state that:

- 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. While there will be some overshadowing internal to the proposal this does not exceed half of the ground level open space at the winter solstice.

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 or are provided with fixed obscure glass to 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. Such design is in fact encouraged by the Development Plan to provide casual surveillance to public areas. Similarly upper floor windows facing to the common driveway are encouraged to overlook these common areas and are not provided with screening with the exception of dwellings 10, 11 and 16 as they have the potential to overlook adjacent residential properties. In the case of dwelling 16, the upper floor window to bedroom 2 has a sill height of 1.7m. Bedroom 1 windows will only have views to the common area as these windows are setback behind the front wall. Similarly the window to the stair is setback behind the front wall and will not give rise to overlooking concerns. Dwellings 10 and 11 are provided with an external privacy screen that will restrict direct views from the upper floor bedroom 1 window into adjacent properties at 27 Resthaven Road and 13 Carmelina Court.

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 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.*

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 covered parking space per dwelling beneath the upper floor of the dwelling. A visitor space will be provided directly in front of the carport per dwelling. 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, eight visitor parking spaces will be available on Resthaven Road as detailed on the “Proposed New Road” plan contained in Attachment 1. The visitor parking arrangement is considered reasonable given that the development will provide eight spaces in excess of the minimum requirements under Table Sal/2.

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 a new crossover to Resthaven Road. A new vehicle access and refuse collection area over Public Road reserve will be constructed by the applicant at the eastern end of Resthaven Road.

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 4m to allow landscape incursions, however this is considered to enhance the amenity for residents, thereby reducing the amount of hard pavement and will assist in slowing internal traffic movements.

Council’s Development Engineer has reviewed the car parking layout and has confirmed that the design 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 meals or living room. The amount of private open space provided for each dwelling ranges from 36m² to 50m² which exceeds the minimum 35m² listed above and achieves a minimum dimension of 4m.

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 can be accommodated within the carport by way of a wall mounted rack. Additional bicycle parking is provided adjacent the common driveway entry which is available for visitor parking. Storage for domestic waste bins is provided either at the side of the dwelling or in the rear yard. A group letterbox is proposed at the street front entry adjacent the common driveway.

The development therefore satisfies 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 and within the common driveway as detailed on the landscape plan contained in attachment 1. Council's Landscape Design Team has provided advice regarding the proposed species and spacing of planting. It is recommended that an amended landscape plan be provided as a Reserved Matter. Subject to a final plan being provided, the development will satisfy Principle of Development Control 1.

13. CONCLUSION

The applicant seeks Development Plan Consent for twenty one (21) two storey dwellings and associated internal driveway, landscaping and vehicle access and waste collection area on public road, at 29-41 Resthaven Road, Parafield Gardens.

This report has provided a detailed assessment of the application against the relevant provisions of the Salisbury 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) Visitor car parking will be available on-street on Resthaven Road;
- f) Privacy of adjoining dwellings will be achieved by provision of high level windows or screening devices to habitable rooms;
- g) Overshadowing to adjoining properties will be minimal;
- h) Construction of a new vehicle access and refuse collection area on Public Road reserve (extension of Resthaven Road) is proposed to enable access to the site and for appropriate waste disposal.

Given the above, it is recommended that Development Plan Consent be granted, subject to Reserved Matters and 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 7th July 2016.
- B. Pursuant to Section 33 of the *Development Act 1993*, Development Plan Consent is **GRANTED** to application number 361/1775/2016/2A for Twenty one (21) two storey dwellings and associated internal driveway, landscaping and construction of new vehicle access and refuse collection area on Public Road in accordance with the plans and details submitted with the application and subject to the following conditions:

Reserved Matters:

The following matter/s 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.
2. Stormwater Management Plan.
3. Detailed designs for the construction of a vehicle access and refuse collection area on public road at the eastern end of Resthaven Road in order for Council to provide approval under Section 221 of the *Local Government Act 1999*.
4. A Construction Environmental Management Plan (CEMP).
5. A detailed landscaping plan including details of species, irrigation systems and maintenance plans.

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:

Page No.	Plan Type	Date	Prepared By
3 of 22 Revision E	Site Plan – Lower Floor	09/12/2016	ET Design
4 of 22 Revision E	Site Plan – Upper Floor	09/12/2016	ET Design
5 of 22 Revision E	Landscape Plan	09/12/2016	ET Design
6 of 22 Revision E	Site Plan	09/12/2016	ET Design
7 of 22 Revision E	Floor Plan – Res 1-4	09/12/2016	ET Design
8 of 22 Revision E	Elevations	09/12/2016	ET Design
9 of 22 Revision E	Floor Plan – Res 5	09/12/2016	ET Design
10 of 22 Revision E	Elevations	09/12/2016	ET Design
11 of 22 Revision E	Floor Plan – Res 6 & 15	09/12/2016	ET Design
12 of 22 Revision E	Elevations	09/12/2016	ET Design
13 of 22 Revision E	Floor Plan – Res 7-14	09/12/2016	ET Design
14 of 22 Revision F	Elevations	30/01/2017	ET Design
15 of 22 Revision E	Floor Plan – Res 16	09/12/2016	ET Design
16 of 22	Elevations	09/12/2016	ET Design

Revision E			
17 of 22 Revision E	Floor Plan – Res 17-20	09/12/2016	ET Design
18 of 22 Revision E	Elevations	09/12/2016	ET Design
19 of 22 Revision E	Floor Plan – Res 21	09/12/2016	ET Design
20 of 22 Revision E	Elevations	09/12/2016	ET Design
21 of 22 Revision E	Streetscape Elevations SS01 & SS03	09/12/2016	ET Design
22 of 22 Revision E	Streetscape Elevations SS02 & SS04	09/12/2016	ET Design
23 of 22 Revision G	Floor Plan – Res 10 & 11	09/03/2017	ET Design
24 of 22 Revision G	Elevations – Res 10 & 11	09/03/2017	ET Design
A of A	Proposed New Road Plan	06/02/2017	ET Design

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

Note: All plans and documents approved by Council under Reserved Matters 1-5 form part of this Consent and shall be implemented in full prior to occupation of the dwellings except where otherwise varied by the conditions of consent.

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

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

- Stormwater systems shall be designed and constructed to cater for minor storm flows (ARI = 5 years). 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. All stormwater systems are to comply with AS3500.3 – Stormwater Drainage. An overland flow path to the drainage reserve is to be provided for the major storm event ARI = 100 years.

Reason: To ensure flood protection of the buildings.

- The finished floor levels of the buildings are to be a minimum of 150mm above the calculated post-development flood level adjacent each building for the major storm ARI = 100 years.

Reason: To allow disposal of stormwater.

5. All driveways and car parking areas shall be constructed with either brick paving, concrete or asphalt to a standard appropriate for the intended traffic volumes and vehicle types. Individual car parking bays shall be clearly line marked. Driveways and car parking areas are to be designed and constructed in accordance with AS2890.1 – Off-street Parking, and shall be established prior to 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.

6. The excavation and filling of land must comply with AS3798-2007 Guidelines for Earthworks – Residential and Commercial Development. All fill is to comply with the requirements of AS2870-2011 (Residential Footing Code).

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

7. The Construction Environmental Management Plan (CEMP) provided under Reserved Matter 4 is to be adhered to at all times.

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

8. Construction and ongoing maintenance of the new vehicle access and refuse collection area over Public Road at the eastern end of Resthaven Road is to be the full responsibility of the applicant and Community Corporation.

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

9. The designated landscaping areas as approved under Reserved Matter 5, shall be planted with shade trees, shrubs and ground covers. 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.

10. All side and rear windows fixed to the upper storey walls of the building shall have a sill height of at least 1.7m above finished floor level or where the sill height is less than 1.7m above finished floor level, the window shall be fixed, unable to be opened and provided with translucent glass or film up to a height of 1.7m above finished floor level. In addition front windows to dwellings 10 and 11 are to include suitable privacy screens to restrict direct views into 27 Resthaven Road and 13 Carmelina Court. The above window treatments shall be established prior to occupation of the dwelling and shall be maintained to the reasonable satisfaction of Council.

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

CO-ORDINATION

Officer:	GMCID	MDS
Date:	14.03.17	10.03.17

ATTACHMENTS

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

1. Proposal Plans
2. Supporting Information
3. Notice of Category 2 Application and Representations
4. Applicant Response to Representations
5. Relevant Development Plan Extracts - Consolidated 7.7.16

**Attachment 1:
Proposal Plans**

PLANNING DRAWINGS

PROJECT ADDRESS: 29-41 RESTHAVEN RD
PARAFIELD GARDENS

CITY OF SALISBURY
RECEIVED
- 9 DEC 2016
DOC No.



LOCATION PLAN
SCALE NTS

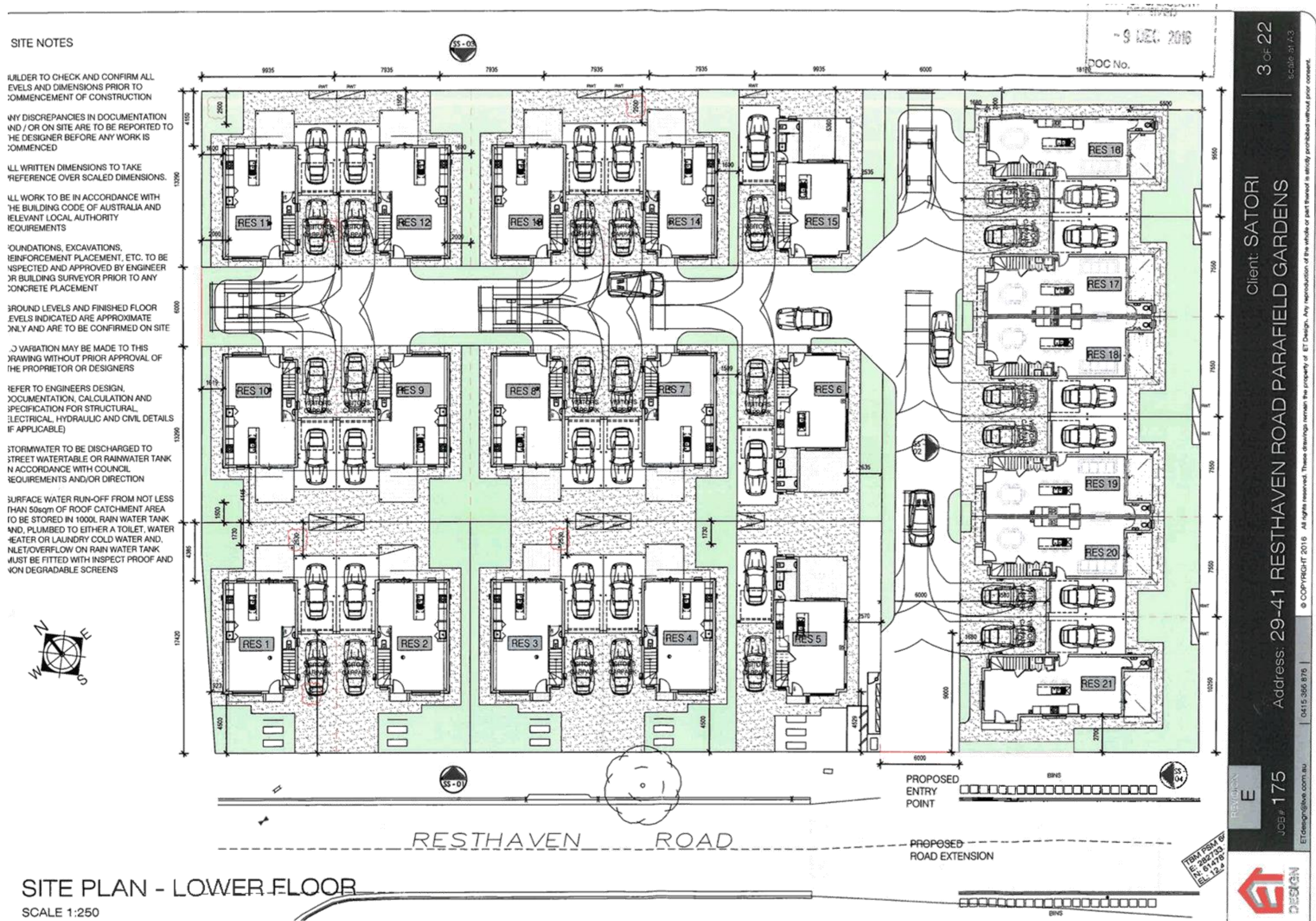
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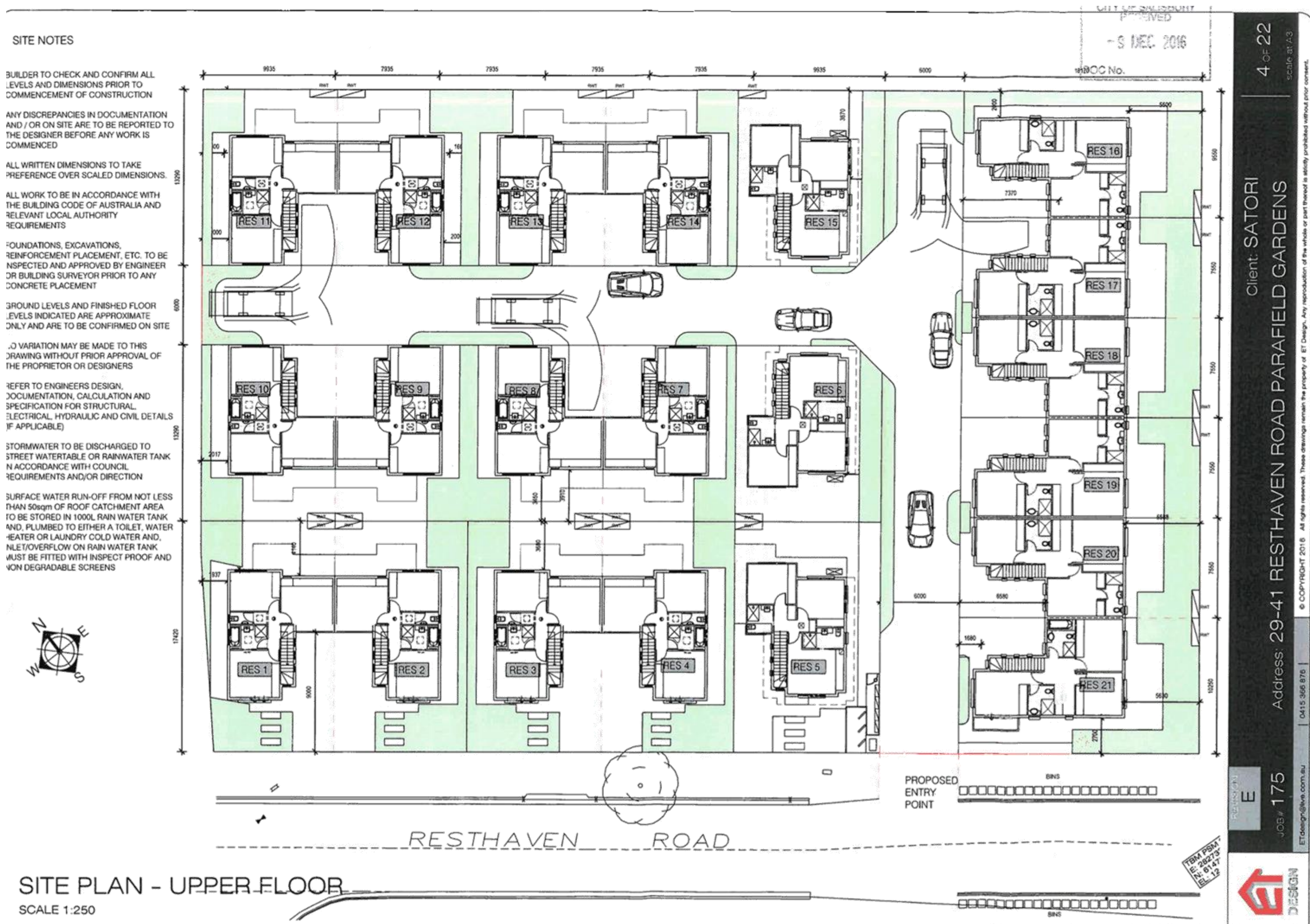


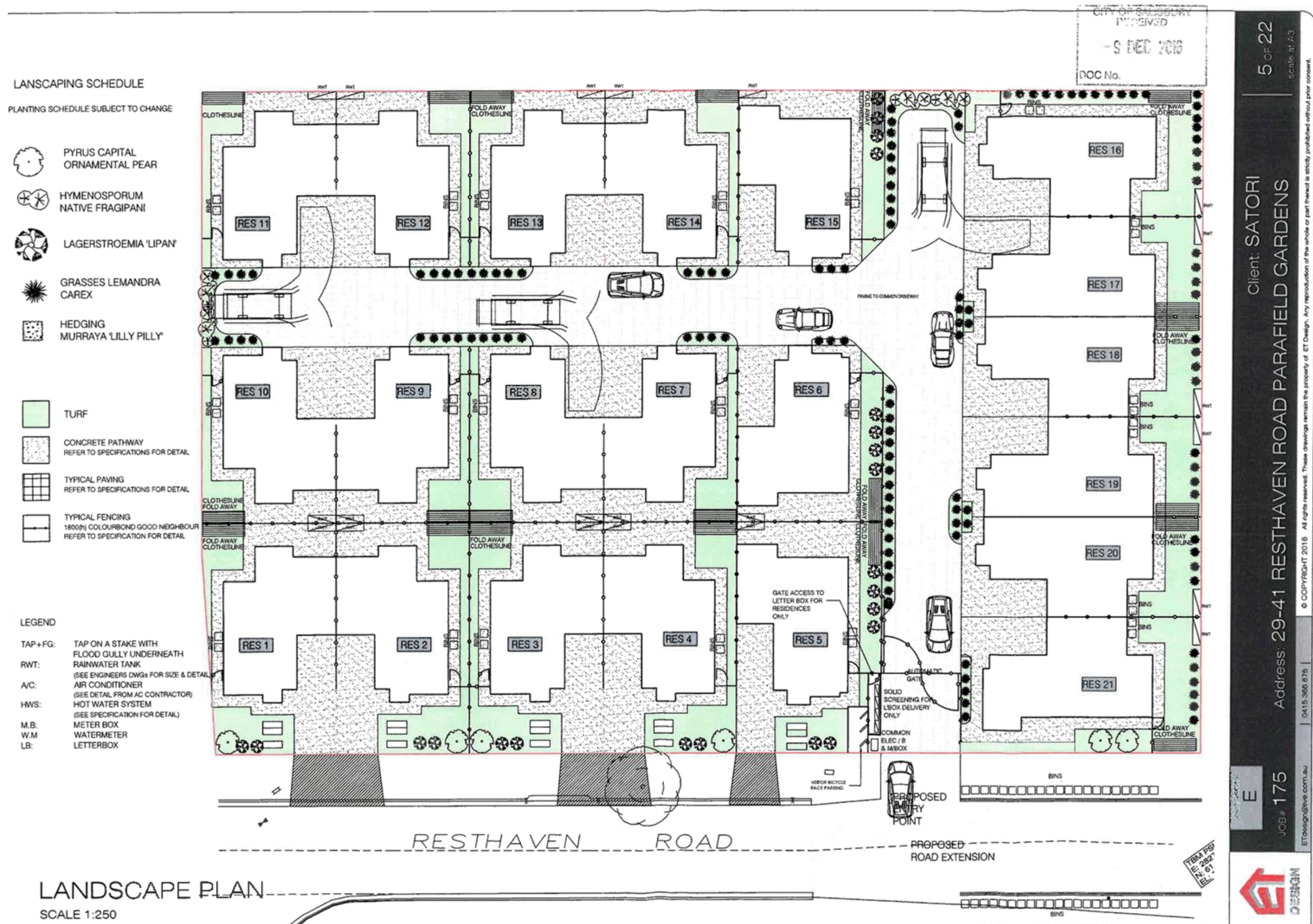
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Address: 29-41 RESTHAVEN ROAD PARAFIELD GARDENS
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1 OF 22
Scale at A3

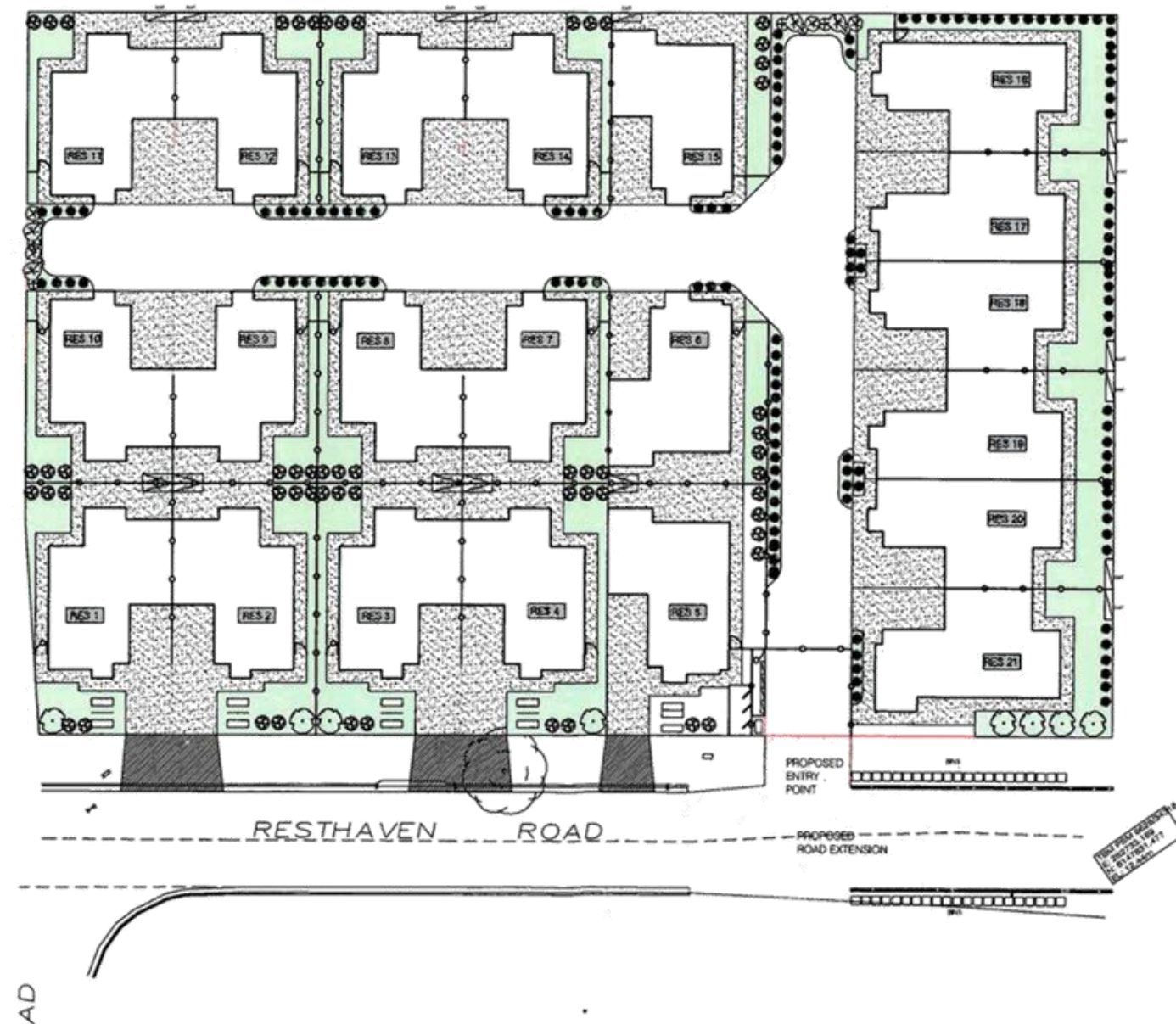
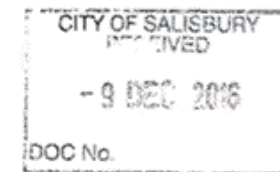
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PROPOSED DEVELOPMENT									
TOTAL SITE AREA:	3786m ²	RES 5	SITE AREA: 187m ² (181m ² Average)	RES 10	SITE AREA: 135m ² (181m ² Average)	RES 15	SITE AREA: 145m ² (181m ² Average)	RES 19	SITE AREA: 138m ² (181m ² Average)
TOTAL COMMON AREA:	624m ²	POS: (REAR YARD)	61m ²	POS: (REAR YARD)	36.8m ²	POS: (REAR YARD)	56m ²	POS: (REAR YARD)	40m ²
RES 1	SITE AREA: 170m ² (181m ² Average)	RES 6	SITE AREA: 145m ² (181m ² Average)	RES 11	SITE AREA: 135m ² (181m ² Average)	RES 16	SITE AREA: 174m ² (181m ² Average)	RES 20	SITE AREA: 138m ² (181m ² Average)
POS: (REAR YARD)	38.5m ²	POS: (REAR YARD)	56m ²	POS: (REAR YARD)	36.8m ²	POS: (REAR YARD)	40m ²	POS: (REAR YARD)	40m ²
RES 2	SITE AREA: 177m ² (181m ² Average)	RES 7	SITE AREA: 135m ² (181m ² Average)	RES 12	SITE AREA: 135m ² (181m ² Average)	RES 17	SITE AREA: 138m ² (181m ² Average)	RES 21	SITE AREA: 183m ² (181m ² Average)
POS: (REAR YARD)	38.5m ²	POS: (REAR YARD)	36.8m ²	POS: (REAR YARD)	36.8m ²	POS: (REAR YARD)	40m ²	POS: (REAR YARD)	75m ²
RES 3	SITE AREA: 177m ² (181m ² Average)	RES 8	SITE AREA: 135m ² (181m ² Average)	RES 13	SITE AREA: 135m ² (181m ² Average)	RES 18	SITE AREA: 138m ² (181m ² Average)		
POS: (REAR YARD)	38.5m ²	POS: (REAR YARD)	36.8m ²	POS: (REAR YARD)	36.8m ²	POS: (REAR YARD)	40m ²		
RES 4	SITE AREA: 177m ² (181m ² Average)	RES 9	SITE AREA: 135m ² (181m ² Average)	RES 14	SITE AREA: 135m ² (181m ² Average)				
POS: (REAR YARD)	38.5m ²	POS: (REAR YARD)	36.8m ²	POS: (REAR YARD)	36.8m ²				



SITE PLAN
SCALE 1:400

Client: SATORI

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5.1.2 - 17.1.2

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WRITTEN DIMENSION TO BE TAKEN IN PREFERENCE TO SCALE

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

ALL STEEL UNTELS ARE TO BE HOT DIPPED GALVANISED, SIZES AS PER ENGINEERS DETAILS AND DESIGN

PROVIDE WALL TIES TO ALL BRICKWORK AT MAXIMUM 600mm CENTRES IN EACH DIRECTION AND WITHIN 300mm OF ARTICULATED JOINTS. SPACING OF WALL TIES TO TOP AND SIDES OF OPENING TO BE HALVED

PROVIDE R3.0 INSULATION BATTS TO CEILING AND R1.5 INSULATION BATTS TO WALLS.

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ALL WORK SHALL BE CARRIED OUT IN A NEAT TRADESMAN LIKE MANNER AND TO BE CARRIED OUT BY FULLY QUALIFIED AND LICENSE TRADESPERSONS

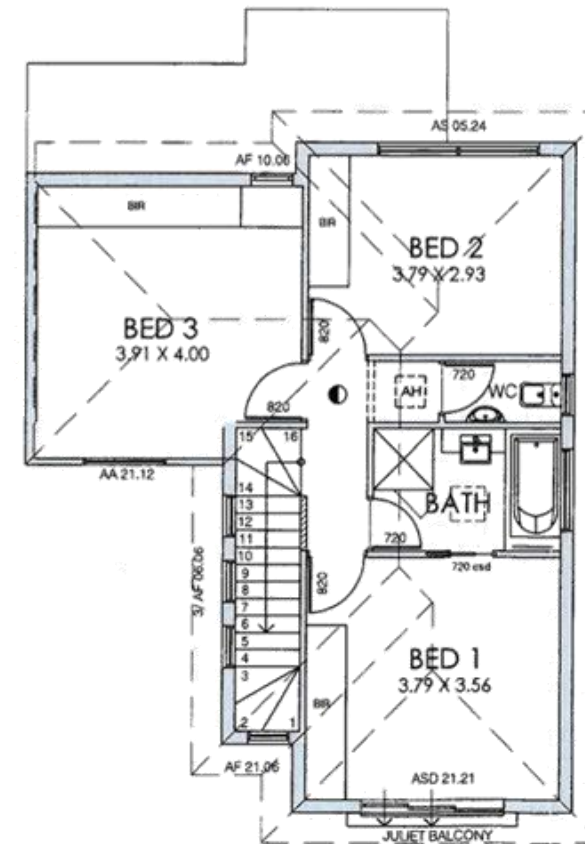
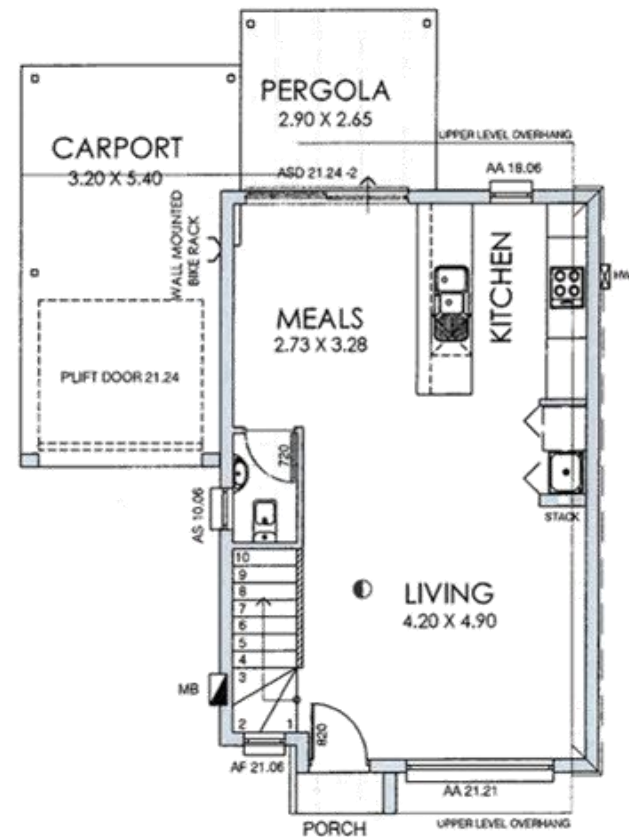
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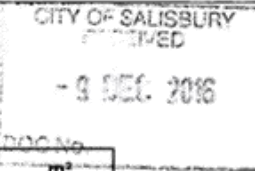
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ALL WATERPROOFING IN WET AREAS WILL BE IN ACCORDANCE WITH AS 3740-2004 AND BCA-TABLE 3.8.1.1

SELF CONTAINED SMOKE ALARMS WILL COMPLY WITH AS 3786, CONNECTED TO CONSUMER MAINS POWER AND WILL BE INTERCONNECTED (IF MORE THAN 1)



AREAS	m ²
Lower Living	47.45
Upper Living	62.20
Carport	18.00
Pergola	7.68
TOTAL	135.33



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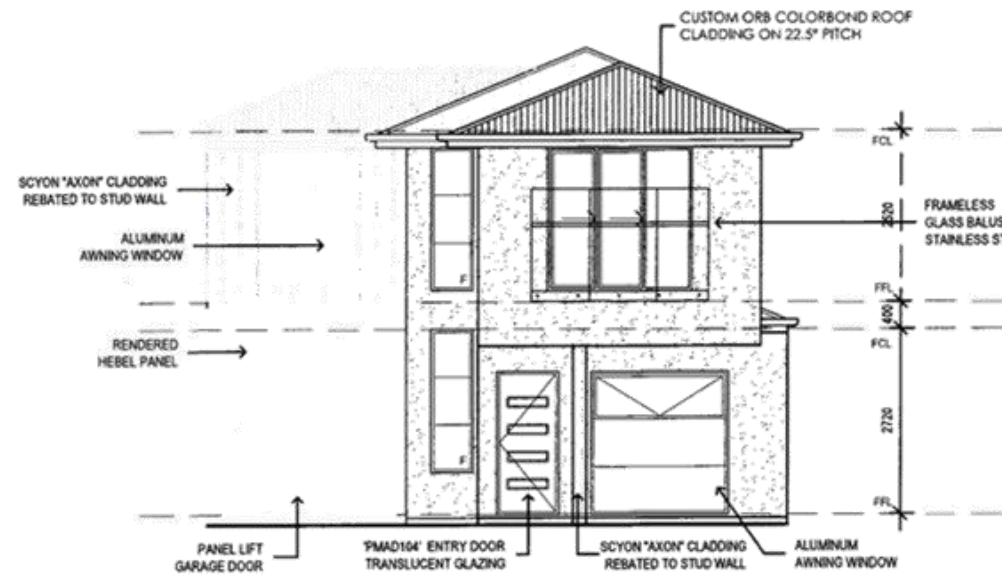
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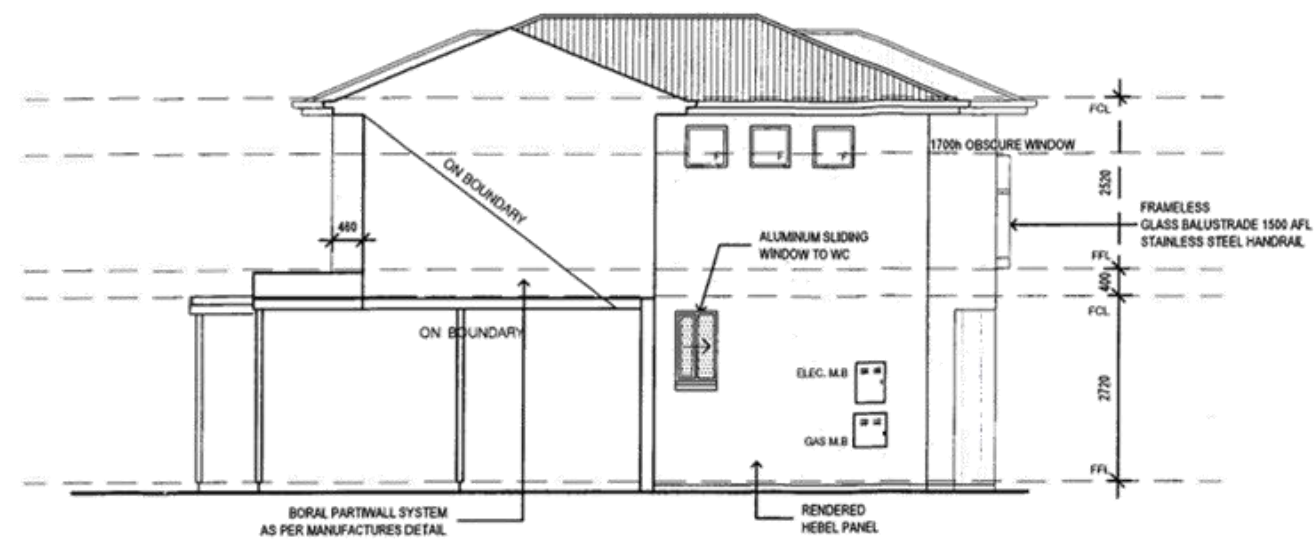
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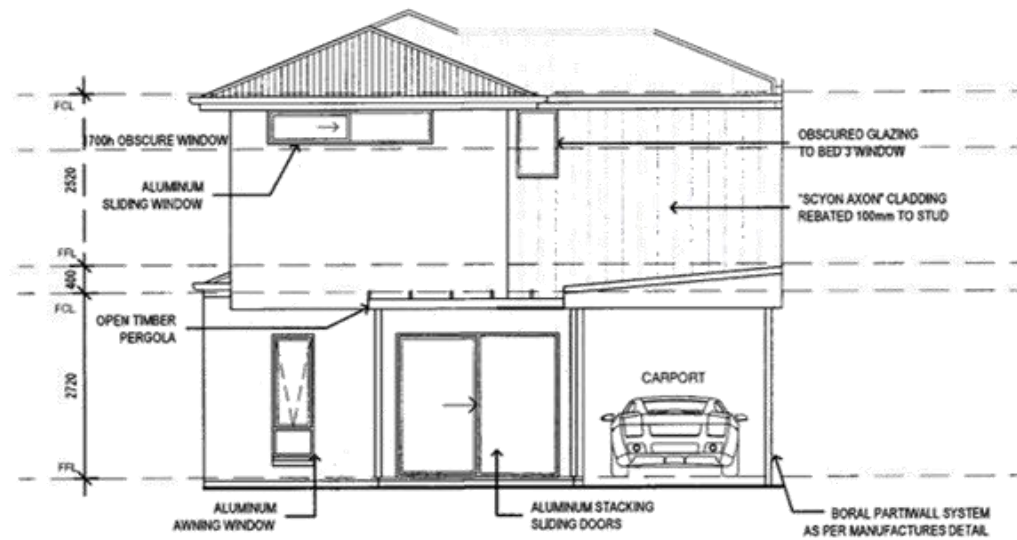
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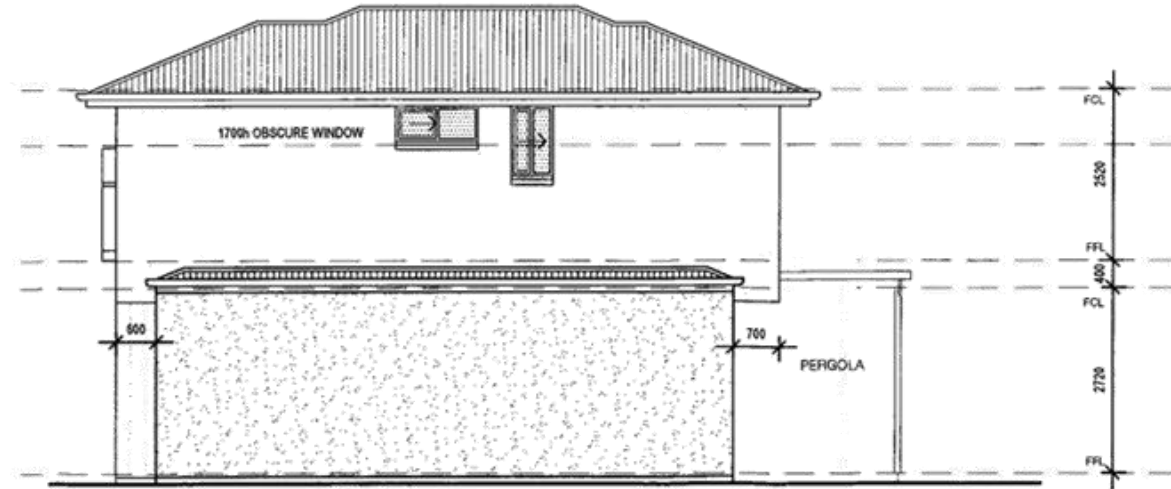
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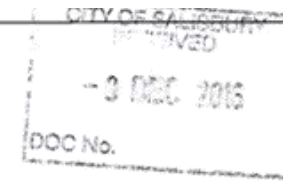
SIDE ELEVATION
SCALE 1:100



REAR ELEVATION
SCALE 1:100



SIDE ELEVATION
SCALE 1:100



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Scale at A3

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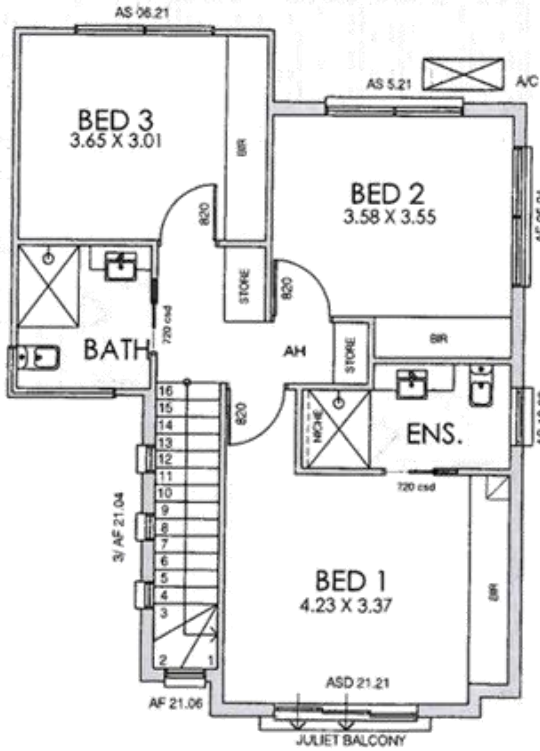
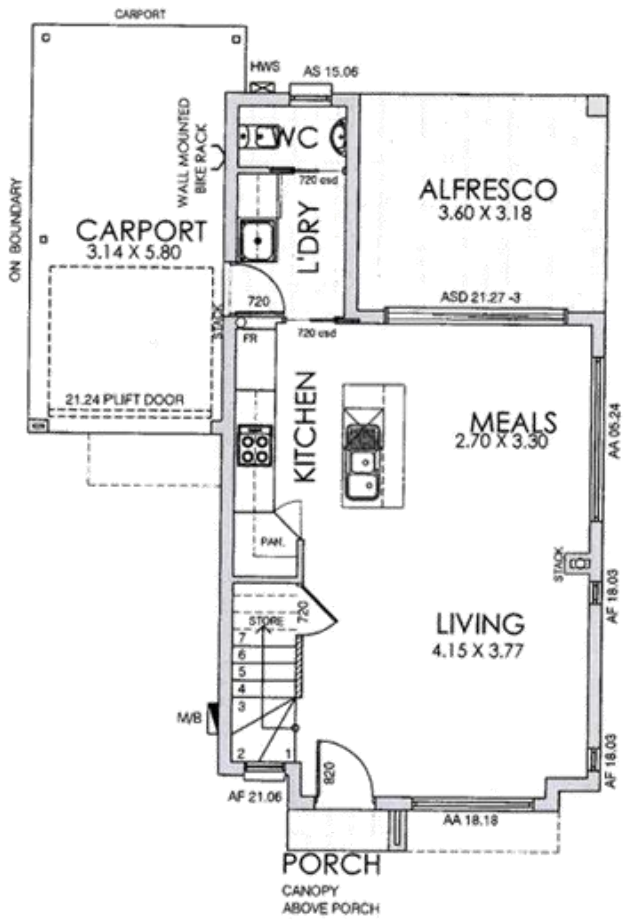
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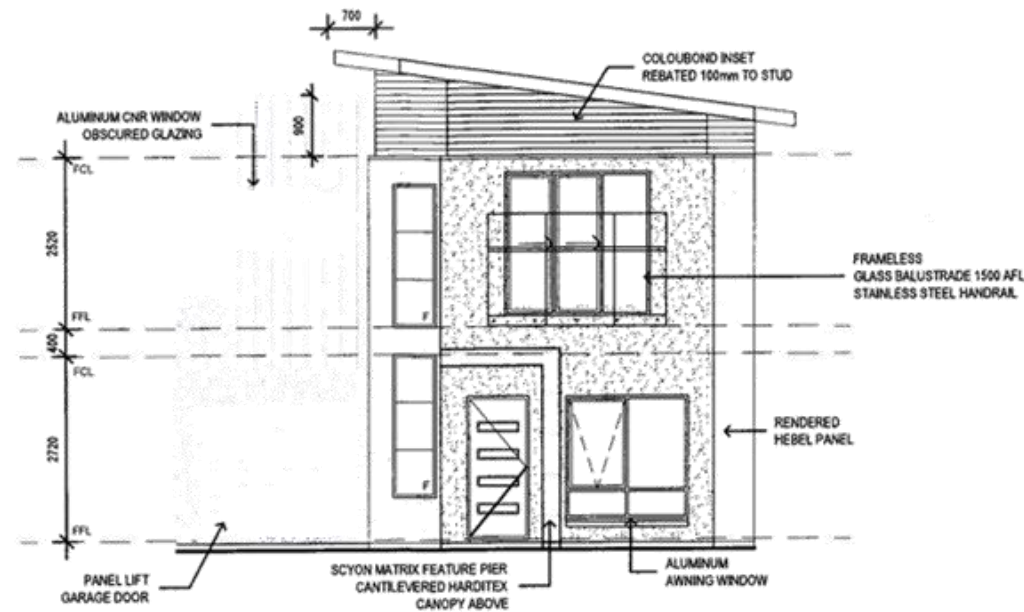
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AREAS	m²
Lower Living	46.56
Upper Living	62.80
Carport	17.36
Porch	1.10
Alfresco	11.47
TOTAL	139.30

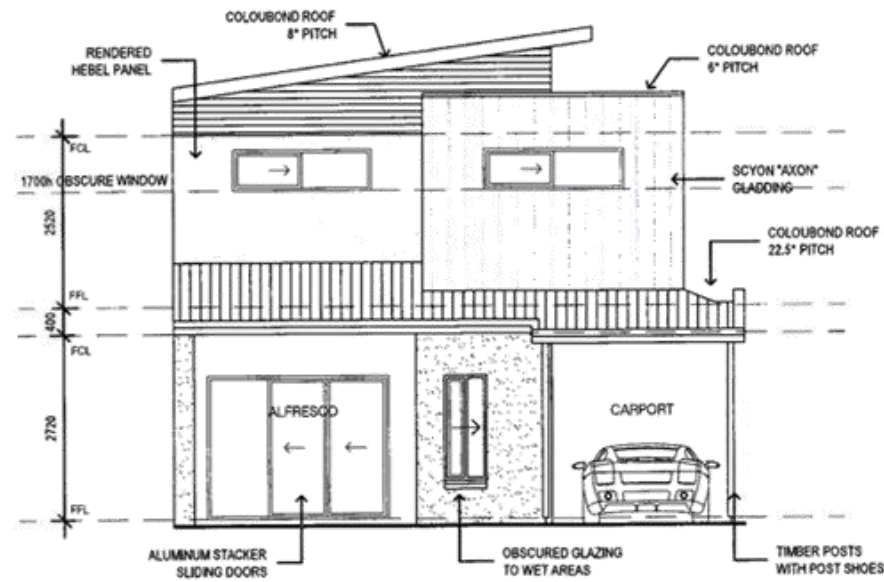
FLOOR PLAN - RES 5
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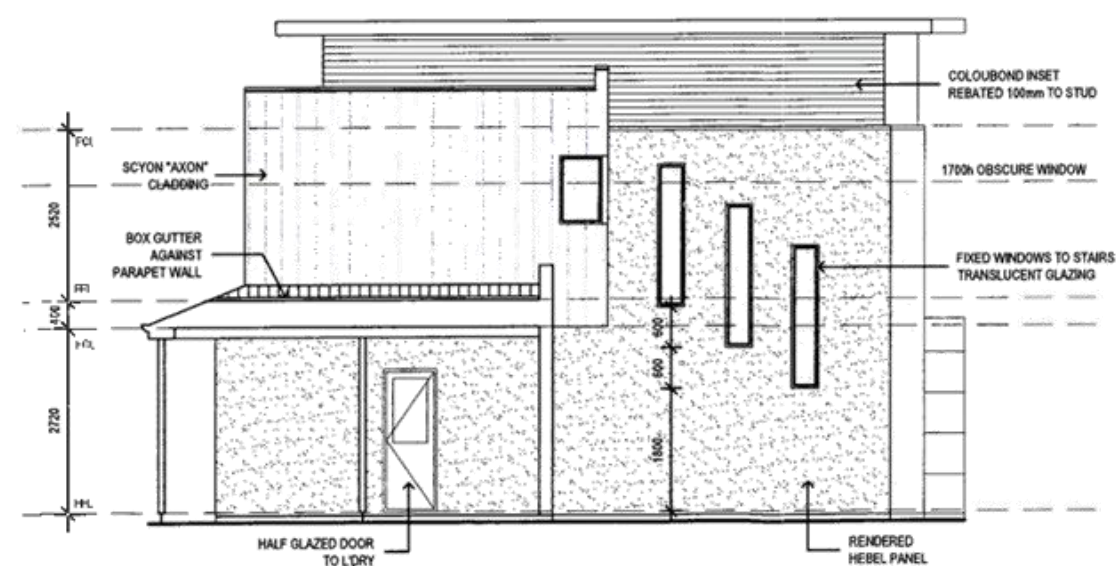
FRONT ELEVATION
SCALE 1:100



SIDE ELEVATION
SCALE 1:100



REAR ELEVATION
SCALE 1:100



SIDE ELEVATION
SCALE 1:100

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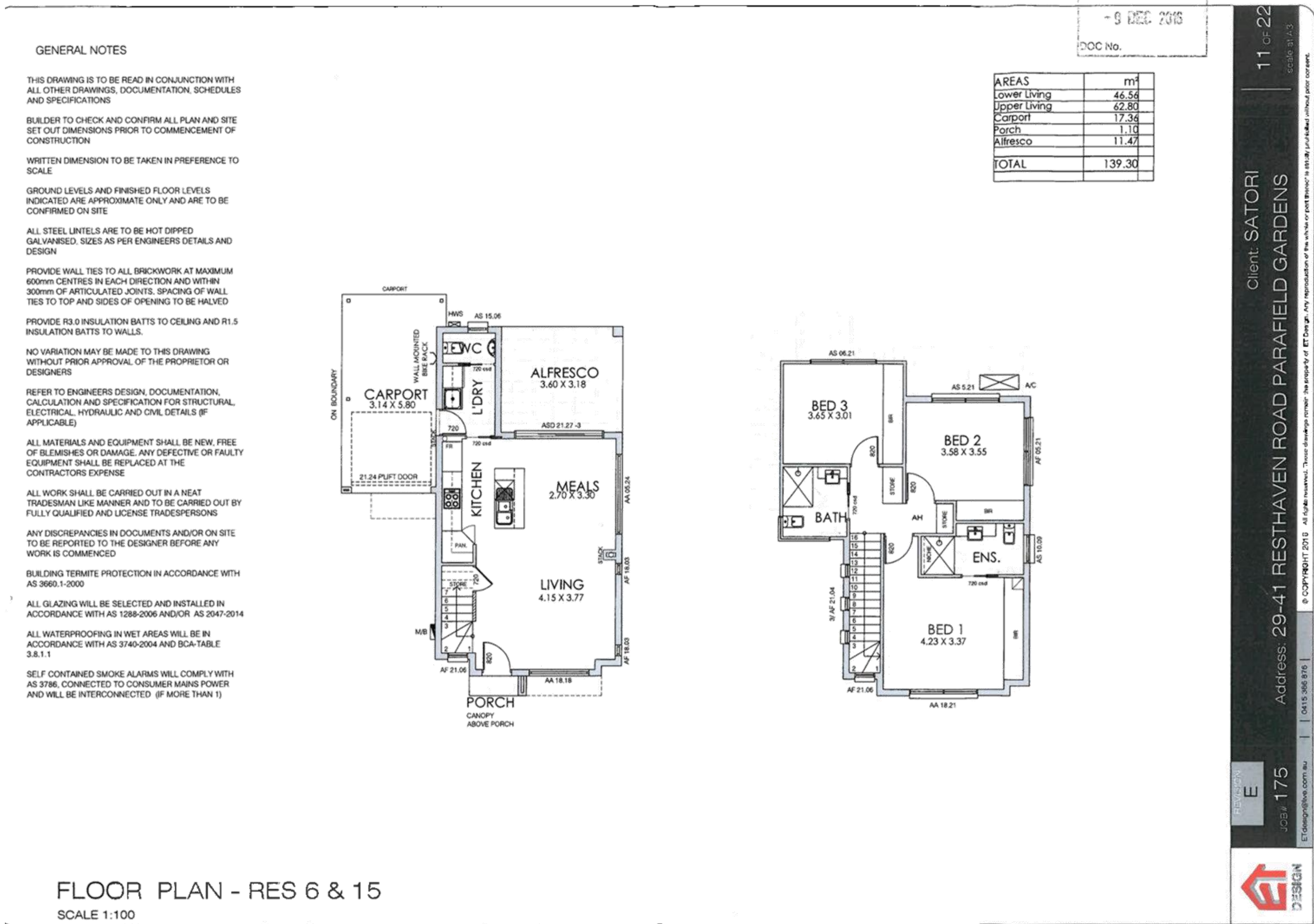
10 OF 22
Scale at A3

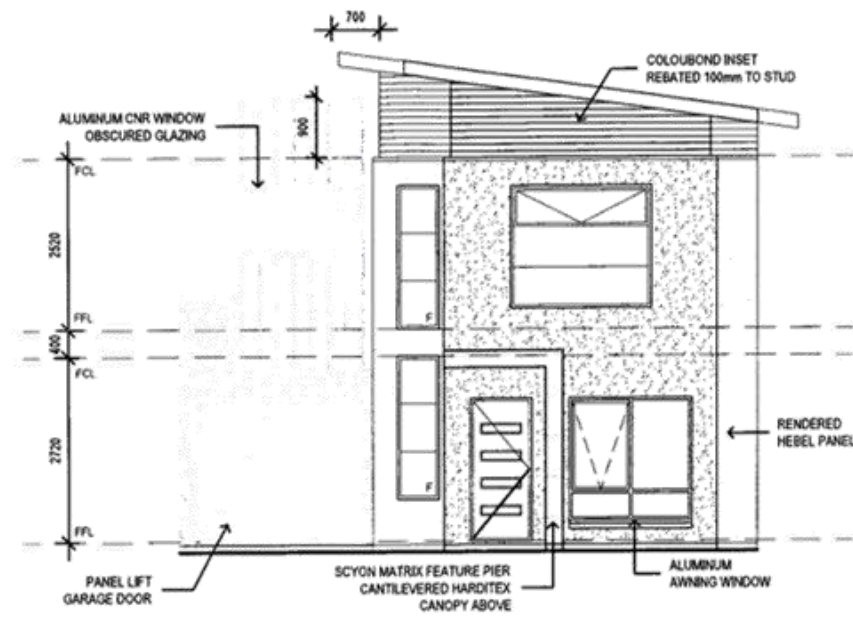
Client: SATORI
Address: 29-41 RESTHAVEN ROAD PARAFIELD GARDENS

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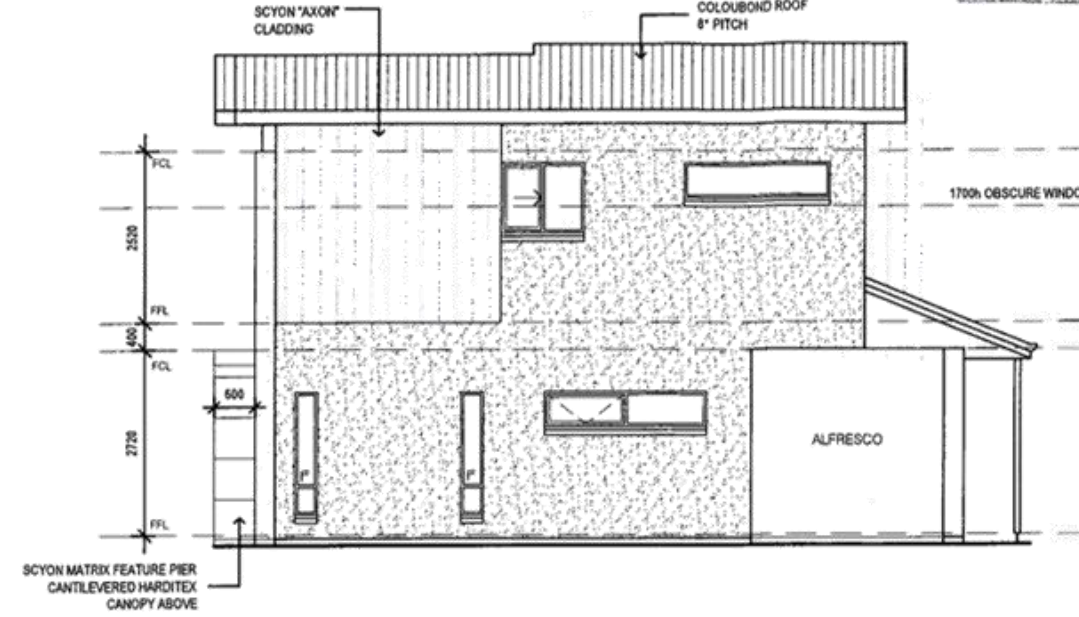
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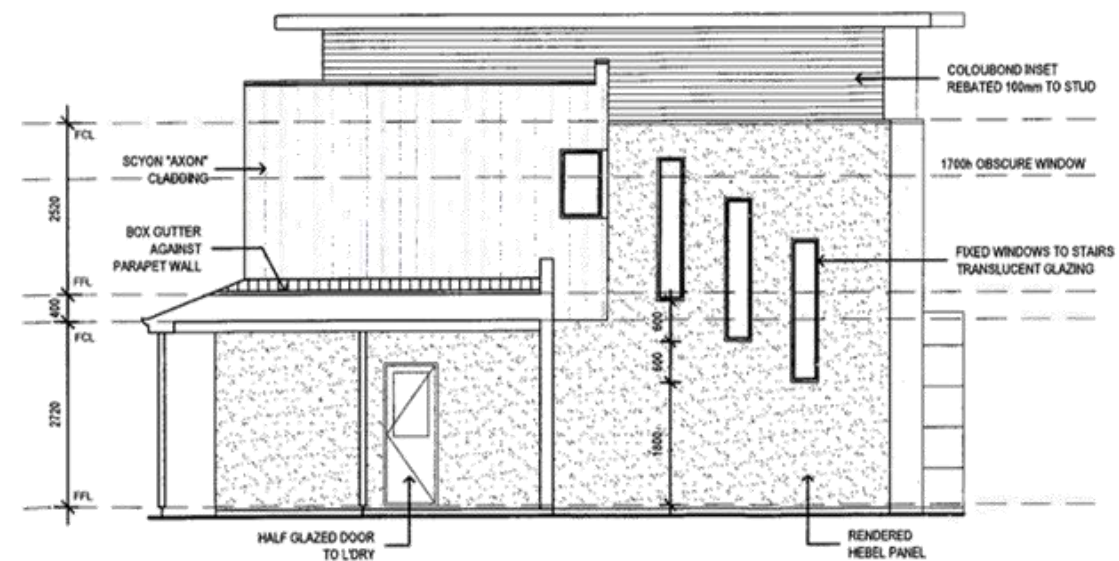
FRONT ELEVATION
SCALE 1:100



SIDE ELEVATION
SCALE 1:100



REAR ELEVATION
SCALE 1:100



SIDE ELEVATION
SCALE 1:100

CITY OF SALISBURY
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12 OF 22
SC316, 317, A3

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CONSTRUCTION

WRITTEN DIMENSION TO BE TAKEN IN PREFERENCE TO SCALE

GROUND LEVELS AND FINISHED FLOOR LEVELS
INDICATED ARE APPROXIMATE ONLY AND ARE TO BE
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ALL STEEL LINTELS ARE TO BE HOT DIPPED GALVANISED, SIZES AS PER ENGINEERS DETAILS AND DESIGN

PROVIDE WALL TIES TO ALL BRICKWORK AT MAXIMUM 600mm CENTRES IN EACH DIRECTION AND WITHIN 300mm OF ARTICULATED JOINTS. SPACING OF WALL TIES TO TOP AND SIDES OF OPENING TO BE HALVED

PROVIDE R3.0 INSULATION BATTS TO CEILING AND R1.5 INSULATION BATTS TO WALLS.

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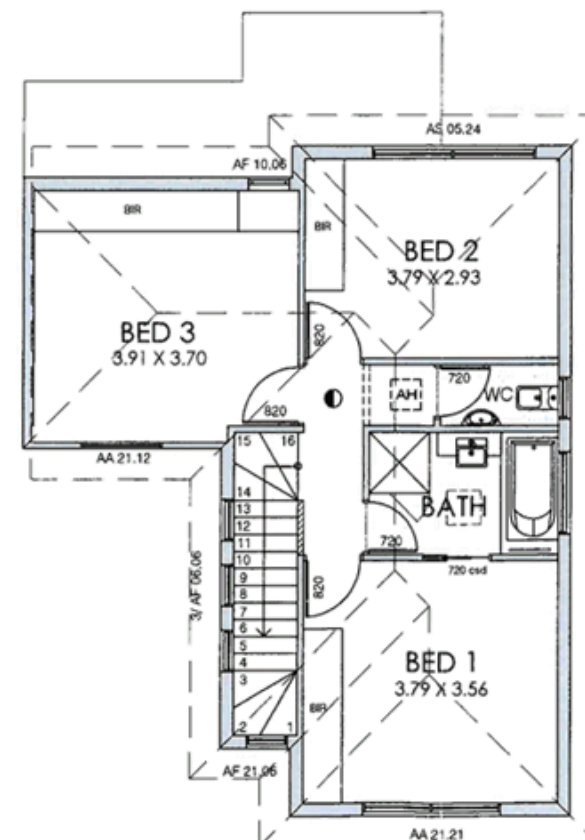
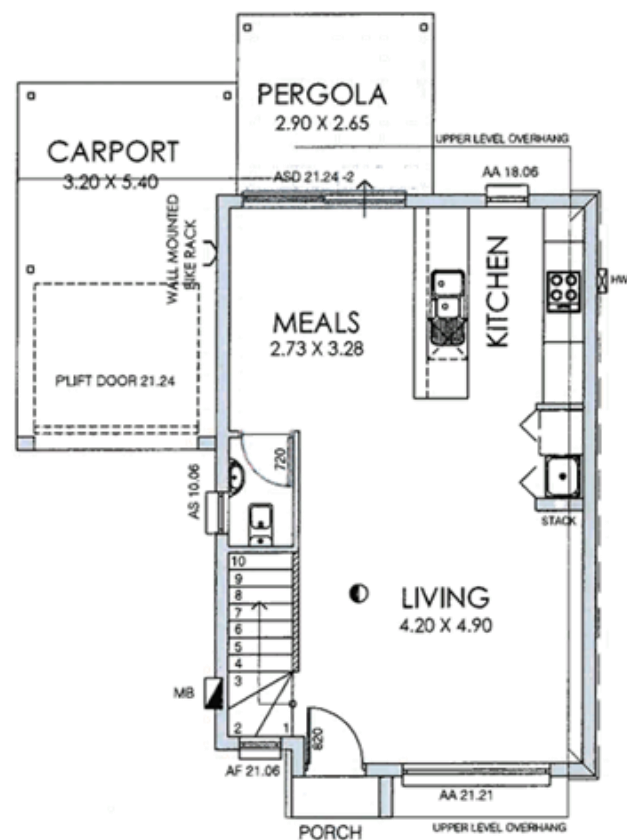
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BUILDING TERMITE PROTECTION IN ACCORDANCE WITH
AS 3660.1-2000

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SELF CONTAINED SMOKE ALARMS WILL COMPLY WITH AS 3786, CONNECTED TO CONSUMER MAINS POWER AND WILL BE INTERCONNECTED (IF MORE THAN 1)



AREAS	m ²
Lower Living	47.45
Upper Living	60.65
Carport	18.00
Pergola	7.68
TOTAL	133.78

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13 OF 22

Client: SATORI
D GARDENS

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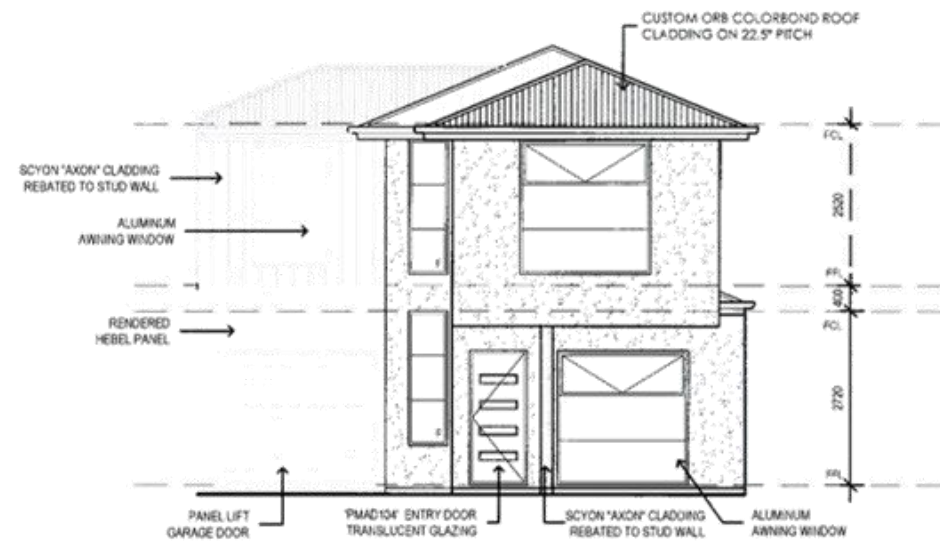
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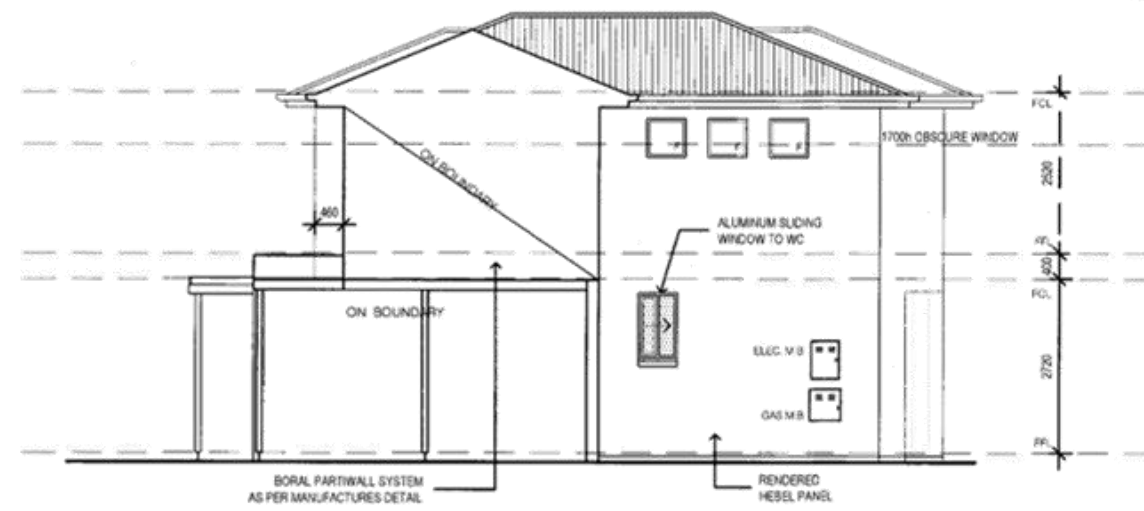
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FLOOR PLAN - RES 7-14

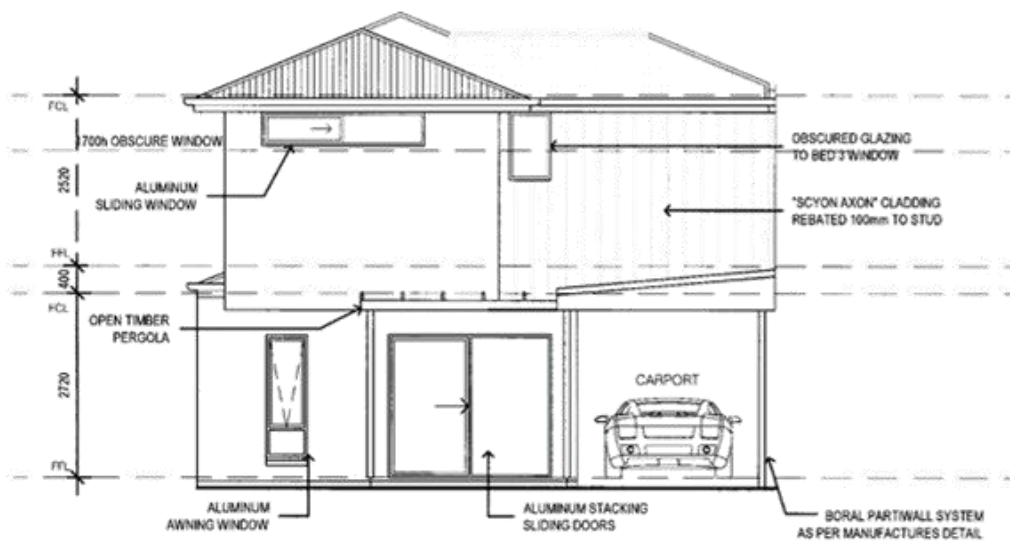
SCALE 1:100



FRONT ELEVATION
SCALE 1:100



SIDE ELEVATION
SCALE 1:100



REAR ELEVATION
SCALE 1:100



SIDE ELEVATION
SCALE 1:100

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14 OF 22
Scale at A3

Client: SATORI
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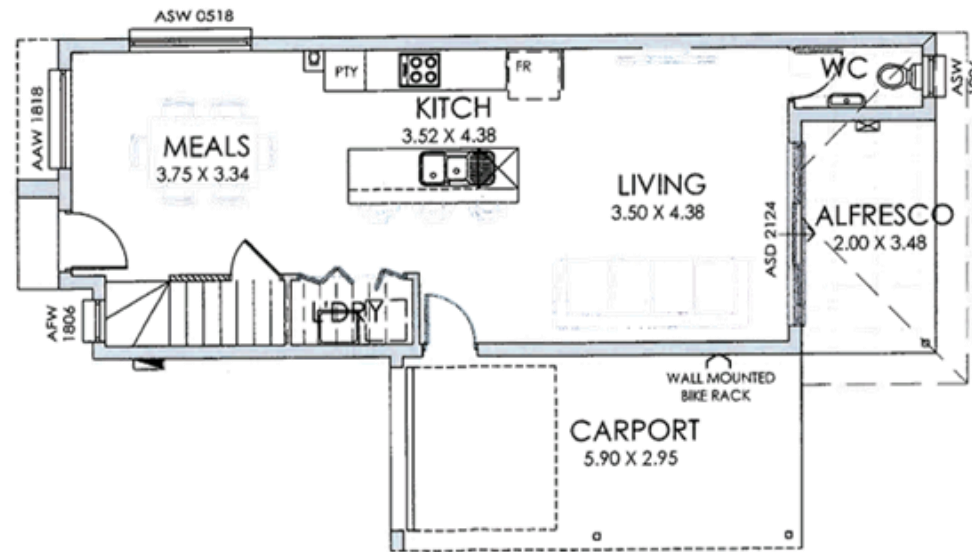
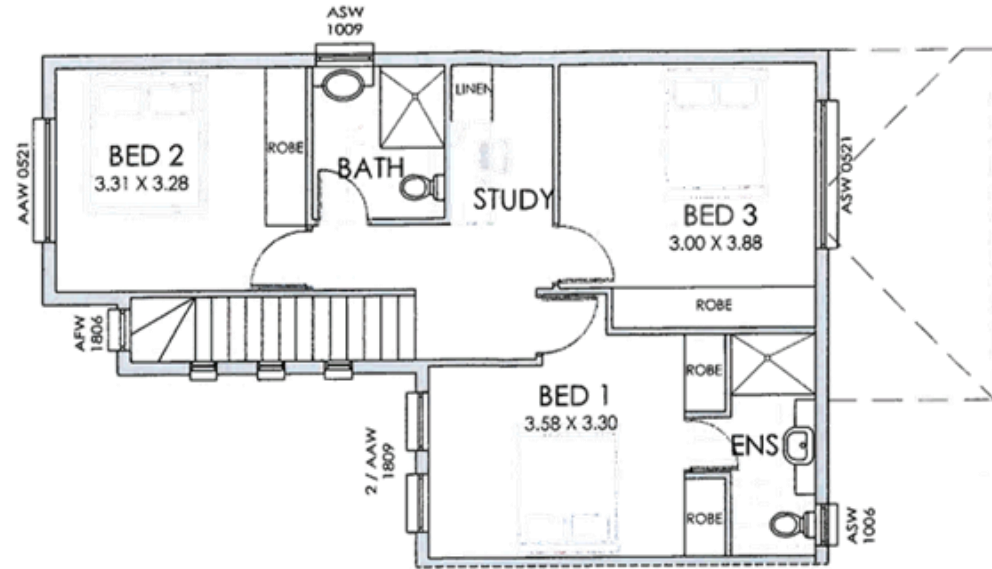
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AREAS	DOC Nom ²
Lower Living	53.08
Upper Living	70.14
Garage	17.96
Alfresco	6.64
TOTAL	147.82

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Scale at A3

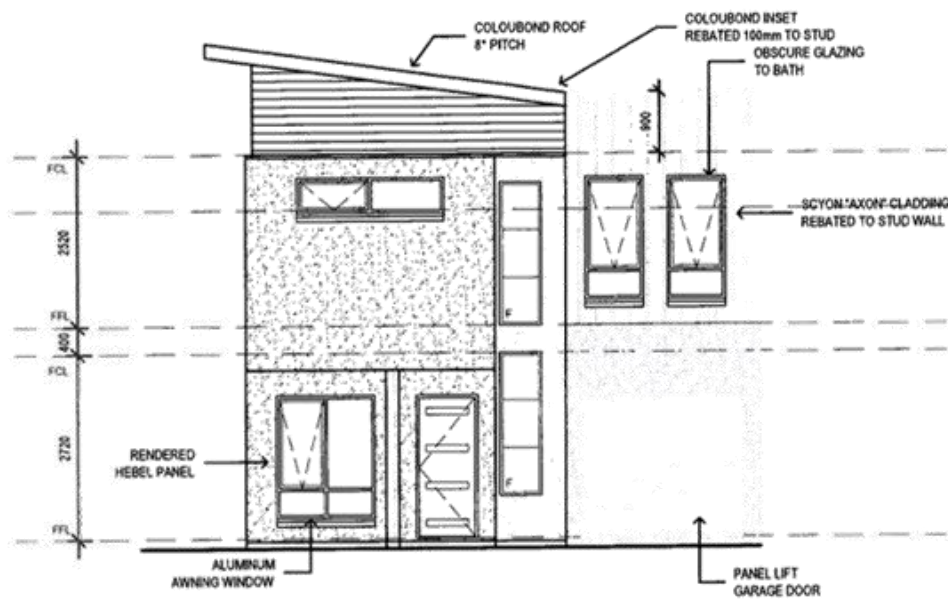
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PREVIEW
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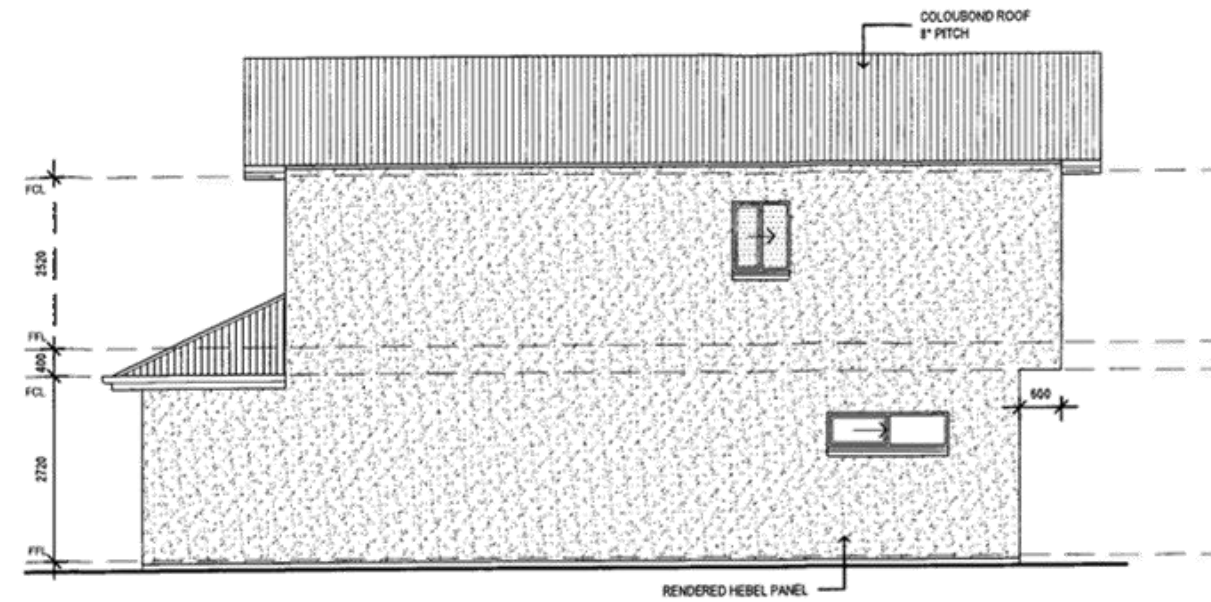


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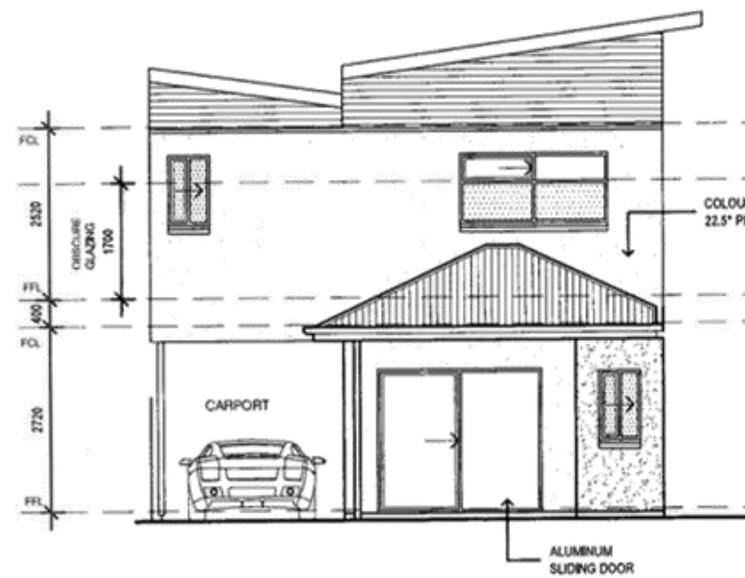
FLOOR PLAN - RES 16
SCALE 1:100



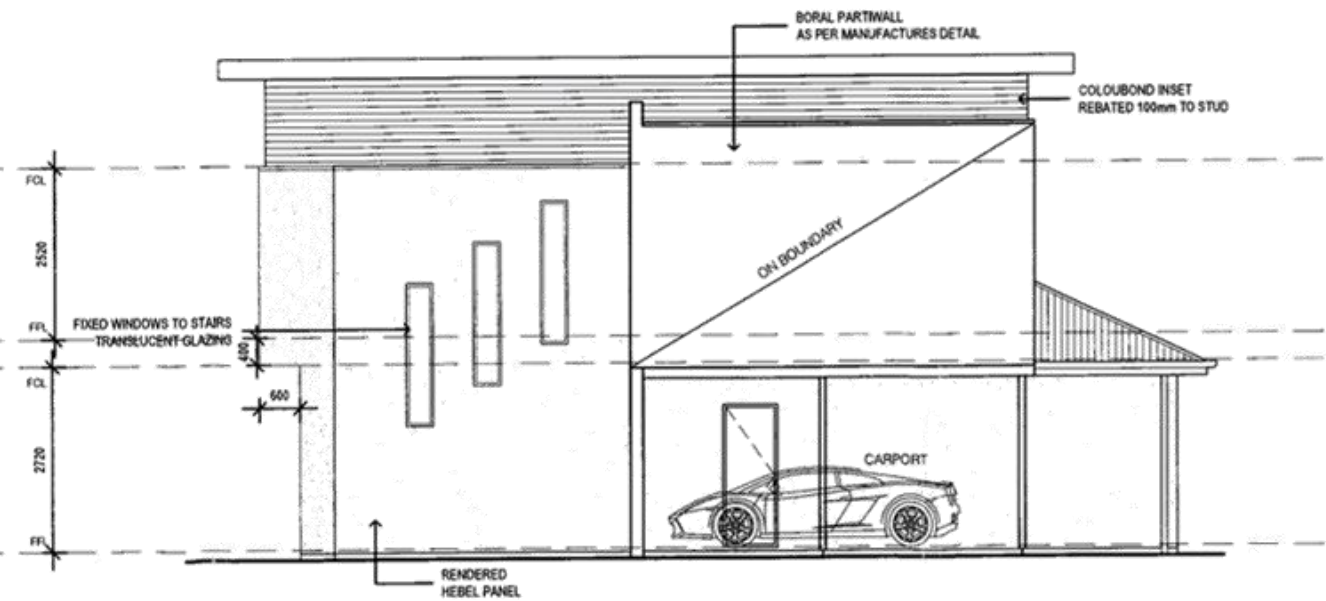
FRONT ELEVATION
SCALE 1:100



SIDE ELEVATION
SCALE 1:100



REAR ELEVATION
SCALE 1:100



SIDE ELEVATION
SCALE 1:100

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16 OF 22
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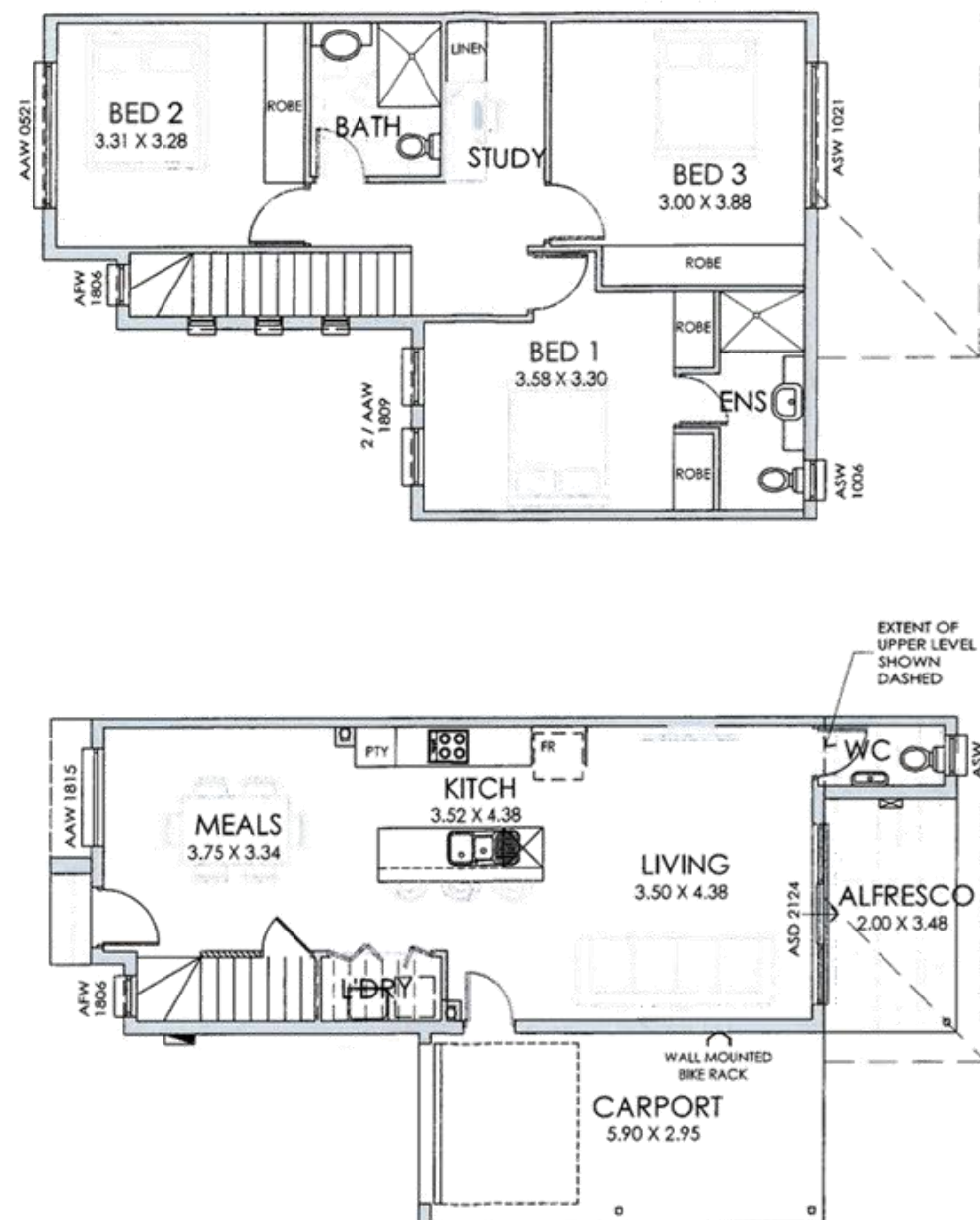
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AREAS	m ²
Lower Living	53.70
Upper Living	70.70
Carport	17.35
Alfresco	6.80
Porch	1.00
TOTAL	148.55

FLOOR PLAN - RES 17-20

SCALE 1:100

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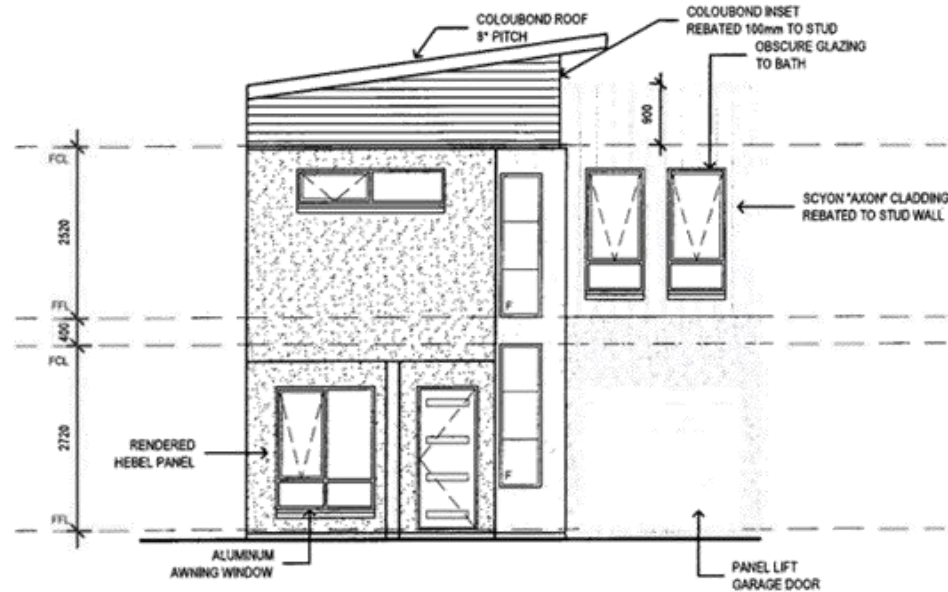
Client: SATORI
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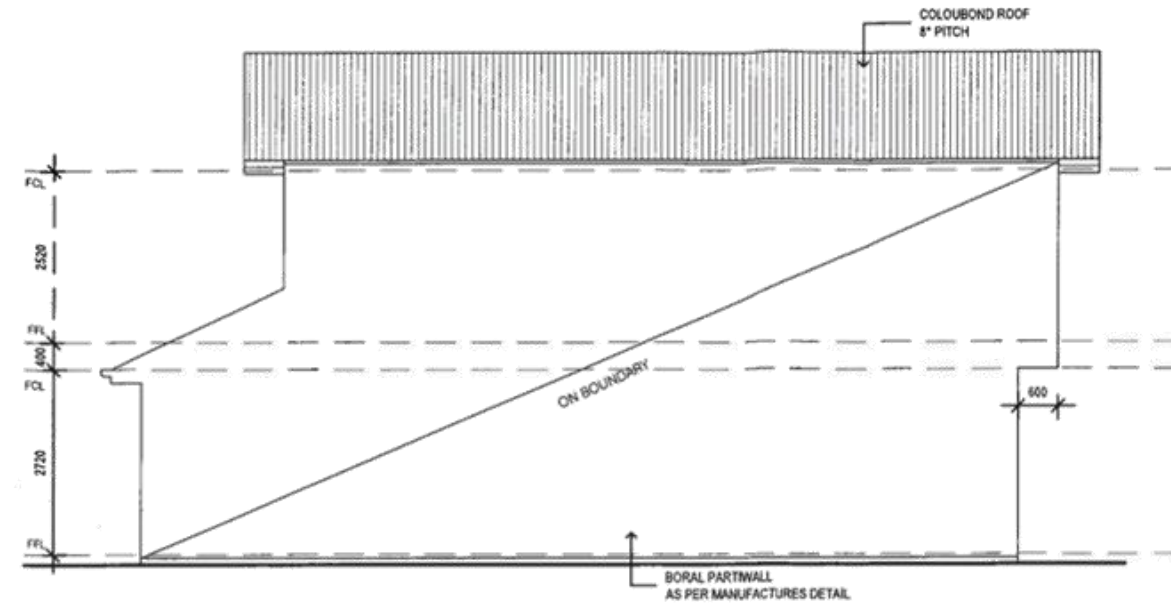


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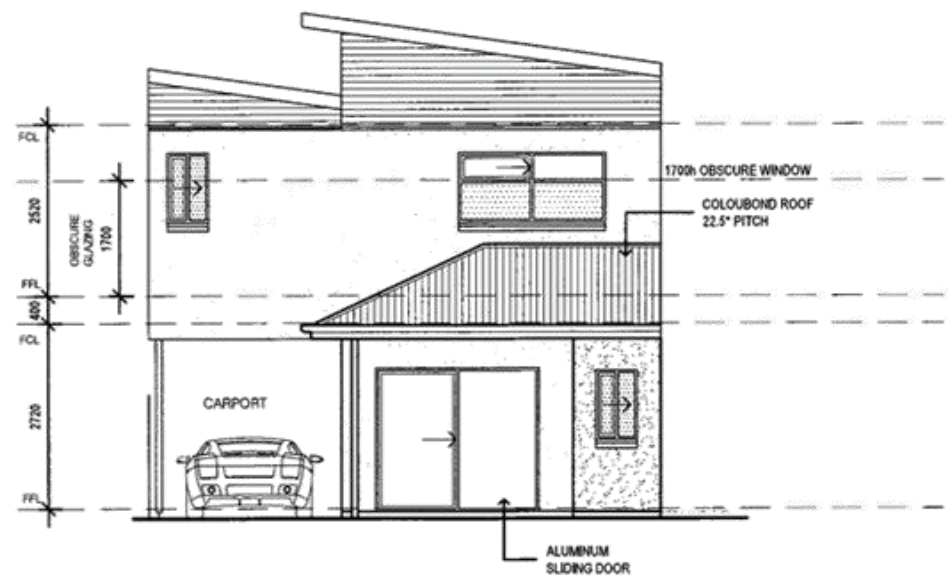
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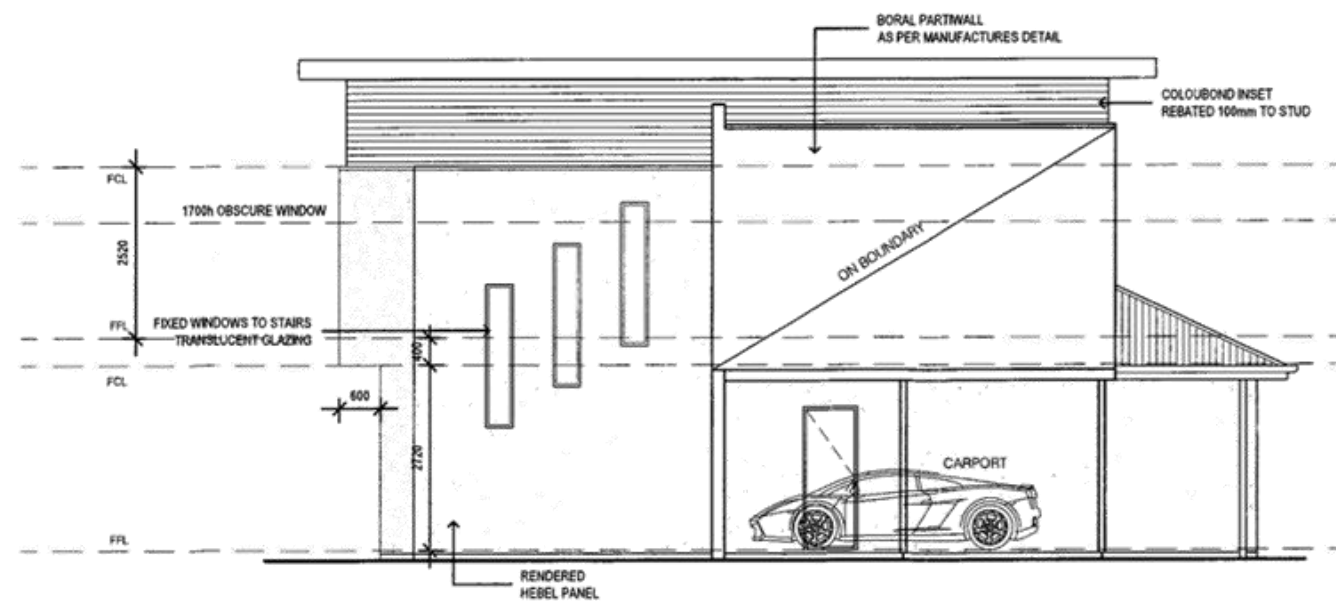
FRONT ELEVATION
SCALE 1:100



SIDE ELEVATION
SCALE 1:100



REAR ELEVATION
SCALE 1:100



SIDE ELEVATION
SCALE 1:100

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18 OF 22
Scale at A3

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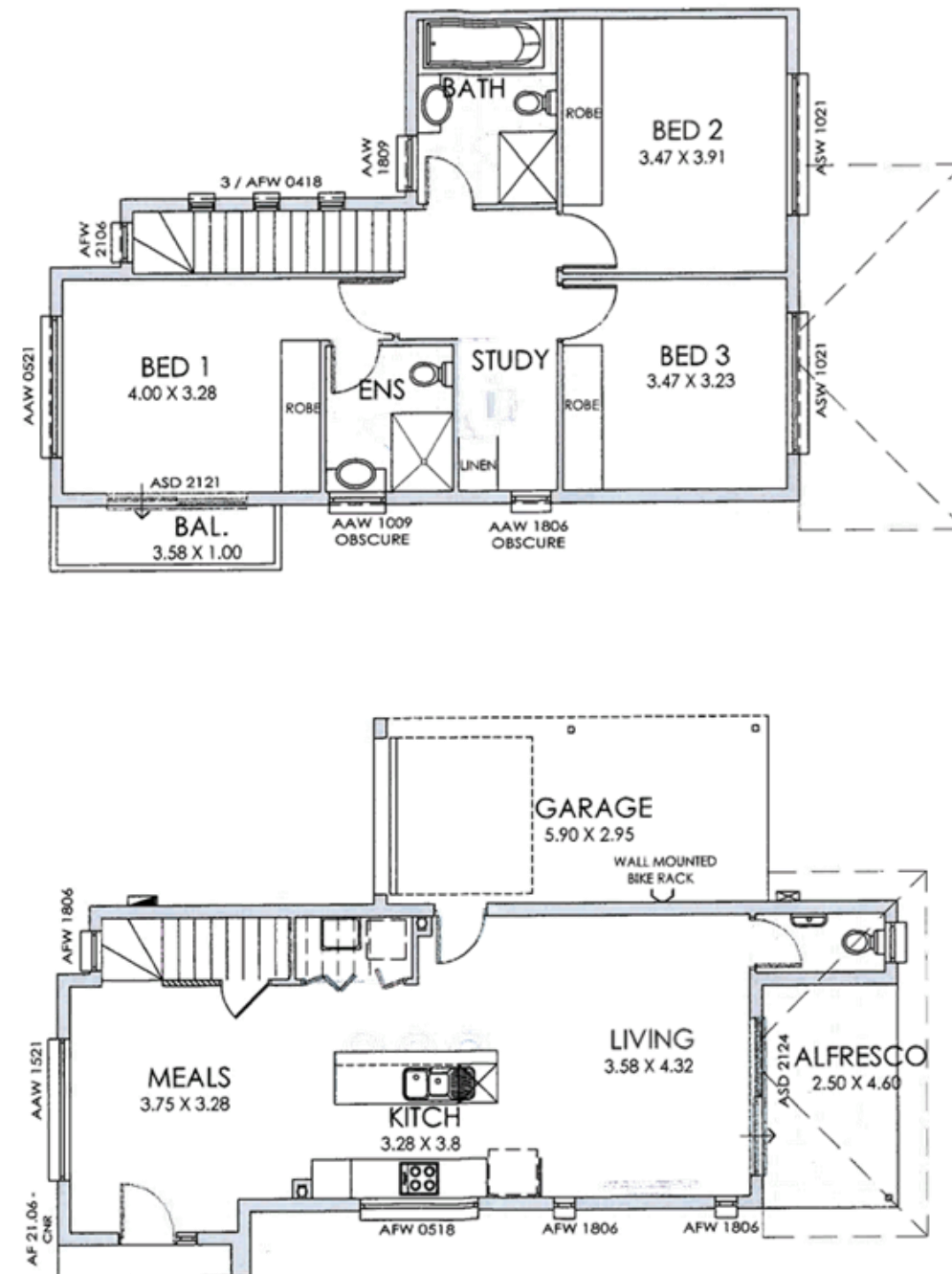
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DOC No. 19 OF 22

AREAS	m ²
Lower Living	54.80
Upper Living	70.70
Carport	17.36
Balcony	3.60
Alfresco	7.18
Porch	1.50
TOTAL	155.14

FLOOR PLAN - RES 21

SCALE 1:100

Client: SATORI

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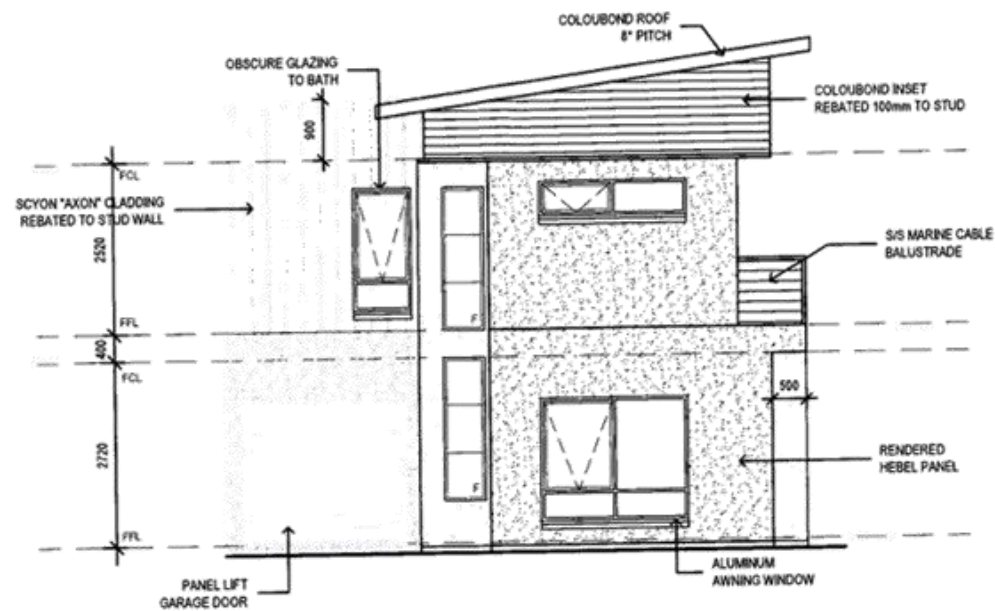
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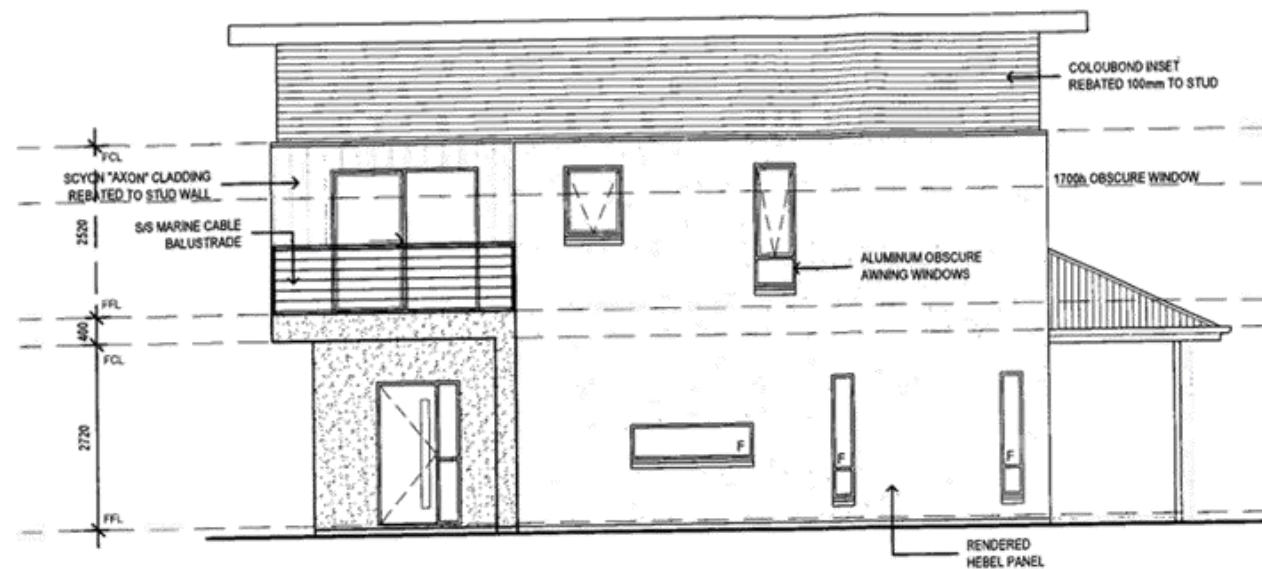
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scale at A3

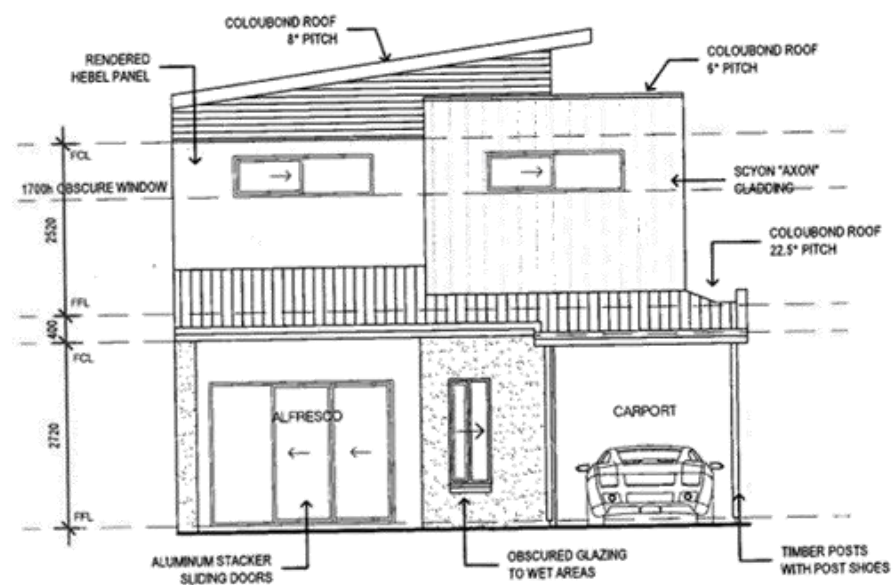
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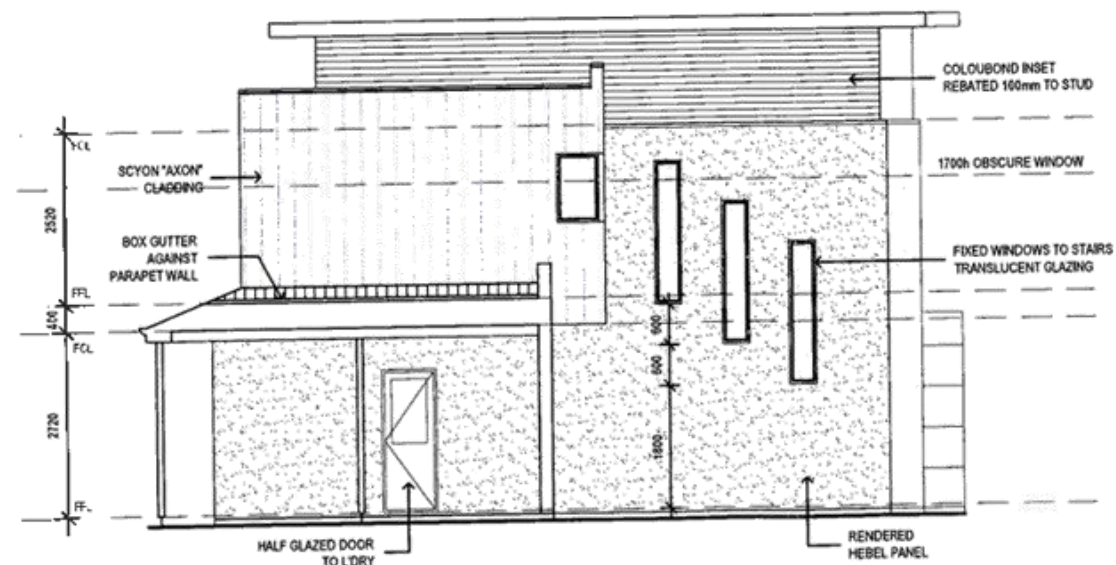
FRONT ELEVATION
SCALE 1:100



SIDE ELEVATION
SCALE 1:100



REAR ELEVATION
SCALE 1:100



SIDE ELEVATION
SCALE 1:100



STREETSCAPE ELEVATION SS - 01
SCALE 1:250



STREETSCAPE ELEVATION SS - 03
SCALE 1:250

MATERIAL / COLOUR SCHEDULE

RENDER FINISH 1 (RF1):	SOLVER "OPERA GREY 28.50"
RENDER FINISH 2 (RF2):	SOLVER "CHARCOAL 29.10"
RENDER FINISH 3 (RF3):	SOLVER "KANGA 35.40"
SCYON "AXON" 1 (SA1):	SOLVER "KANGA 35.40"
ROOF (CB1):	COLOURBOND "WOODLAND GREY"
GUTTERS / FASCIA:	COLOURBOND "WOODLAND GREY"
WINDOWS:	STANDARD ALUMINUM "SILVER"
ENTRY DOOR:	CORINTHIAN "PMAD 104" DOOR SOLVER "CHARCOAL 29.10"
GARAGE DOOR:	GLIDEROL SECTIONAL OVERHEAD TUSCAN PROFILE - "WOODLAND GREY"
SIDE/ REAR FENCING:	GOOD NEIGHBOUR 1800(h) "GREY RIDGE"

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Client: SATORI
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JOB # 175
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21 OF 22
scale at A3
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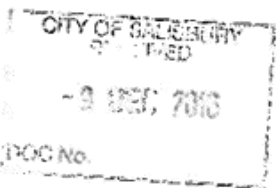
STREETSCAPE ELEVATION SS - 02
SCALE 1:250



STREETSCAPE ELEVATION SS - 04
SCALE 1:250

MATERIAL / COLOUR SCHEDULE

RENDER FINISH 1 (RF1):	SOLVER "OPERA GREY 28.50"
RENDER FINISH 2 (RF2):	SOLVER "CHARCOAL 29.10"
RENDER FINISH 3 (RF3):	SOLVER "KANGA 35.40"
SCYON "AXON" 1 (SA1):	SOLVER "KANGA 35.40"
ROOF (CB1):	COLOURBOND "WOODLAND GREY"
GUTTERS / FASCIA:	COLOURBOND "WOODLAND GREY"
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SIDE/ REAR FENCING:	GOOD NEIGHBOUR 1800(H) "GREY RIDGE"



22 OF 22
Scale: 1:100

Client: SATORI

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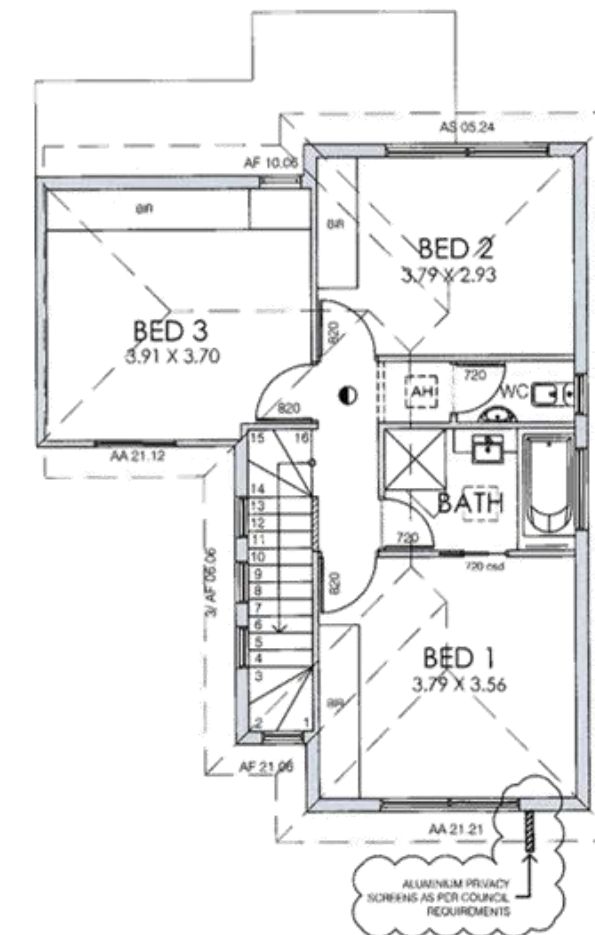
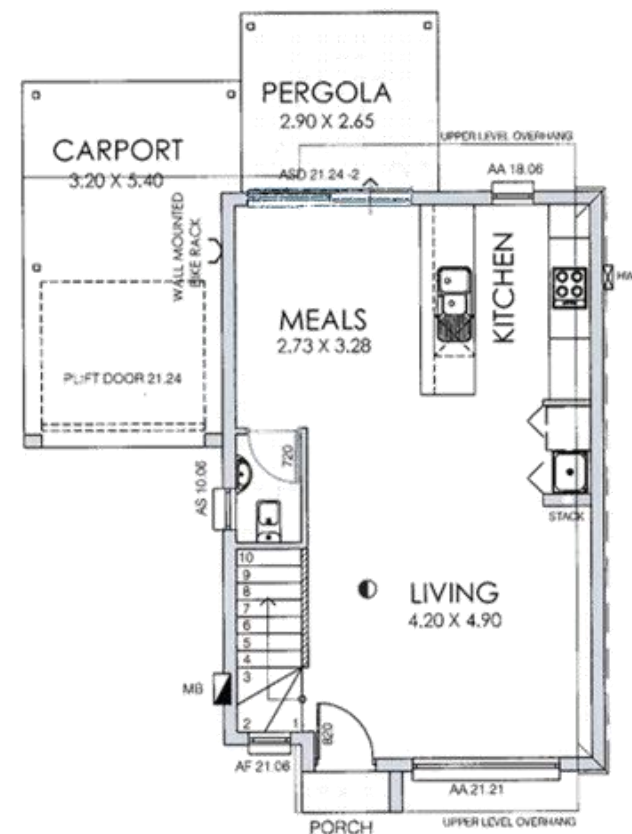
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AREAS	m²
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Upper Living	60.65
Carport	18.00
Pergola	7.68
TOTAL	133.78

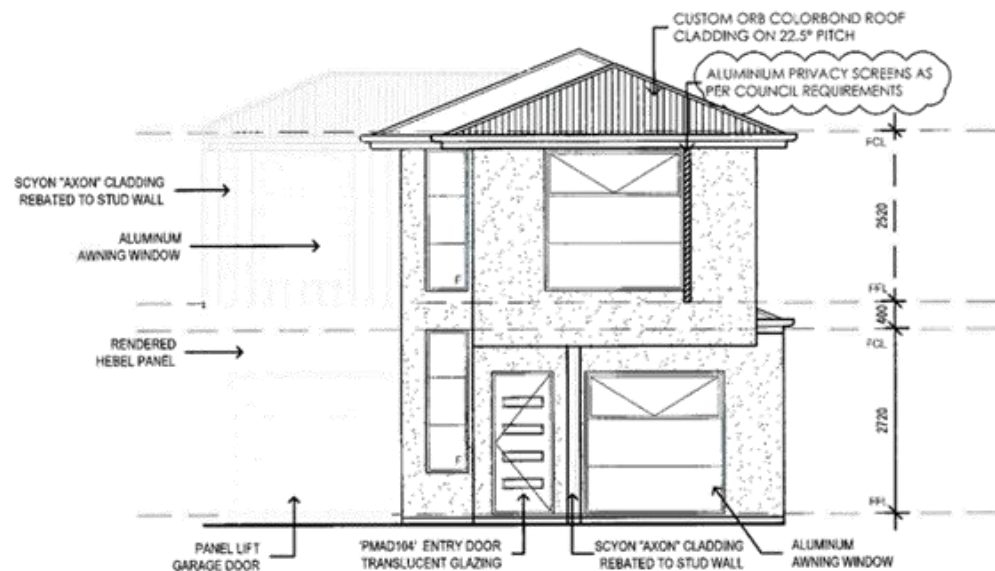
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DOC No.

FLOOR PLAN - RES 10 & 11

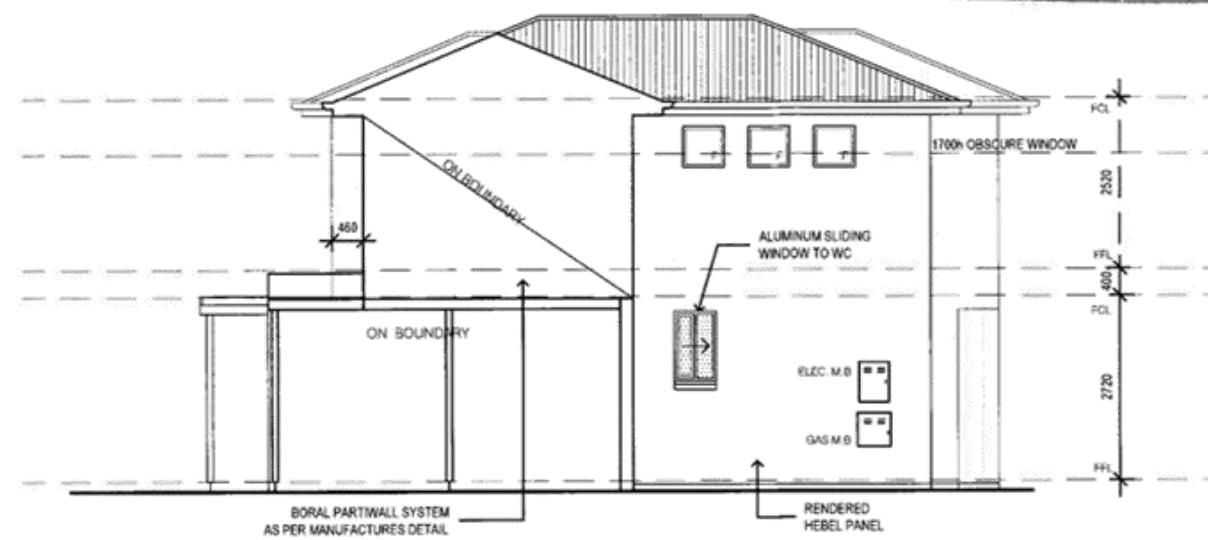
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Client: SATORI
Address: 29-41 RESTHAVEN ROAD PARAFIELD GARDENS
JOB# 175
REVISION G
23 OF 22
scale at A3
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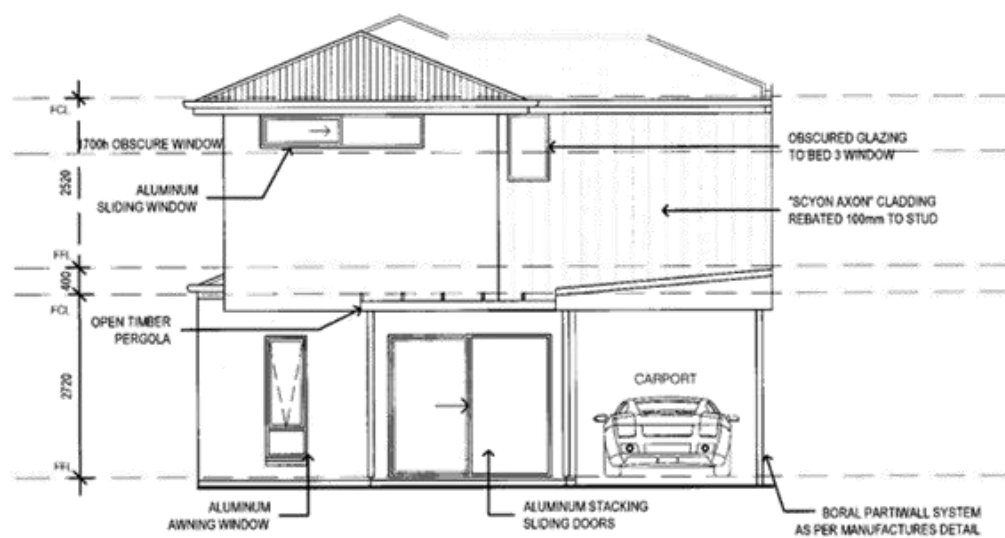




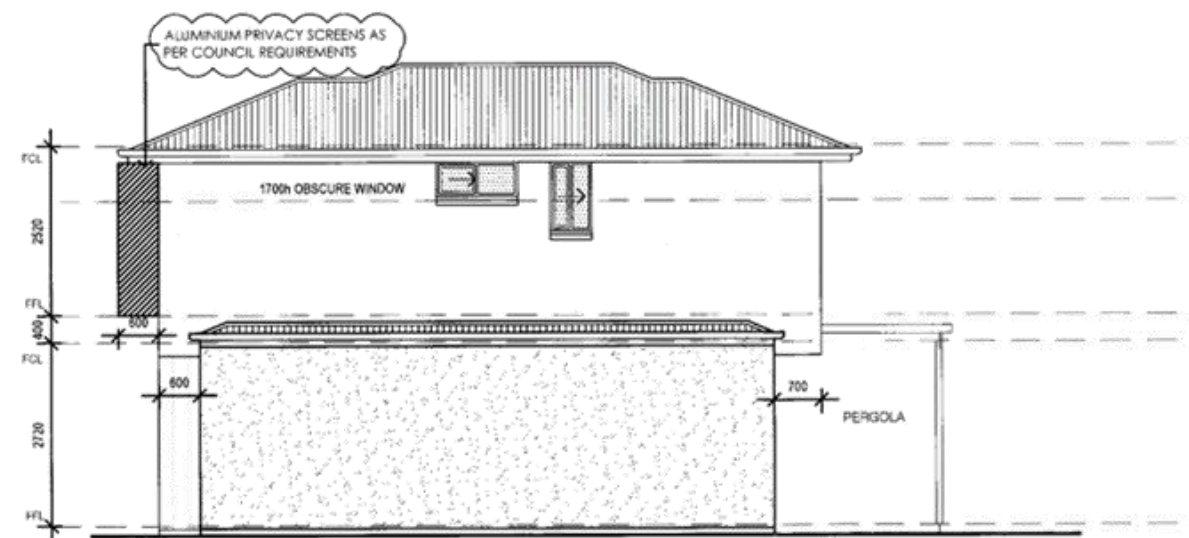
FRONT ELEVATION
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SIDE ELEVATION
SCALE 1:100



REAR ELEVATION
SCALE 1:100



SIDE ELEVATION
SCALE 1:100

CITY OF SALISBURY
RECEIVED
- 9 MAR 2017
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24 OF 22
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Client: SATORI

Address: 29-41 RESTHAVEN ROAD PARAFIELD GARDENS

REVISION
G

JOB# 175



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Attachment 2:

Supporting Information

- **Development Application Form**
- **Certificate of Title**
- **Deposited Plan**
- **Shadow Diagrams**



CITY OF SALISBURY DEVELOPMENT APPLICATION FORM

361/ /2016/

Please use BLOCK LETTERS and Black or Blue Ink

APPLICANT NAME: ESMOND FOK		
POSTAL ADDRESS: 37 LORRAINE AVE PARA VISTA		
OWNER NAME: (This must be completed) SATORI PROJECTS PTY LTD.		<input type="checkbox"/> as above
OWNER POSTAL ADDRESS: 4 PENTLAND RD SALISBURY NORTH.		<input type="checkbox"/> as above
OWNER PHONE NO: 0403043743	OWNER FAX NO:	OWNER EMAIL: sam@satori.projects.com.au
CONTACT PERSON FOR FURTHER INFORMATION <input type="checkbox"/> as above		
NAME: "APPLICANT"	TELEPHONE (W): (M):	
EMAIL:	FAX:	
BUILDER NAME: TBA-	BUILDERS EMAIL:	
BUILDER POSTAL ADDRESS:		CONTACT NO.: LICENCE NO.:
CURRENT USE OF PROPERTY: RESIDENTIAL.		
DESCRIPTION OF PROPOSAL: 21 x NEW DOUBLE STOREY DWELLINGS. IMPROVING SEMI-D & RESI FLAT BUILDING.		DEVELOPMENT COST \$ 3,500,000
LOCATION OF PROPOSAL		
Street No: 29-41	Street: REST HAVEN RD.	Suburb: PARAFIELD GARDENS.
Lot No: 500 D	Section: 93517	Plan: D93517
Volume: 6136	Folio: 90	
OFFICE USE ONLY		
Registration Date: 8/9	/2016	Zone: R
		Ward: 16VE15
BUILDING RULES CLASSIFICATION		
Classification sought:		
Class 5, 6, 7, or 9 classification is sought, state the proposed number of employees		Male: Female:
Class 9a classification is sought, state the number of persons for whom accommodation is provided:		
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:

DATE: **5/9/16**



Government of South Australia
Department of Planning,
Transport and Infrastructure

Product	Register Search
Date/Time	07/07/2018 11:44AM
Customer Reference	
Order ID	20160707004713
Cost	\$384.00

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



Registrar-General

Certificate of Title - Volume 6136 Folio 90

Parent Title(s) CT 5858/24
Dealing(s) RTU 12106203
Creating Title
Title issued 16/04/2014
Edition 3
Edition issued 11/03/2015



Estate Type

FEE SIMPLE

Registered Proprietor

RINALDI DEVELOPMENTS PTY. LTD.
OF 100 GREENHILL ROAD UNLEY SA 5061
2 / 3 SHARE

GILDA ANNA MARIA DI PADOVA
ANTONIO ALESIO DI PADOVA
OF 11 JARVIS DRIVE HECTORVILLE SA 5073
1 / 3 SHARE AS JOINT TENANTS

Description of Land

ALLOTMENT 500 DEPOSITED PLAN 93517
IN THE AREA NAMED PARAFIELD GARDENS
HUNDRED OF YATALA

Easements

NIL

Schedule of Dealings

Dealing Number	Description
12313718	MORTGAGE TO WESTPAC BANKING CORPORATION (ACN: 007 457 141)

Notations

Dealings Affecting Title

Land Services Group

Page 1 of 2

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Government of South Australia
Department of Planning,
Transport and Infrastructure

Product
Date/Time
Customer Reference
Order ID
Cost

Register Search
07/07/2016 11:44AM

20160707004713
\$284.00

NIL

Priority Notices

NIL

Notations on Plan

NIL

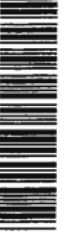
Registrar-General's Notes

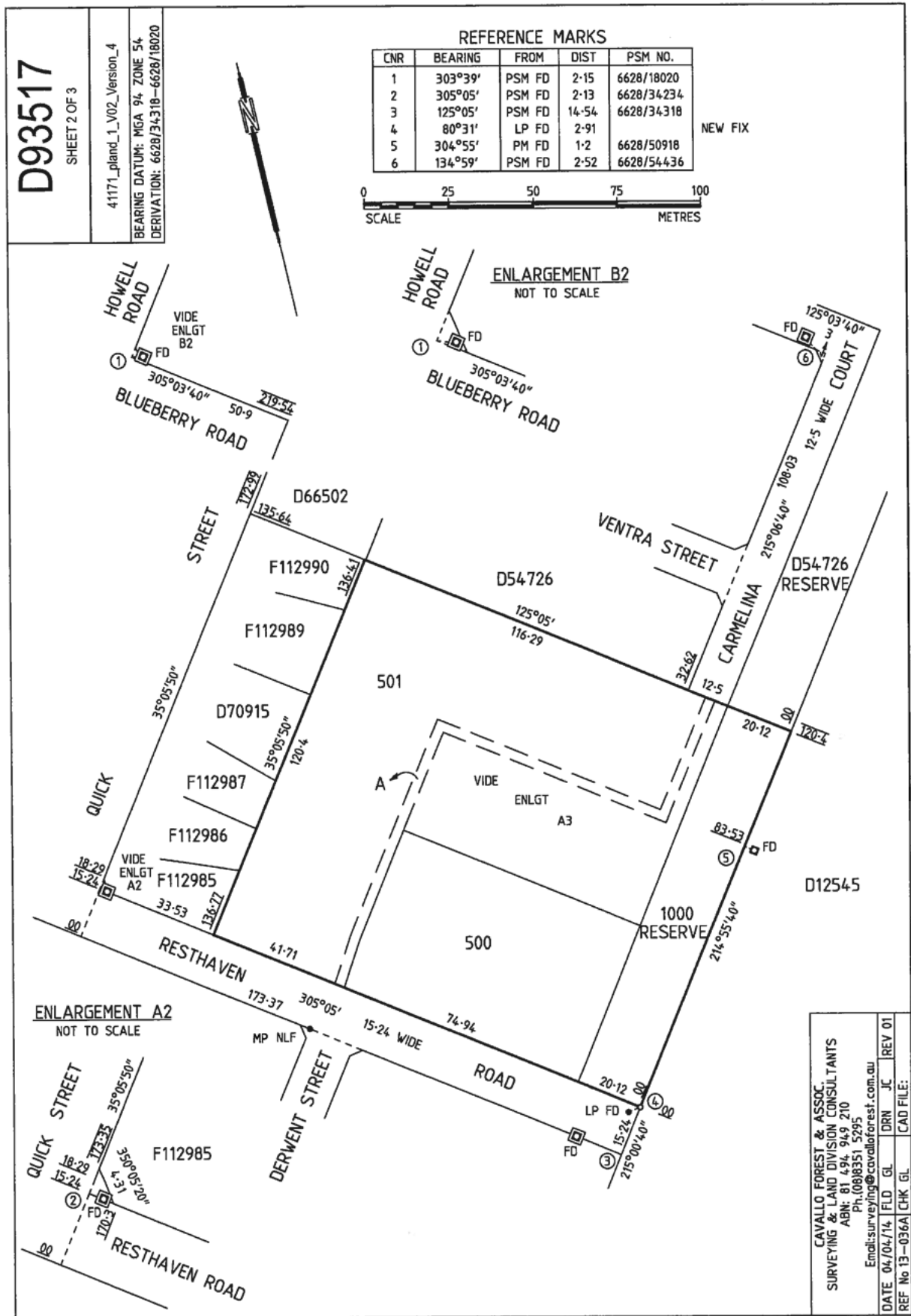
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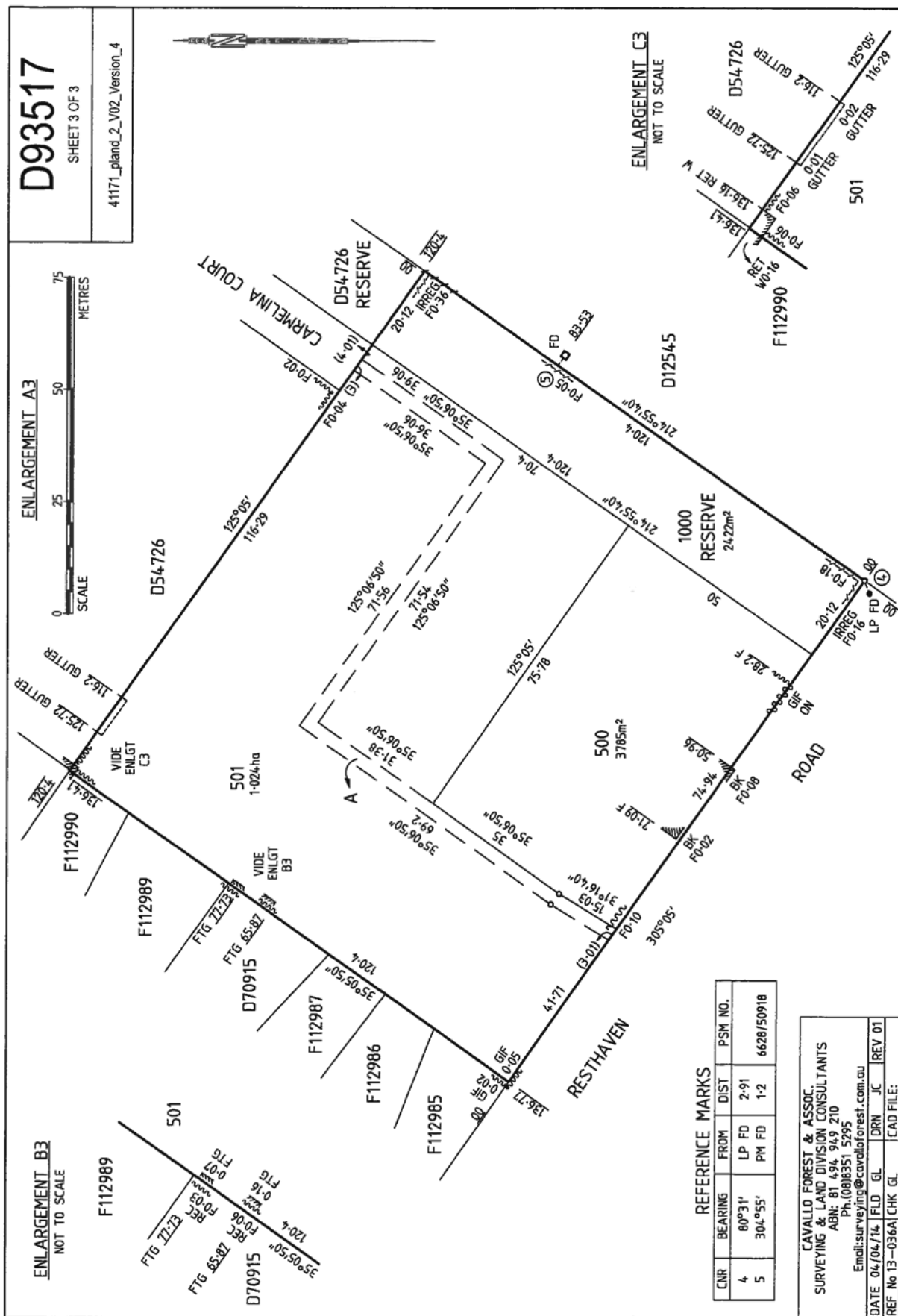
Administrative Interests

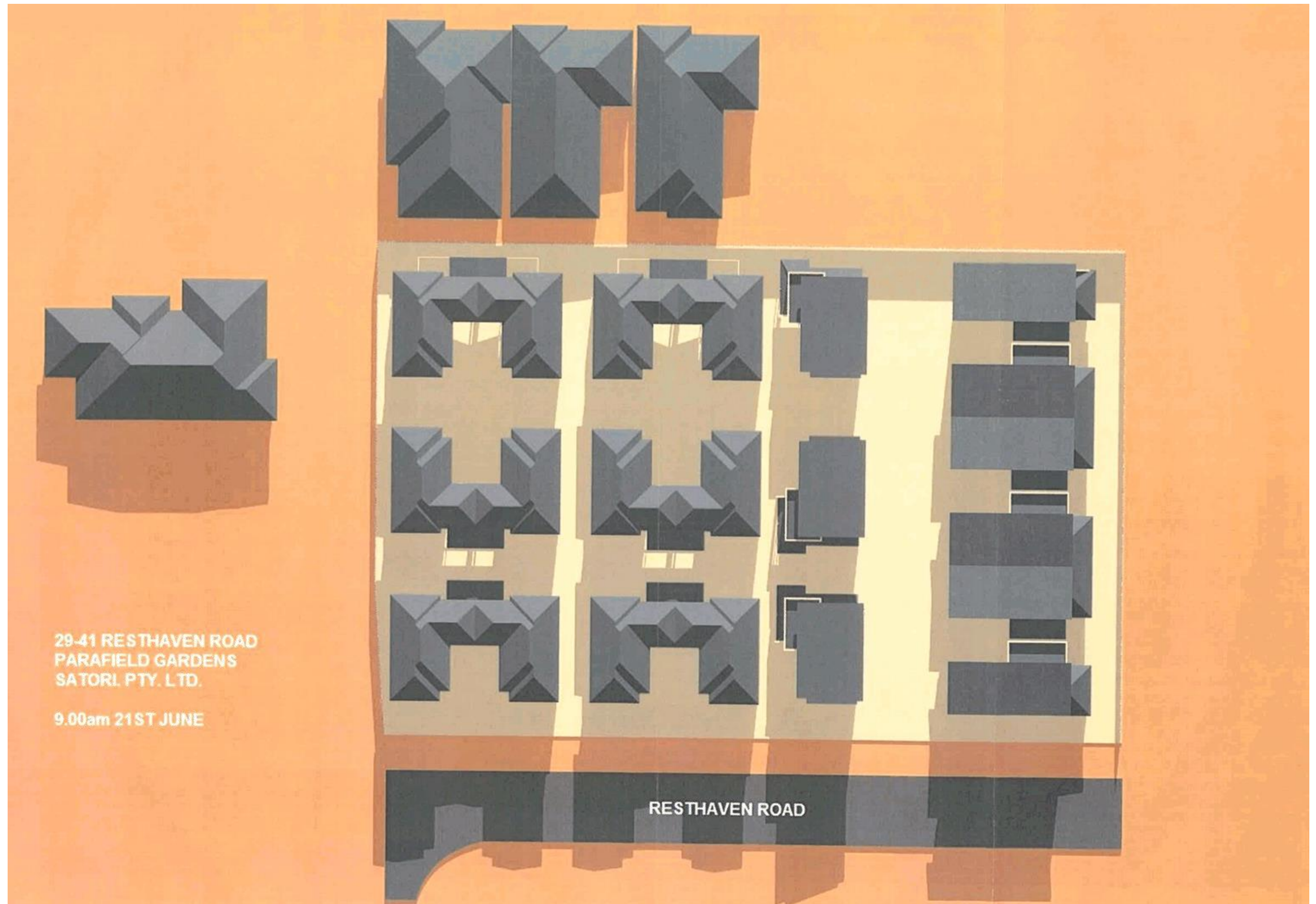
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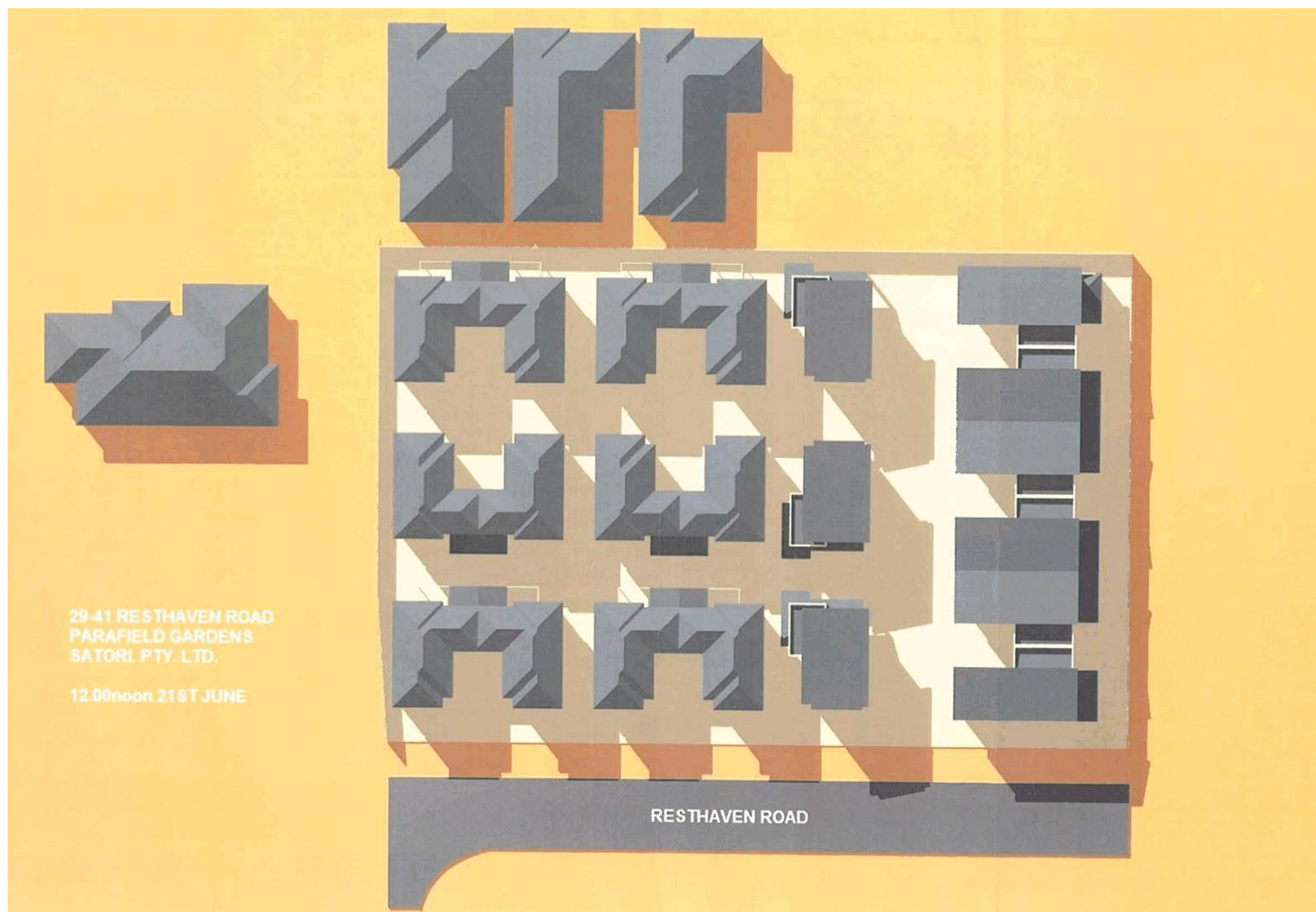
* Denotes the dealing has been re-lodged.

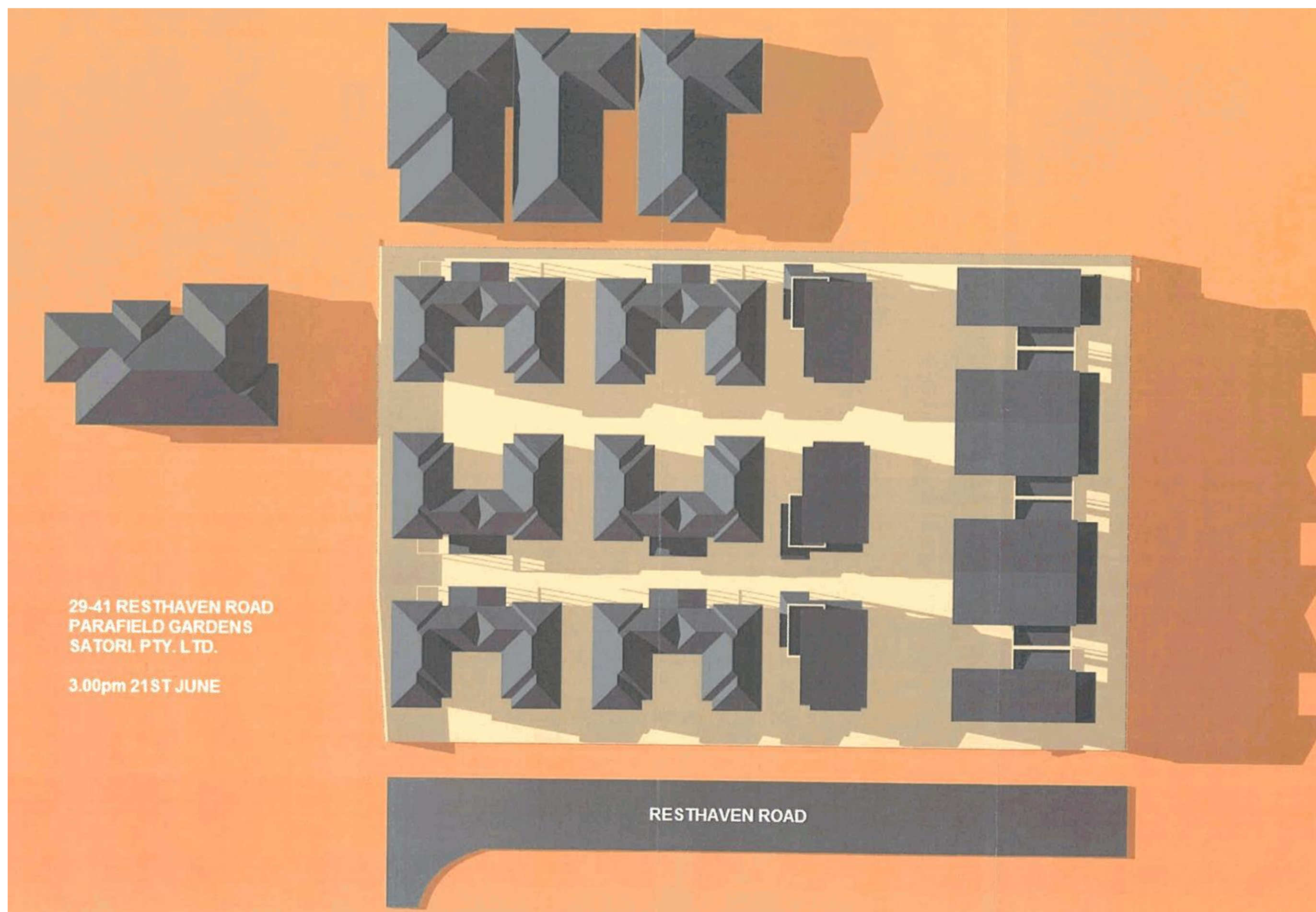
PURPOSE:	DIVISION	AREA NAME:	PARAFIELD GARDENS	APPROVED:	 D93517	
MAP REF:	6628/29JR, 6628/29JQ, 6628/29JJ, 6628/29JK	COUNCIL:	CITY OF SALISBURY	04/04/2014	SHEET 1 OF 3	
LAST PLAN:		DEVELOPMENT NO:	361/D028/13/0013/7516	DEPOSITED:	41171_text_01_v04_Version_4	
AGENT DETAILS:	SURVEYORS I GREGORY CHARLES LANE, a licensed surveyor do hereby certify - 1) That this plan has been made from surveys carried out by me or under my personal supervision and in accordance with the Survey Act 1992. 2) That the field work was completed on the 18th day of January 2014 CERTIFICATION: 4th day of April 2014 Gregory Lane Licensed Surveyor					
AGENT CODE:	CAVALLO, FOREST & ASSOCIATES 77 EAST AVE CLARENCE PARK SA 5034 PH: 83515295 FAX:					
REFERENCE:	CAFO 13-036A					
SUBJECT TITLE DETAILS:						
PREFIX	VOLUME	FOLIO	OTHER	PARCEL	NUMBER	PLAN
CT	5858	24		ALLOTMENT(S)	13	F
OTHER TITLES AFFECTED:				NUMBER	HUNDRED / IA / DIVISION	TOWN
				106374	YATALA	
EASEMENT DETAILS:						
STATUS	LAND BURDENED	FORM	CATEGORY	IDENTIFIER	PURPOSE	IN FAVOUR OF
EXISTING	501	SHORT	EASEMENT(S)	A	FOR SEWERAGE PURPOSES	SOUTH AUSTRALIAN WATER CORPORATION
						CREATION TG 9151578
ANNOTATIONS: NO OCCUPATION EXISTS ON BOUNDARIES OF THE SUBJECT LAND UNLESS SHOWN OTHERWISE.						











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:	361/1775/2016/2A
APPLICANT:	E Fok 37 Lorraine Ave PARA VISTA SA 5093
NATURE OF THE DEVELOPMENT:	TWENTY ONE (21) TWO STOREY DWELLINGS AND ASSOCIATED INTERNAL DRIVEWAY, LANDSCAPING AND EXTENSION OF PUBLIC ROAD
LOCATED AT:	29-41 Resthaven Road , Parafield Gardens SA 5107
CERTIFICATE OF TITLE:	CT-6136/90
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 Tuesday 10th January 2017**.

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: 16 December 2016

THIS IS THE FIRST AND ONLY PUBLICATION OF THIS NOTICE



11 Sir Donald Bradman Drive
Keswick Terminal, SA 5035
PO Box 10343 Gouger Street
Adelaide, SA 5000

P. 08 8217 4366
F. 08 8217 4578
E. info@artc.com.au
W. artc.com.au

Chief Executive Officer
City of Salisbury
PO Box 8
Salisbury SA 5108
Email: representations@salisbury.sa.gov.au

9 January 2017

Dear Sir/Madam

Development No. 361/1775/2016/2A – 29-41 Resthaven Road, Parafield Gardens SA 5107

Thank you for the opportunity to comment on this Category 2 development adjacent to ARTC rail corridor land. We take this opportunity to advise our requirements 1) to Council for assisting in reaching a decision on the application and 2) as information for the applicant in developing the site, should approval be granted.

The applicant should give consideration to rail noise and vibration as this may affect the perceptions of prospective persons seeking residential amenity. ARTC, as the track owner, and the various above-rail operators will comply with all legal requirements of their specific EPA Licence terms and conditions regarding noise and vibration, if applicable.

It is important to consider the Guidelines for the Assessment of Noise from Rail Infrastructure (SA EPA, April 2013), in addition to the Noise and Air Emissions Overlay and SA8, with new noise sensitive developments neighbouring existing active railway lines. Section 1.3.4 of the Guideline requires that noise and vibration must be predicted and considered in the design of noise sensitive developments proposed within 180m of a railway line.

ARTC further advises that mainline railtrack forms part of the key interstate freight route and an average of 10 services per day currently pass by this location in addition to the adjacent DPTI passenger line. The Australasian Railway Association's article titled Freight on Rail forecasts that there will be a doubling of the land freight movements by 2020 and a tripling of the movements by 2050.

ARTC recommend that any assessments of rail noise impacts take into consideration both current and future rail traffic. ARTC and its rail industry partners operate vital interstate and intrastate rail operations and must be able to conduct normal business and to grow the business.

Yours sincerely,

A handwritten signature in black ink, appearing to read 'Colin Ahrens', written over a horizontal line.

for
Colin Ahrens
Property Manager East-West

CONFIDENTIAL

Page 1 of 1

Australian Rail Track Corporation Ltd

ACN 081 455 754

ABN 75 081 455 754

CATEGORY 2

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: 361/1775/2016/2A
Applicant: E Fok
Location: 29-41 Resthaven Road, Parafield Gardens SA 5107
Proposed Development: TWENTY ONE (21) TWO STOREY DWELLINGS AND ASSOCIATED INTERNAL DRIVEWAY, LANDSCAPING AND EXTENSION OF PUBLIC ROAD

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

NAME(S): Christine & Dand Jarrett

ADDRESS: 38 Hatherleigh Road

PHONE NO: [REDACTED] EMAIL: [REDACTED]

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.

We are against the proposal as we believe it will have a major impact on Hatherleigh Road. Hatherleigh Road would be the road used by residents to access the new

PTO

361/1775/2016/2A

development as it is the closest through road from Salisbury Highway.

Hatherleigh Road is already being used by the demolition trucks now & with 21 new dwellings there could be 42 or more cars that will use the Road as a thoroughfare.

This will impact on the residents of Hatherleigh Road & could put residents at risk when entering & leaving properties as cars already speed up & down the road now.

I am concerned that this information was not sent to all residents in Hatherleigh Road & that true representation has been sought.

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

Posthaven Road becoming a thoroughfare from Salisbury Highway.

PTO

CATEGORY 2

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 Tuesday 10th January 2017, 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: Ed Smedley

Date: 3 / 1 / 17

Please complete this checklist to ensure your representation is valid:

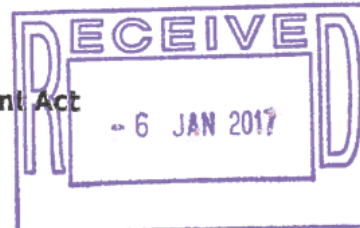
- ☐ Name and address of person (or persons).
- ☐ If more than one person, details of person making the representation.
- ☐ Detail of reasons for making the representation.
- ☐ Indication whether or not the person (or persons) wishes to be heard.
- ☐ Submitted no later than 11.59pm on **Tuesday 10th January 2017.**

CATEGORY 2



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: 361/1775/2016/2A
Applicant: E Fok
Location: 29-41 Resthaven Road , Parafield Gardens SA 5107
Proposed Development: TWENTY ONE (21) TWO STOREY DWELLINGS AND ASSOCIATED INTERNAL DRIVEWAY, LANDSCAPING AND EXTENSION OF PUBLIC ROAD

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

NAME(S): Jody + Trevor Meadows
ADDRESS: 21 Carmelina crt Parafield Garden
PHONE NO: [REDACTED] EMAIL: [REDACTED]

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

- ☒ The owner/occupier of the property located at:
☐ Other (please state):

YOUR COMMENTS:

~~We~~ 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.

~~As the property~~
As we would share a back fence, our privacy will be affected. maybe they could up the height of our Back fence.

PTO

361/1775/2016/2A

it would be less of a problem.
 We spend a lot of time out the back during
 summer and do not wish people looking into
 my property when I have guests. or any other
 time.

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

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 Tuesday 10th January 2017, 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: Meady Seale Date: 6/1/17

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 **Tuesday 10th January 2017**.

Attachment 4:
Applicant Response to Representations



ET DESIGN Pty Ltd
Esmond Fok
0415 366 876
esmond@etdesign.net.au

30th January 2017

Attn: Katherine Thrussell
City of Salisbury
PO Box 8
SALISBURY SA 5108

Application No: 361/1775/2016/2A
Subject Site: 29 – 41 Resthaven road Parafield Gardens SA 5107

Dear Katherine,

We refer to your letter dated 11 January 2017.

We have been advised that there are 3 representations for this development.

We answer as follows:

1. Email from Daniel Minther representing ARTC. We understand this to be an FYI from them and we take this on board. We don't believe this will impact this development and we are aware of the location and proximity to the railway and we will design in accordance with the Ministers Specification SA 78B "construction requirements for the control of external sound".
2. Statement of representation from Jody & Trevor Meadows. We believe their issue is privacy to their rear yard. This we believe will be overcome by providing obscure windows to 1700h as noted on the plans. Also the rear yards have a 400mm high retaining wall with 1800mm high fencing on top and they also have enclosed off their rear yard with slats. This will add extra privacy for Jody & Trevor Meadows.
3. Statement of representation from Christine & David Jarrett. As per the attached road plan, Hatherleigh road isn't the only road we believe that will

be used by the residence of 29-41 Resthaven road. We have shown 3 options that are available. Also when leaving Resthaven road we believe that people in the first instance will tend to head along Resthaven road to Carpenter Road then either turn right or left to get to Salisbury Highway. If not they will turn left on Derwent St and then turn right on Lamorna Parade to get to Salisbury highway.

- a. Also we cannot control any demolition trucks that are using Hatherleigh road nor do we think it is relevant to this development proposal.
- b. Also cars that allegedly speed up and down Hatherleigh road aren't within our control nor is it relevant to this proposal. This we believe is something that the residence of Hatherleigh would need to take up with DPTI and maybe ask for speed humps or similar strategies to be introduced to help combat this. Issues of Speeding in the street are not relevant to the planning assessment of this development.

I trust this additional information and clarification will assist, as a response to the representations, and help in finalising the assessment of this proposal and presentation to the Development Assessment Panel.

Thank you

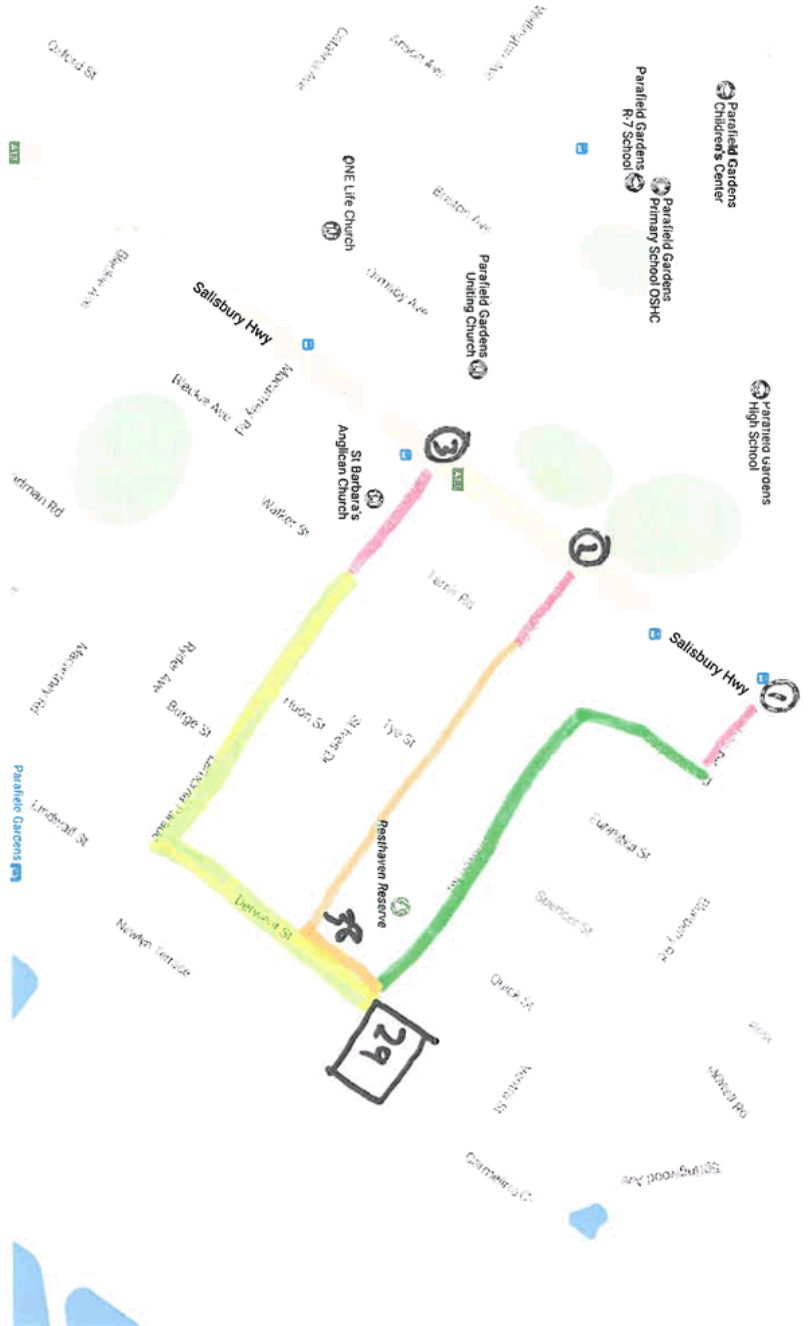
Kind regards,

ET DESIGN Pty Ltd
Esmond Fok | Director
B.ArchSt | Grad Dip URP | Cert IV Building & Construction
0415 366 876
esmond@etdesign.net.au

Item 5.1.2 - Attachment 4 - Applicant Response to Representations

PhotoMaps by nearmap

Page 1 of 2



Google

Map data ©2017 Google

Map data ©2017 Google

24/01/2017

Attachment 5:
Relevant Development Plan Extracts, Consolidated
07 July 2016

Development Plan

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



Department of Planning, Transport and Infrastructure

Roma Mitchell House
136 North Terrace
Adelaide

Postal Address
GPO Box 1815
Adelaide SA 5001

Phone (08) 7109 7099
Fax (08) 8303 0782

Email dplgwebmaster@sa.gov.au
Internet www.dpti.sa.gov.au



City of Salisbury

12 James Street
Salisbury

Postal Address
PO Box 8
Salisbury SA 5108

Phone (08) 8406 8222
Fax (08) 8303 0782

Email city@salisbury.sa.gov.au
Internet www.salisbury.sa.gov.au

Consolidated - 7 July 2016

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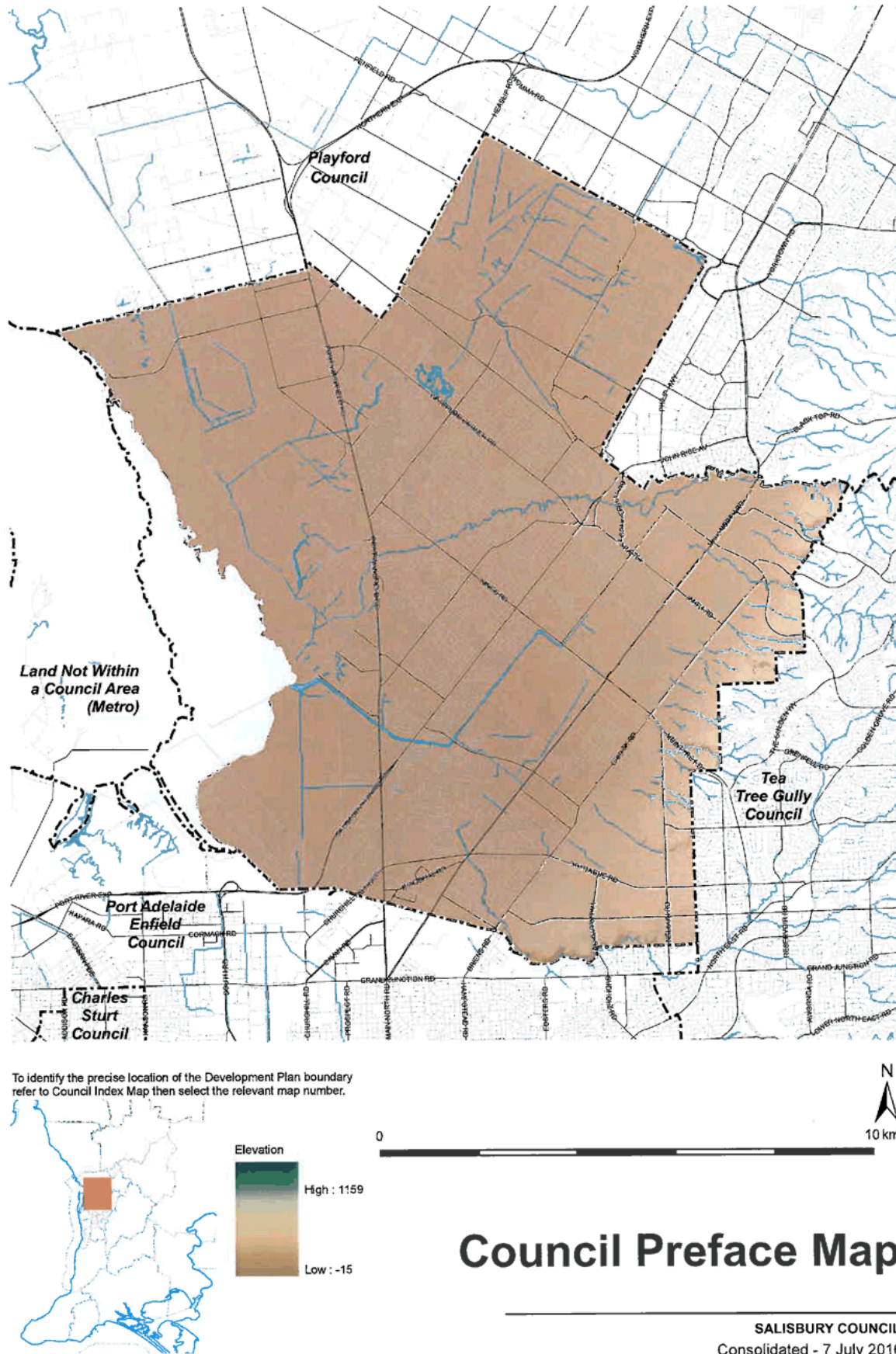
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General Section

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

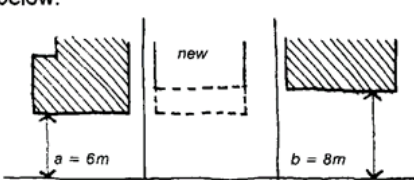
- 1 The design of a building may be of a contemporary nature and exhibit an innovative style provided the overall form is sympathetic to the scale of development in the locality and with the context of its setting with regard to shape, size, materials and colour.
- 2 Buildings should be designed and 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>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](#), [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.

Salisbury Council
General Section
Transportation and Access

- 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

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

Salisbury Council
Zone Section
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*.

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 meters 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	2 spaces per dwelling, one of which is to be covered
Semi Detached Dwelling	
Row Dwelling	
Residential flat building	1 space per dwelling, plus 0.5 on-site visitor car parking spaces per dwelling
Multiple dwelling	
Group dwelling	
Industry, warehouses, stores	
Office component	1 space per 30 square metres
Plus	Plus
Non-office component	
Up to 200 square metres	1 space per 50 square metres
Plus 200-2000 square metres	1 additional space for every 75 square metres
Plus greater than 2000 square metres	1 additional space for every 150 square metres
Or	Or
For labour intensive industries, inclusive of office component (whichever ever is greater)	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

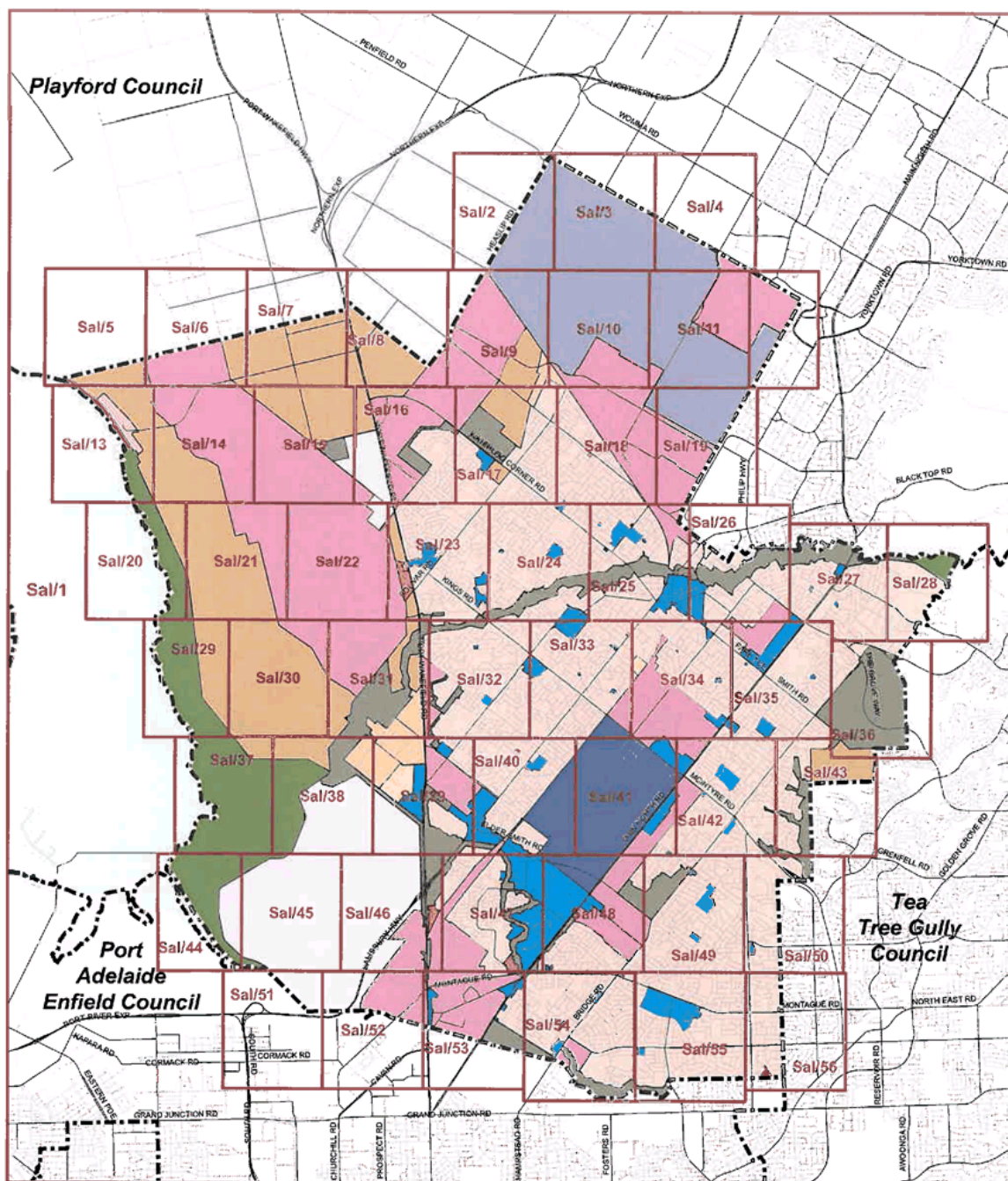
Mapping Section

Map Reference Tables

Spatial Extent Maps

Bushfire Risk Maps

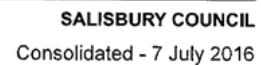
Concept Plan Maps

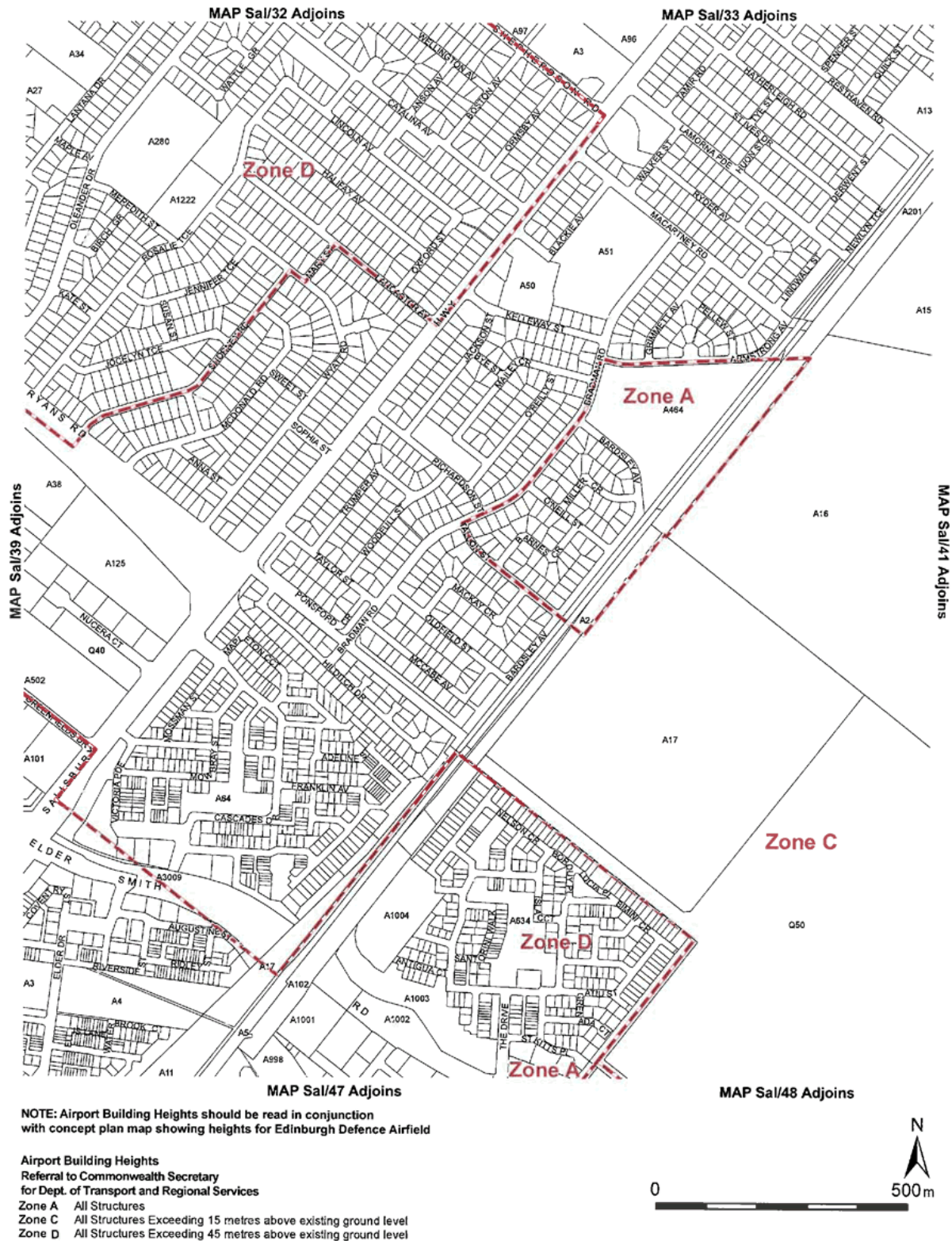


For the purposes of the Development Plan unless otherwise clearly indicated, the zone/policy area/precinct boundaries depicted on or intended to be fixed by Maps Sal/1 to Map Sal/57 inclusive shall be read as conforming in all respects (as the case may require) to the land division boundaries, to the 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 - 7 July 2016



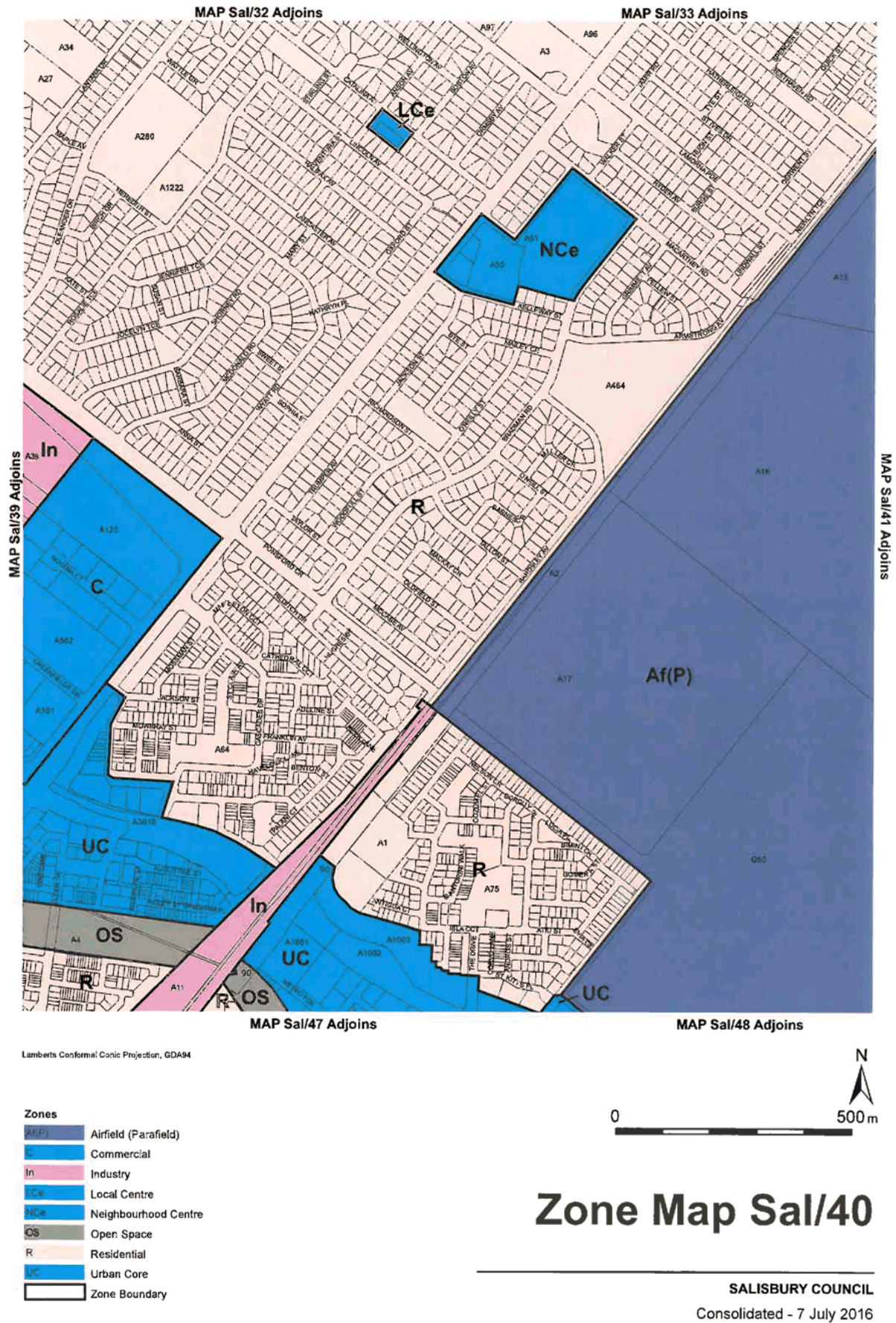


Overlay Map Sal/40 DEVELOPMENT CONSTRAINTS

Airport Building Heights

SALISBURY COUNCIL

Consolidated - 7 July 2016



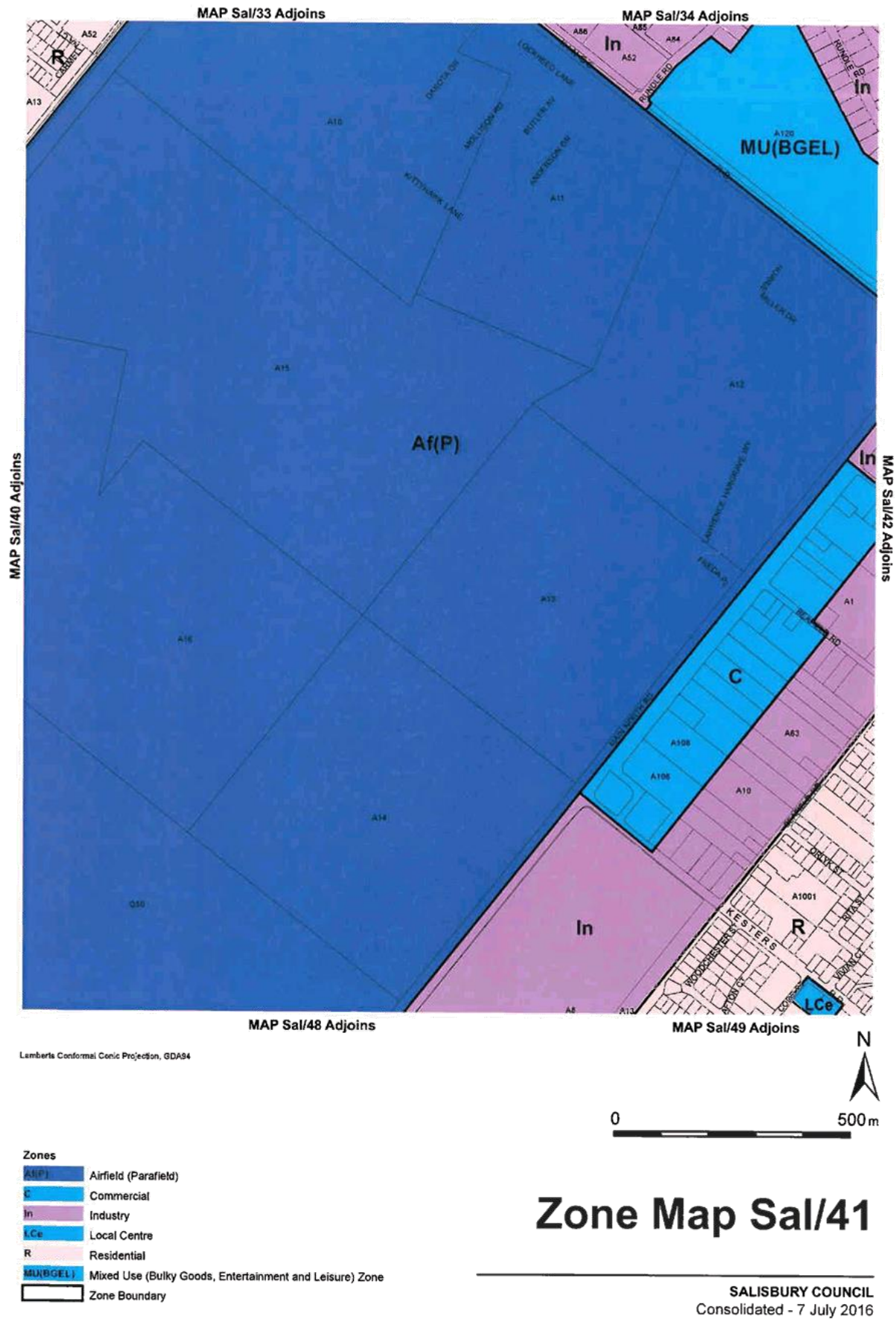




Overlay Map Sal/41 DEVELOPMENT CONSTRAINTS

 Airport Building Heights

SALISBURY COUNCIL
Consolidated - 7 July 2016



ITEM	5.1.3
	DEVELOPMENT ASSESSMENT PANEL
DATE	28 March 2017
APPLICATION NO.	361/1755/2016/3B
APPLICANT	ESD Planning & Design
PROPOSAL	Entertainment facility comprising three go kart tracks, family entertainment shed, mechanical shed, corporate shed, fuel storage tank and associated boundary fencing, signage, car parking, manoeuvring areas and landscaping
LOCATION	1113-1117 Port Wakefield Road and 73-79 Summer Road, Bolivar
CERTIFICATE OF TITLE	5083/129 & 130
AUTHOR	Aaron Curtis, Team Leader - Planning, City Development

1. DEVELOPMENT APPLICATION DETAILS

Zone/Policy Area	Deferred Urban Zone
Application Type	Deferred Industry Precinct
Public Notification	Representations received: 13 Representations to be heard: 9
Referrals - Statutory	Commissioner of Highways Environment Protection Authority (EPA)
Referrals – Internal	Development Engineering Environmental Health Landscape Design Strategic Relations - Infrastructure
Development Plan Version	Salisbury (City) Development Plan Consolidated 7 th July 2016
Assessing Officer	Aaron Curtis, Team Leader – Planning
Recommendation	Grant Development Plan Consent subject to Reserved Matters and conditions
Meeting Date	28 th March 2017

2. REPORT CONTENTS

Assessment Report

[Type text here](#)

Attachment 1:	Attachment 1 - Application Documentation
Attachment 2:	Attachment 2 - Copy of Representations and Applicant's Response
Attachment 3:	Attachment 3 - EPA and Commissioner of Highways Referral Response

Attachment 4: Attachment 4 - Extract of Relevant Provisions Development Plan
07.07.16

3. EXECUTIVE SUMMARY

The applicant seeks Development Plan Consent for an entertainment facility comprising three go kart tracks, family entertainment shed, mechanical shed, corporate shed, fuel storage tank and associated boundary fencing, signage, car parking, manoeuvring areas and landscaping.

The application was subject to Category 3 public notification with 13 representations received during this period, 10 in opposition. The representors' principal concerns relate to noise, incompatibility with existing uses and traffic issues on Summer Road.

A key issue with the application relates to the access arrangements to the site. The site has direct frontage to Port Wakefield Road, however, there are design issues in gaining access to Port Wakefield Road which has resulted in the application being redesigned to gain access via Summer Road.

Summer Road is presently a through road but will be severed by the construction of the Northern Connector. Summer Road is traversed by a ford 200m south of the site which is subject to periodic inundation.

The incidence of flooding and duration of flood events has been considered and following review of projected traffic movements to serve the development, use of Summer Road is considered workable, subject to conditions.

The application is on balance supported taking into account:

- a) While not an envisaged land use in the Deferred Urban Zone, the use is considered to be compatible with existing and anticipated future land uses;
- b) The overall number of vehicle movements on Summer Road will be reduced from existing figures, given that through traffic will be removed with the construction of the Northern Connector;
- c) An acoustic report has been reviewed by the Environment Protection Authority which concluded that the report and its recommendations are reasonable; and
- d) The development incorporates appropriate design with respect to access, car parking, stormwater management, fuel storage and landscaping.

Consequently, it is recommended that Development Plan Consent be granted, subject to Reserved Matters and conditions.

4. BACKGROUND

The original submission provided for direct access and egress via Port Wakefield Road. The Commissioner of Highways expressed concern regarding the access and egress arrangements. If access and egress were to be provided, it is understood that a deceleration lane of about 100m in length and 200m of sheltered left hand turn out is required.

The access design requirements for a 90km/h speed zone are cost prohibitive. In addition, the site frontage to Port Wakefield Road is in the order of 120m whereas the length of frontage

required to facilitate the access and egress will interfere with adjacent properties and their frontages to Port Wakefield Road.

As a result of the above design issues, the application was amended to incorporate the adjacent allotment 70 which has frontage to Summer Road. The applicant seeks to purchase this allotment as part of the application which is an option due to allotment 70 being under the same ownership as allotments 9 and 10.

The redesign of the proposal to gain access via Summer Road is affected by a ford crossing which is subject to inundation every 3 years. It is apparent that access direct to Port Wakefield Road is preferred over Summer Road, however, due to the design issues in achieving access, Summer Road is the chosen means of access by the Applicant.

With the completion of the Northern Connector, it is expected that the status of Port Wakefield Road will be downgraded from a current major arterial to a service road and as part of this change, the speed environment is likely to be reduced. The design requirements for an 80km/h or 70km/h speed environment are less than the current 90km/h speed zone.

A shortcoming with the current design/layout is that it does not appear to provide for a future alternative access off Port Wakefield Road, should access to Port Wakefield Road be permitted by the Department of Planning, Transport and Infrastructure in the future.

5. SUBJECT SITE

The subject site comprises three Torrens Title allotments. Allotments 9 and 10 (1113 – 1117 Port Wakefield Road) have direct frontage to Port Wakefield Road and have a site area of 1.815ha and 2.087ha respectively. Allotment 70 (73-79 Summer Road) has frontage to Summer Road of 6.96m and has a total site area of 1.793ha.

The site is devoid of any buildings with the exception of several small sheds on lot 10 and a small dam in the north-western corner of lot 9. Rows of small shrubs (assumed to be an orchard of some kind) are planted on lots 10 and 70 which are visible from Port Wakefield Road and Summer Road.

The site is generally level. The site is devoid of any vegetation with the exception of the planted rows of shrubs. The site boundaries are fenced around their perimeter with post and wire stock fencing. Some dense plantings exist adjacent to the Port Wakefield Road which partly obscure views into the site from the road. Site photos are provided on the following page.



Photo 1: *Looking west toward site from Port Wakefield Road*



Photo 2: *Looking south-west toward site from Port Wakefield Road*



Photo 3: *Looking east from Summer Road toward subject site*



Photo 4: *Looking east from Summer Road toward proposed access point*

6. LOCALITY

The locality is defined by visual reference to the site, the anticipated noise from the proposed activity and with respect to traffic movements on Summer Road.

The locality is triangular in shape and takes in land predominantly bounded by Summer Road and Port Wakefield Road but also includes land fronting the southern side of Summer Road and a number of properties fronting the eastern side of Port Wakefield Road. The locality extends 600m south, 150m north and 100m east and west.

West of Port Wakefield Road, land is primarily used for rural living purposes, comprising allotments in the order of 2-4 ha in size, many occupied by single storey dwellings and ancillary shedding. Horse keeping and orchard plantations are common. Some livestock grazing also exists.

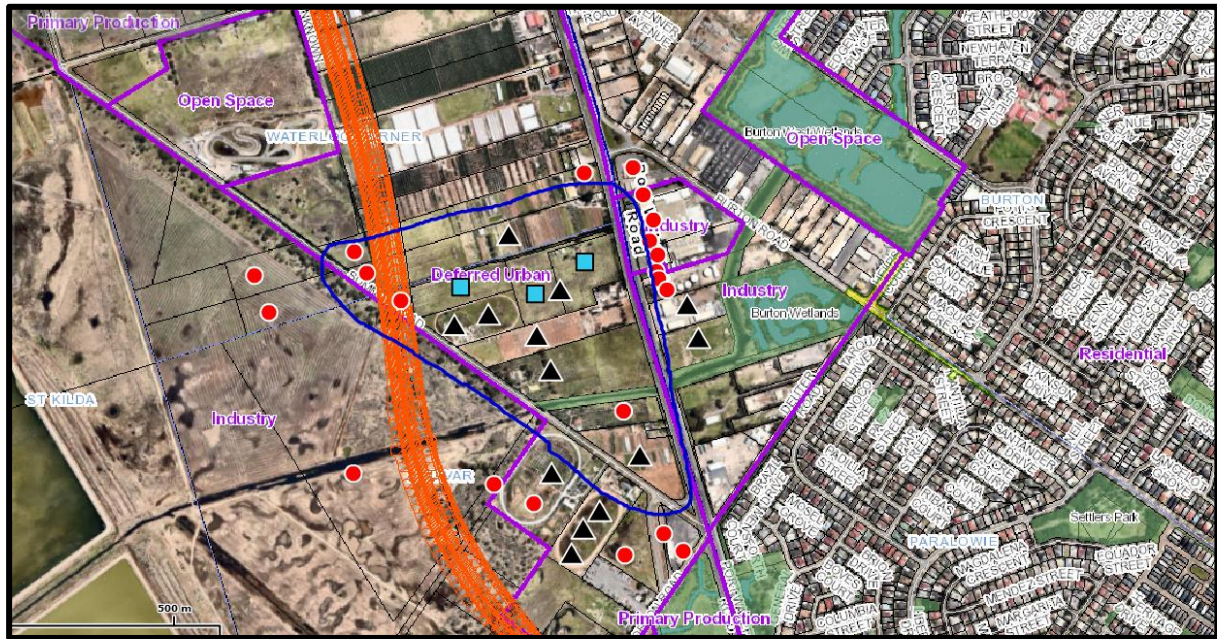
West of Summer Road comprises the SA Water Bolivar Sewage Treatment Works. East of Port Wakefield Road comprises industrial uses, most notable of which is the Burton Inghams

Poultry Processing Works. A range of industrial uses operate on parcels fronting Port Wakefield Road.

The land is relatively low lying and is subject to a number of drainage channels. One of these is an outflow from the Burton Wetlands. This drainage channel incorporates a ford crossing and which intersects with Summer Road, 200m south of the site. A smaller capacity drainage channel borders the northern boundary of the site.

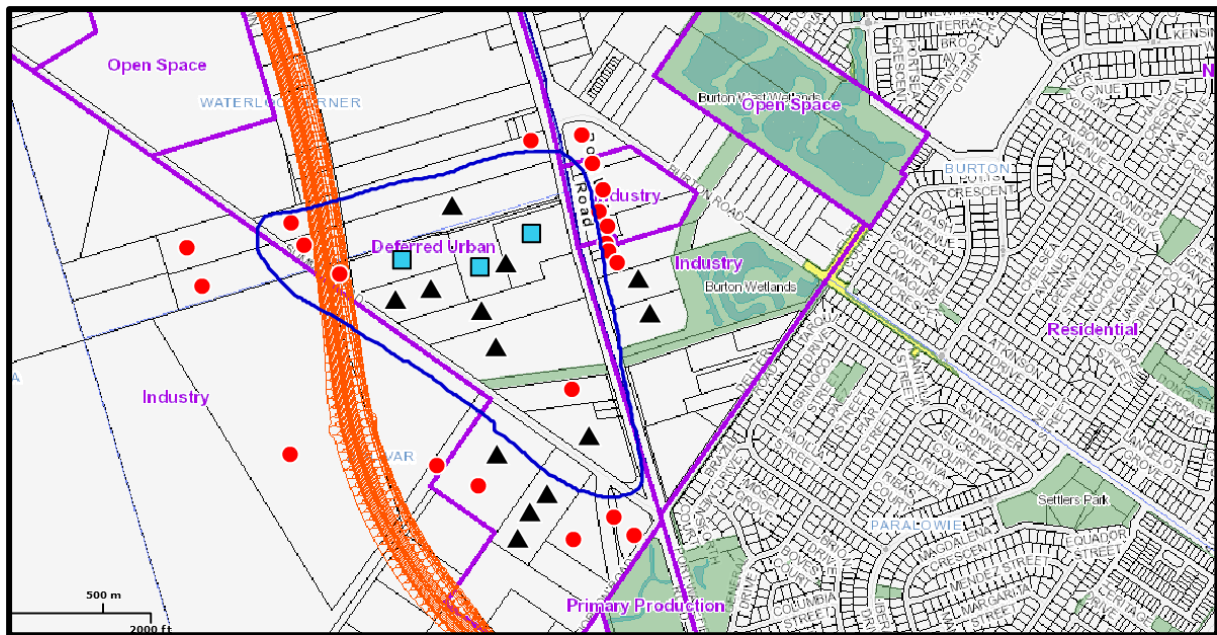
A locality plan and contextual plan are provided below.

Locality Plan - Aerial



Legend (Source: Dekho)	
	Subject site
	Locality boundary
	Properties notified
	Representation
	Northern Connector Alignment

Locality Plan – Cadastre







Legend (Source: Dekho)	
	Subject site
	Locality boundary
	Properties notified
	Representation
	Northern Connector Alignment

Contextual Plan:



Legend (Source: Nearmap)

	Subject site
	Zone boundary
	School
	Reserve

7. DESCRIPTION OF THE PROPOSED DEVELOPMENT

The applicant seeks Development Plan Consent for an entertainment facility comprising three go kart tracks, family entertainment shed, mechanical shed, corporate shed, fuel storage tank and associated boundary fencing, signage, car parking, manoeuvring areas and landscaping.

The key features of the development include:

- Not more than 90 attendees at any one time;
- Maximum of 15 staff;
- Hours of operation Monday – Thursday, 10am – 9pm, Friday and Saturday, 10am – 10pm and Sundays, 10am – 8pm;
- Maximum of 40 go karts (both electric and motorised);
- Eastern and western tracks sealed in bitumen for go kart racing;
- Kids track positioned in the south-western corner of lot 9 next to the car park also for go kart racing, also sealed in bitumen;
- 8 flood lights at 7m in height to enable racing during the evening;
- Outdoor viewing area immediately east of the kids track;
- 70m by 34m family entertainment shed, positioned 6m from the southern boundary and having total height of 6.8m. The building will incorporate go kart storage, tower control, laser tag, black light golf, entertainment area and unisex toilets;
- 21m x 12m mechanics shed, positioned immediately north of the kids track, having total height of 5.4m, used for servicing/maintenance of the go karts;
- 18m x 9m corporate shed, positioned immediately west of the family entertainment shed, positioned 6m from the southern boundary and having a total height of 5.4m, incorporating lunch room and business administration/functions;
- 3,000 litre fuel storage tank, positioned between the car park and mechanics shed;
- 1.8m high acoustic fence to be erected along the length of the southern boundary of the site, except where adjacent the family entertainment shed;
- Kart Mania sign fixed to the eastern side wall of the family entertainment shed;
- 113 car parking spaces adjacent the southern and western boundaries of lot 9 in 90 degree angled configuration served by a 6m wide central aisle;
- 6m wide driveway adjacent the southern boundary of lot 70, linking the car park with Summer Road; and
- Landscaping adjacent the Port Wakefield Road boundary and portion of the southern side boundary.

A copy of the proposal plans and supporting documentation are contained in Attachment 1.

8. CLASSIFICATION

The subject site is located within the Deferred Urban Zone under the Salisbury (City) Development Plan (Consolidated 7th July 2016). Development in the form of an entertainment facility is neither listed as being a complying or non-complying form of development. Therefore, the application should be assessed “on-merit” against the relevant provisions of the Development Plan.

9. PUBLIC NOTIFICATION

In the Deferred Urban Zone, under the heading “Public Notification” it states “*Categories of public notification are prescribed in Schedule 9 of the Development Regulations 2008*”.

Development in the form of an entertainment facility is neither listed as being a Category 1 or Category 2 form of development. Therefore, the application defaults to Category 3 as per Section 38(2)(c) of the *Development Act 1993*.

The Category 3 notification period commenced on 19th January 2017 and closed on 2nd February 2017. Council received 13 representations during the notification period, ten in opposition, as follows:

Representations received		
Representations received		Wish to be Heard
1	P Carey and K Carey 63-71 Summer Road BOLIVAR SA 5110	√
2	W and S Gowley 26 Summer Road BOLIVAR SA 5110	√
3	A Jenkins 47-55 Summer Road BOLIVAR SA 5110	√
4	A Gliscinski 1 Summer Road BOLIVAR SA 5110	√
5	N Walladge & D Carey 63-71 Summer Road BOLIVAR SA 5110	√
6	T Jacques 16 Summer Road BOLIVAR SA 5110	√
7	R Jacques 18 Summer Road BOLIVAR SA 5110	√
8	M Jacques 16 Summer Road BOLIVAR SA 5110	√
9	J Valente 1119-1123 Port Wakefield Road BOLIVAR SA 5110	
10	G & P Gaskin 1103-1111 Port Wakefield Road BOLIVAR SA 5110	

11	J Buhagiar EE Muir & Sons 1104-1110 Port Wakefield Road BURTON SA 5110	
12	D Russell 1113-1117 Port Wakefield Road BOLIVAR SA 5110	√
13	K Renfrey Renfrey Plant Hire Services 1096-1102 Port Wakefield Road BOLIVAR SA 5110	

The representations and the applicant's response are both contained in Attachment 2. The content of the representations and the applicant's response are contained below:

Summary of Representations	
<i>P Carey and K Carey</i>	
<ul style="list-style-type: none"> - The development will compromise our lifestyle. - We have a horse that we train on the property which will be spooked by the proposed development. - A new driveway is proposed adjacent to our fenceline, which will be used by drivers speeding and doing burnouts. - Summer Road does not have any footpaths. The development will increase traffic on Summer Road thus reducing safety for cyclists and pedestrians. - The creek south of the site floods and is not traffickable in heavy rain events. 	
<i>W and S Gowley</i>	
<ul style="list-style-type: none"> - The development will generate a significant increase in traffic. - The safety of our horses will be compromised. The development will increase traffic and noise, thus scaring our horses. 	
<i>A Jenkins</i>	
<ul style="list-style-type: none"> - The development will generate excessive noise and place stress on our horses and dogs. 	
<i>A Gliscinski</i>	
<ul style="list-style-type: none"> - The noise will affect our quality of life and scare our animals. - The development will generate a significant increase in traffic. - Speeding drivers is a problem on Summer Road. 	
<i>N Walladge & D Carey</i>	
<ul style="list-style-type: none"> - We have horses and ponies that we work daily on our track which borders the proposed driveway. The development will impact upon our horses and ponies. - The development will generate excessive amounts of noise. 	

- The development will increase traffic on Summer Road.
- The 200m long driveway will encourage speeding drivers who are running on adrenalin.
- The intersection of Summer Road and Port Wakefield Road is not able to handle additional traffic. To head south, you must first travel north for 200m across two lanes of traffic at 90km/h and then do a U-turn and negotiate the oncoming traffic at 90km/h.
- Traffic lights should be installed at the intersection of Summer Road and Port Wakefield Road.
- A 15 foot high fence with sound proofing and razor wire should be installed around the facility.
- The facility should be limited to no later than 8pm.
- Petrol karts should not be permitted, only electric.
- The fuel storage tank is a fire risk.

T Jacques

- I am a quadriplegic and use a gopher to travel/visit neighbours on Summer Road. There are no footpaths and therefore I must travel on the road.
- The development will diminish safety for road users on Summer Road.
- The Summer Road / Port Wakefield Road intersection is at capacity.
- Increased traffic will need to pass through the ford which is only one vehicle in width.
- The development will generate excessive noise.
- Traffic lights should be installed at the intersection of Port Wakefield Road / Summer Road.

R Jacques

- The development will generate excessive noise and reduce our quality of life.
- The proposed hours of operation are excessive.
- We have children who walk and ride bikes on Summer Road which does not have any footpaths.
- Summer Road is used by harness racing horses which will conflict with speeding drivers.
- The ford on Summer Road is a hazard and is not wide enough for vehicles to pass.
- The ford can flood in winter and is not traffickable.

M Jacques

- Excessive noise will affect our quality of life.

- Speeding traffic will increase.
- The ford is dangerous – it is not wide enough to permit vehicles to pass in both directions.
- The Port Wakefield Road and Summer Road intersection is a major traffic hazard.
- In winter, the ford floods and vehicles are unable to get through once the northern connector is built. Residents will be stranded.

J Valente

- The development will generate pollution, rubber and exhaust fumes.
- The development will generate excessive noise.
- What impact will this development have on future industrial uses?
- Solid fencing is required along boundaries and driveways to act as a noise barrier.

G & P Gaskin

- The development will increase noise and reduce safety.
- The development will increase traffic on Summer Road.

J Buhagiar

- Minor concern with fuel storage. Must be stored properly.
- Development will be great for the area.

D Russell

- No comments.

K Renfrey

- Supports the development.

Applicant's Response**Noise and Emissions**

- There are few dwellings within 100m of the proposed land use.
- An acoustic report has been prepared by a qualified expert in compliance with the EPA (Noise) Policy 2007. Extensive acoustic fencing is included as part of the proposal.
- 'Low noise' go karts will be used.
- The proposed activity is recreation based and will be highly monitored and supervised at all times.
- The site is bordered by Port Wakefield Road and future Northern Connector. The existing and modelled noise from vehicle traffic on these roads will exceed the EPA (Noise) Policy 2007.
- The development is designed to ensure that no additional noise is created above that

<p>which currently exists.</p> <ul style="list-style-type: none"> - The site is within a Deferred Industry precinct, not a Rural Living or Residential Zone. - The EPA have not expressed any concern regarding air emissions.
Hours of Operation
<ul style="list-style-type: none"> - The proposed hours of operation will be limited to the following: <ul style="list-style-type: none"> Monday to Thursday, 10am – 9pm Friday and Saturday, 10am – 10pm Sunday, 10am – 8pm - The hours of operation are considered to be appropriate for the development and are important in preserving the economic viability of the project. - The hours of operation are consistent with the EPA (Noise) Policy 2007 as the expected noise levels generated from the development will not exceed the prescribed decibel range between 10am and 10pm.
Traffic
<ul style="list-style-type: none"> - Patrons of the facility will not exceed more than 90 persons at any one time. It is anticipated that not more than 15 vehicles are expected to enter/exit from Summer Road per hour. This traffic volume is not considered to be excessive in a Deferred Urban Zone, adjacent to a Primary Arterial Road. - The proposed access is recommended by the Department of Planning, Transport and Infrastructure. - Existing uses fronting Summer Road are well setback.
Security
<ul style="list-style-type: none"> - The site will be landscaped in a manner that will allow for passive surveillance from adjacent road networks and residential properties. - The development will be appropriately lit, fenced and fitted with security alarm systems.
Fuel Storage
<ul style="list-style-type: none"> - The proposed fuel tank has a small capacity of 3,000 litres. The fuel tank is proposed in order to avoid daily purchase and transportation of fuel to the site. - The tank will be suitably bunded and designed to comply with relevant Australian Standards. - The EPA have not raised any concerns regarding the fuel storage.
Land Use
<ul style="list-style-type: none"> - The proposed development will not create adverse interface issues with future ‘urban/industrial’ development or prohibit the future ‘highest and best’ uses within the Deferred Industry precinct having regard to the adequate car parking provided, provision of acoustic fencing and generous setbacks of built form from boundaries. - The use is best suited to an industrial type zone and which has no unreasonable off-site impacts.

10. REFERRALS – STATUTORY

The application was subject to referral to the Commissioner of Highways and Environment Protection Authority (EPA). A copy of the referral responses are contained in Attachment 3. The following summary comments were received:

Commissioner of Highways

The proposal as first lodged incorporated entry and exit direct to Port Wakefield Road, consequently triggering referral to the Commissioner of Highways, in accordance with Schedule 8(3)(c) of the *Development Regulations 2008* on the basis that a new access was proposed to a primary arterial road (Port Wakefield Road).

The Commissioner of Highways did not support direct access to Port Wakefield Road and consequently the application was revised to provide for entry and exit via Summer Road. The Commissioner of Highways provided the following concluding statements based on the revised proposal:

The department is supportive of the subject development subject to conditions.

The planning authority is directed to attach the following conditions to any approval:

- 1. All general access to the subject site shall be via Summer Road only. A single 4.0 wide emergency gate may be permitted on Port Wakefield Road for emergency exit purposes when Summer Road is closed due to flooding. The emergency gate must not be used for anything other than emergency exit purposes and must be locked at all times.*
- 2. Any existing access points to Port Wakefield Road (other than the emergency gate) shall be permanently closed and fenced off to prevent further use.*
- 3. In the event that the Summer Road ford is upgraded or the subject land use ceases or changes, the emergency access shall be permanently closed and fenced off to prevent further use.*

The planning authority is advised to attach the following conditions to any approval:

- 4. All signage on the site shall be finished in a material of low reflectivity to minimize the likelihood of sun/headlamp glare.*
- 5. All signage viewable from Port Wakefield Road and the future Northern Connector shall be non-illuminated and shall not contain any element that flashes, moves or changes in any way.*
- 6. The utilization of Trailer Mounted Variable Message Displays for advertising purposes shall not be permitted on or adjacent to the subject land.*
- 7. All flood lighting shall be shielded in order to minimize distraction or discomfort of motorists on the adjacent roads (including the future Northern Connector).*
- 8. Stormwater run-off shall be collected on-site and discharged without jeopardizing the integrity and safety of Port Wakefield Road/Northern Connector. Any alterations to the road drainage infrastructure required to facilitate this shall be at the applicant's cost.*

Environment Protection Authority (EPA)

The application was referred to the EPA in accordance with Schedule 8(11) of the *Development Regulations 2008* on the basis that the application constitutes an activity of Major Environmental Significance in the form of motor racing or testing venues, defined in Schedule 22 of the *Development Regulations 2008* as follows:

Motor racing or testing venues: the conduct of facilities designed and used for motor vehicle competitions or motor vehicle speed or performance trials, but excluding facilities that are situated more than 3 kilometres from residential premises not associated with the facilities.

The following concluding remarks were contained within the EPA referral response:

There is always an inherent risk of contamination of water resources from the storage of petroleum and nuisance noise from motor racing venues.

Provided the following directed conditions are attached to any approval, the EPA considers that the activity would not result in adverse environmental impact.

All necessary care must be taken to ensure that the demolition of existing infrastructure and the construction and ongoing management of the site are undertaken in an environmentally sensitive manner.

The planning authority is directed to attach the following conditions to any approval:

1. *Prior to operation of the facility, a 1.8 metre high acoustic barrier must be installed along the interface with the sensitive receivers to the north and south of the subject land as shown in the diagram on Page 7 of the Sonus report S4494C7 to act as a barrier between the facility and the residences. This barrier must remain in place for the life of the facility.*
2. *Vehicles using the facility must be restricted to only low noise go-karts that have a maximum sound power level of 94dB(A) be driven on the property. Note: An example of a go-kart that can comply is the go-kart measured at the Gepps Cross Kart Mania facility on 18 December 2014, which is understood to have a SODIKART PM371.035 low noise exhaust.*

11. REFERRALS – INTERNAL

The following internal comments were received:

Development Engineering

I recommend that Council install the following signage on either side of the culvert crossing: W4-1C Narrow Bridge.

I have undertaken calculations based on telemetry from the Water Data Monitoring Station located approximately 100m downstream of Summer Road and these indicate that the Average Recurrence Interval of the water level in the drain being level with the road pavement is approximately 1 in 3 years and average recurrence interval of water being over the road to a depth of 200mm (still negotiable by vehicles) is approximately 1 in 9 years.

I have used data from the storm event of 28/12/2016, where flows crossed the road.

Being near the bottom of the catchment, flooding can happen quite quickly, but there should be adequate warning as rainfalls affecting the upper catchments can take many hours to reach this location. In addition, once the water level peaks, flows subside at a steady rate which is equivalent to

a depth of 50mm per hour until there is approximately 100mm of freeboard under the road what which time the rate of discharge reduces. In the storm event of 28/12/2016, the telemetry indicates that the water level was below the road level within 4.5 hours of the peak, which was approximately 220mm above the road surface level.

The following controls shall be put in place:

- 1. The operator of the facility is to compile and comply with a Flood Management Plan, which indicates measures that will be undertaken during the potential for, and in the event of, water from the Helps Road drain crossing Summer Road.*
- 2. An emergency access gate, which generally remains closed, be provided to Port Wakefield Road for emergency egress from the site in the case of flooding over Summer Road. This emergency access gate can also be used for ambulance entry if required.*

Discussions should be held with the Manager – Technical Services regarding a proposed early warning system concerning potential flooding within the area.

Paved footpaths are generally not provided in rural residential, commercial and industrial areas. The proposed development does not require pedestrian access along Summer Road.

A metrocount survey in 2014 provided an average of 454 vehicle movements per day on Summer Road. Allowing for 10 movements a day from existing properties and 180 vehicles per day from the proposed facility (15 per hour for 12 hours), the expected traffic volume will be reduced by over 200 vehicles per day once Summer Road is severed by the Northern Connector.

Severance of Summer Road by the Northern Connector will reduce the road length from approximately 1,800m to 900m. As the road will no longer be a “through road”, this will also discourage speeding and “hoon” driving.

All stormwater runoff from the track is to discharge to the grassed area to assist with filtration.

Stormwater is to be ultimately discharged to the existing swale on the northern boundary. A wide and shallow grassed swale should be formed to convey surface flows from the carpark to this open drain. The grass is to be maintained to the satisfaction of Council to act as filtration and prevent erosion.

Roof water from the building may be discharged via underground pipe to the existing swale at the pre-development equivalent. Tanks may be required for detention purposes. Roof water requires no water quality improvement measures.

Environmental Health

The site is not connected to the SA Water sewerage system and therefore any development on the proposed site will require an on-site wastewater treatment system which complies with the Public Health Waste Control Regulations. The sizes of the proposed portions of land are satisfactory to support the area required for the on-site wastewater system installation.

The structure and design of the food premises shall be undertaken and constructed in compliance with the Food Act 2001 and Food Safety Standard 3.2.3.

Landscape Design

There are no trees proposed as part of the landscape development of the site, the tree symbol for the Grevillea is a shrub with a maximum height of 3m and in places it is shown encroaching into parking

bays. I would suggest that a tree species is installed to provide some vertical element within the landscape at this point such as *Lophostemon confertus* or *Araucaria heterophyll* or *Brachychiton acerifolius*.

I have hesitations with the hydroseeded grass area. Establishing this will need to be well timed with installation or irrigated significantly to ensure establishment. Also within this open area, there is no indication of swales or land forming to address stormwater discharge from the sealed track surface. This needs to be addressed as part of the development of the site.

Strategic Relations – Infrastructure

The Department for Planning, Transport and Infrastructure has acquired portion of 73-79 Summer Road as part of the Northern Connector project. This has resulted in the frontage of this land parcel to Summer Road being reduced to 6.96m.

A cul-de-sac design is currently being designed for Summer Road where it interfaces with the Northern Connector.

The Northern connector will exacerbate access issues for properties south of the ford crossing in Summer Road, given that what is presently a through road will become a dead-end, causing the potential risk of residents/visitors not being able to egress their land safely in the case of a major flood event.

It is suggested to manage that risk, while normal operational access can be from Summer Road, the applicant may be provided an emergency access to Port Wakefield Road which can be managed through a planning condition.

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 Deferred Industry precinct seeks development that is compatible with the potential future use of the land for industrial purposes. The proposed land use is considered to be compatible with industrial uses and is therefore not seriously at variance with the Development Plan.

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 7th July 2017, is contained in Attachment 4. The relevant provisions are also highlighted in the Attachment.

Land Use

Objectives 1 and 3 of the Deferred Urban Zone state that:

- 1 A zone accommodating a restricted range of uses that are not prejudicial to development of the land for urban purposes and maintain the appearance of the zone.
- 3 The Precinct 3 Deferred Industry developed for agricultural purposes until required for future industrial expansion.

Principles of Development Control 1, 8 and 9 of the Deferred Urban Zone further state:

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

- *facilities within the Precinct 2 Deferred Urban that are required for the harvesting and storage of salt after its crystallization;*
- *Salt evaporation pans within the Precinct 2 Deferred Urban*
- *Agricultural development within the Precinct 3 Deferred Industry, except where it will be incompatible with the potential future use of the land as an industrial area.*

8 Development within the precinct should be for agricultural purposes until required for future industrial expansion.

9 Development within the precinct should not occur where it is likely to be incompatible with the potential future use of the land as an industrial area.

The Deferred Urban Zone seeks a restricted range of uses that are not prejudicial to development of the land for urban purposes and maintain the appearance of the zone. In particular, Precinct 3 should be developed for agricultural purposes until required for industrial use.

An entertainment facility is not an envisaged form of development in the Deferred Urban Zone. While this is acknowledged, it is noted that an entertainment facility is not an envisaged form of development in any Zones within the Salisbury Development Plan. Given that go kart tracks are commonly located within industrial or rural zones and are generally compatible with industrial uses, Precinct 3 is not considered to be an inappropriate zone for this use.

The site will also be bounded by two major pieces of road infrastructure, Port Wakefield Road and the Northern Connector, which will have a significant influence on the amenity of this locality. As the traffic noise is anticipated to be significant adjacent to the major road infrastructure, this location is considered to be appropriate for an entertainment facility.

The proposed development will result in some change in appearance of the site, contrary to Objective 1, however large parts of the site will remain undeveloped, principally adjacent to Summer Road. The go kart tracks and external light towers will be visible from Port Wakefield Road but the main buildings themselves will be setback in excess of 80m, thereby retaining a semi-rural site appearance as viewed from the road frontages.

It is further noted that the proposed development will not render the site unable to be used for future industrial purposes, should the use cease. The proposed buildings will be capable of being put to another industrial use should in the event the use were to change, thus ensuring the future use of the site and of adjacent sites is enabled for industrial use.

Finally, it is noted there is an existing go kart track within the general vicinity, accessed via Summer Road. The Southern Go Kart Club is located within the Open Space Zone, some 400m north-west of this site at the outer boundary of the defined locality. Although this use is at the periphery of the locality and is located within a different Zone, the use gains access via Summer Road and is well established.

In summary, the proposed use is not envisaged in the Zone, however, the use is considered to be appropriate within the Deferred Industry Precinct. The development will not prejudice the future use of the land for industrial use, consistent with Objective 1 and there is a nearby go kart track which accesses the same road at the periphery of the locality. For these reasons, the proposed land use is considered to be acceptable.

Appearance of Buildings

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

The proposed development will incorporate construction of three buildings, namely, the family entertainment shed, mechanics shed and corporate shed. The buildings are to be of steel frame construction with Colorbond cladding in light grey tones. The buildings are akin to the appearance of industrial sheds.

The building appearance is considered to be appropriate within an Industry Precinct. It is acknowledged that the buildings provide limited articulation and variation in materials, however, having regard to the size and appearance of buildings in the locality, including that of the Inghams poultry processing plant which comprise large floor plates, the building appearance is considered acceptable.

The buildings are also well sited in relationship to the road. The buildings are setback in excess of 80m from Port Wakefield Road and are sited where they will not be readily visible from either Port Wakefield Road or Summer Road. Low reflective materials are proposed to be used (subject to condition), consistent with Principle of Development Control 7.

To minimise the building bulk and scale as viewed from the neighbouring properties, the buildings have been positioned 6m from the side boundaries which is considered to be sufficient to minimise any unreasonable degree of overshadow or sense of enclosure. This is consistent with Principle of Development Control 4.

The siting, bulk and scale of the proposed building works satisfy Principles of Development Control 3, 4 and 7.

Noise

Under the General Section, Interface Between Land Uses module, Principle of Development Control 7 and 8 state that:

- 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.*

To motorised go karts will be the primary source of noise from the development. The applicant owns an existing go-kart facility at Gepps Cross and intends to use a similar model of go karts. The applicant has commissioned an acoustic report for the activity, prepared by Sonus Acoustic Engineers, to predict noise levels generated at the site.

The acoustic report concluded that the proposed development will comply with the *Environment Protection (Noise) Policy 2007*, subject to installation of noise barriers at the interface with the adjacent land and subject to restriction with respect to the go kart sound power level not exceeding 94dB(A).

The EPA have reviewed the report and have confirmed that the modelling and conclusions drawn are reasonable. The EPA also advised that a factor which has been considered is that there would be a significant motor traffic noise output from Port Wakefield Road experienced at the closest noise sensitive receiver, which is approximately 12m from the bitumen.

The proposed development satisfies Principles of Development Control 7 and 8, subject to conditions with respect to installation of the noise barrier, limitations with respect to the noise output from the go karts and prohibition on use of a public address system. Conditions are included in the recommendation regarding these matters.

Air Emissions

Under the General Section, Interface Between Land Uses module, Principle of Development Control 11 states that:

- 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.*

The main source of air emissions anticipated from this type of activity will be dust generated by vehicles, engine emissions and fuel storage/use.

The EPA has advised that the air impacts from the activity, being odour and fumes can be kept within reasonable limits given that:

- The track, manoeuvring areas and car parking will be sealed;
- Fuel will be limited to one 3,000 litre self bunded tank;
- Refuelling would be under strict control of the management within a designated area;
- Only go-karts owned by the facility will be driven on the track.

As the EPA have concluded that the air emissions likely to result from the development are acceptable, the development is considered to satisfy Principle of Development Control 11.

Suitability of Access Road

Under the General Section, Transportation and Access module, Principle of Development Control 23 state that:

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 minimizes induced traffic through over-provision;*
- (d) Is sited and designed to minimize any adverse impacts on the occupants of and visitors to neighbouring properties.*

Summer Road is sealed and connects Port Wakefield Road and St Kilda Road. The road is used as a short cut for vehicles travelling in a northerly direction to St Kilda. The junction with Port Wakefield Road is designed left in left out only. The most recent traffic count took place in 2014 and averaged 454 vehicle movements per day.

The Northern Connector is proposed to sever Summer Road adjacent to allotment 70. Current designs for the cul-de-sac are being worked through by the Department of Planning, Transport and Infrastructure. A preliminary design is provided in Attachment 1 which suggests the design is likely to be a T-shaped turn-around area.

There are in the order of six dwellings that gain access via Summer Road. Typical traffic movements per dwelling are in the order of 10 per day, meaning the estimated number of daily movements will be 60. Accounting for the number of movements projected by the applicant of 15 per hour will result in a total number of daily movements in the order of 180.

The applicant was requested to provide further justification as to how the figure of 15 movements per hour was achieved. The applicant has advised that:

- Expected traffic numbers are based on existing figures for the Gepps Cross Kart Mania, recognising that Gepps Cross is a smaller facility than that proposed. Average attendance numbers per day at the Gepps Cross Kart Mania are as follows – Mon/39, Tues/33, Wed/37, Thurs/48, Fri/79, Sat/129 and Sun/105.
- Customers typically average two persons per vehicle.
- At peak times, there should not be more than 24 vehicle movements over a 3-4 hour period. The tracks are hired out for a maximum of two hours (on average) and can accommodate 16 persons for each track at maximum capacity. This equates to 32 patrons at any one time using the go-kart tracks, with the estimated number of vehicles being 8 per hour (based on two persons per vehicle average). Additionally, group bookings (kids parties for example) using the Entertainment Facility can occur simultaneously and which typically do not exceed 16 children at any one time. These group bookings are made in hourly segments. On this rotational basis, there should be no more than 8 vehicles each hour for the internal group bookings.

- It is estimated that during peak times on a Friday, Saturday and Sunday (from 11am to 4pm) approximately 12-16 vehicles will enter and exit the site via Summer Road.

Taking into account the number of projected movements for existing dwellings and this development, the total number of estimated traffic movements will be in the order of 240. This represents a total number of movements of some 200 less than the existing situation, accounting for the loss of through traffic.

As a result of the above, it is considered that the road is capable of accommodating the projected number of vehicles using the facility and will not result in any unreasonable amenity impacts for properties fronting Summer Road. This aspect of the development satisfies Principle of Development Control 23(d) above.

The key consideration with access for this proposal via Summer Road relates to the ford crossing. The ford crossing is subject to inundation up to the road level every three years and up to 200mm of water above the road level every 9 years. At 200mm, the ford may still be negotiated by vehicles.

The ford is part of the Helps Road drain catchment which is fed by developed areas upstream including the Vicinity Industrial Estate, Direk and Springbank Waters. The water is captured in the Kaurna and Burton Wetlands with the outflow connected to this drain. With future development of vacant land at Direk, the level of flows is expected to increase.

Being near the bottom of the catchment, flooding can happen quickly. Once the water level peaks, flows subside at a steady rate, equivalent to a depth of 50mm per hour. Based on the projected flows, the times in which the road must be closed are expected to be limited both in terms of the number of events and their duration.

Council's Development Engineering section have reviewed the suitability of Summer Road to service this development and have confirmed that the access arrangements are workable, provided that the following controls are in place:

1. *The operator of the facility must prepare a Flood Management Plan which takes into account potential risks in terms of access to their business during storm events;*
2. *An emergency gate must be provided to Port Wakefield Road.*

Finally, a number of the representors raised concerns with respect to:

- Lack of footpaths in Summer Road, thereby creating conflict between vehicles, cyclists and horse riders;
- Incidence of speeding drivers on Summer Road;
- The Summer Road and Port Wakefield Road junction is a hazard.

Paved footpaths are generally not provided in rural residential, commercial and industrial areas. This development will not require pedestrian access along Summer Road and as the number of vehicle movements are projected to reduce after completion of the Northern Connector, vehicle conflict with pedestrians, cyclists and horse riders should also be reduced.

In addition, the construction of the Northern Connector will result in the length of Summer Road being reduced in length by half (1,800m down to 900m). Given that the road will be a no-through road, this will discourage speeding, recognising there is a slow point being the ford which will further discourage speeding on this 50km/h road.

With respect to the Port Wakefield Road/Summer Road junction, The Commissioner of Highways have not raised any objection with respect to the capacity or design of the junction. It is noted that with the construction of the Northern Connector, the number of vehicles using the intersection will also be reduced.

In summary, while the ford crossing presents some risks in terms of access to the facility, it is considered that these can be managed. In addition, with the construction of the Northern Connector, additional traffic generated by this development will be offset by a reduction in through traffic thereby resulting in an overall net reduction in vehicle movements.

Car Parking

Under the General Section, Transportation and Access module, Principle of Development Control 32 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.*

The proposed development will be served by 113 on-site car parking spaces to service up to 90 attendees and 15 staff. Assuming each worker and patron drives to the facility, this will result in a maximum parking demand of 105. As the proposed facility will provide 113 car parking spaces, the development will satisfy Principle of Development Control 32.

There is clearly a surplus number of spaces provided by the development. It is expected that many visitors to the facility will car pool in which case the expected car parking demand is likely to be half that provided by the development. The applicant has advised that they are aware of the surplus supply and this is part of their proposal.

It should also be noted that pedestrian access is not intended to be available from Port Wakefield Road. To discourage the parking of vehicles on Port Wakefield Road adjacent to the site, it is considered appropriate to impose a condition which precludes pedestrian access to the site via Port Wakefield Road.

While the number of spaces provided is in excess of that required for the development, the intent of the Development Plan is satisfied in that sufficient parking is provided on-site.

Vehicular Access

Under the General Section, Transportation and Access module, Principles of Development Control 33, 38 and 40 state that:

- 33** *Development should be consistent with Australian Standard AS 2890 Parking facilities.*
- 38** *Parking areas should be sealed or paved in order to minimize dust and mud nuisance.*

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

A 6m wide internal sealed driveway is proposed to be constructed from the Summer Road edge of pavement up to the internal car park. The driveway aisle achieves a continuous width of 6m and which shall serve 90 degree angled parking either side of the aisle. The driveway will span the southern boundary length of lot 70.

The car parking is configured in a 90 degree angled arrangement, located in the south-western corner of lot 9. Car parking will achieve dimensions of 2.6m wide by 5.5m and two disabled car parking spaces will be provided nearest to the entry with a painted refuge provided on either side. The parking design is compliant with Australian Standard 2890.

The 6m driveway and aisle is sufficient to permit simultaneous two-way movements, consistent with Australian Standard 2890. Due to the considerable length of internal driveway in one direction, it is considered appropriate for speed signs and traffic humps to be implemented to control traffic speed to safe limits (25km/h). This has been conditioned.

The internal driveway and access arrangements are workable and are consistent with the above-mentioned Principles of Development Control.

Should the status of Port Wakefield Road change in the future, there is scope for the applicant to apply to Council to vary the current design to facilitate an alternative car parking and circulation design which allows for a connection to Port Wakefield Road. This matter can be revisited at a later stage.

Effluent Disposal

Under the General Section, Waste module, Principle of Development Control 10 states that:

- 10** *Development that produces any sewage or effluent should be connected to a waste treatment system that complies with (or can comply with) the relevant public and environmental health legislation applying to that type of system.*

The site is not connected to the sewerage main and consequently the unisex toilet facilities proposed within the family entertainment shed must be connected to an approved on-site effluent disposal system. Council's Senior Environmental Health Officer has confirmed that an approved on-site effluent disposal system can be accommodated on the site.

A condition is included in the recommendation mandating the connection of the unisex toilet facilities to an approved on-site effluent disposal system. Subject to this condition, the development will satisfy Principle of Development Control 10 above.

Stormwater Management

Under the General Section, Natural Resources module, Principles of Development Control 8 and 9 state that:

- 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.*

The Applicant has submitted a Stormwater Management Plan, prepared by FMG Consulting Engineers. Due to the proposal being varied to gain access via Summer Road, the stormwater management plan is now inconsistent with the revised site plan and thus requires amendment. The applicant will update the Stormwater Management Plan as a Reserved Matter, if the application is granted Development Plan Consent.

Stormwater runoff for all storms up to and including the 100 year ARI storm event are proposed to be detained on-site and released to the existing unlined watercourse bordering the northern boundary of the site. In addition, the proposed buildings will have a finished floor level designed to achieve a minimum 300mm of freeboard above the 100 year ARI inundation level in the adjacent detention basin.

The detention basins will be designed to control the rate of discharge from the site and as runoff from the tracks and facility will be captured within the basins on-site, water will be filtered prior to discharge off-site. This design is consistent with Principle of Development Control 8. Further, the proposed buildings will achieve freeboard above the 1 in 100 year ARI event, consistent with Principle of Development Control 9.

Landscaping

Under the General Section, Landscaping, Fences and Walls module, Objective 1 seeks:

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

Tree planting is proposed adjacent to the Port Wakefield Road boundary and adjacent portion of the southern side boundary, west of the family entertainment building. Additional tree planting is provided within some of the car parking area. Indigenous ground and middle plant species will be used and the areas between the tracks will be planted with grass.

Council's Landscape Design Team have reviewed the landscaping and advised that taller shade trees should be provided to provide a vertical element. In addition, it is considered that additional tree planting should be provided to soften the appearance of the internal driveway and car parking areas.

A Reserved Matter is included in the recommendation, requesting that a final landscaping plan be submitted, prepared by a qualified and experienced landscape architect or horticulturalist, which designates the location of all landscaping and their species. This plan shall be approved by Council prior to Development Approval.

With inclusion of the final landscaping plan which shall comprise a mix of indigenous trees, shrubs and groundcovers, the development will satisfy Objective 1 above.

Fuel Storage

Under the General Section, Hazards module, Principle of Development Control 23 states that:

- 23** *Hazardous materials should be stored and contained in a manner that minimizes the risk to public health and safety and the potential for water, land or air contamination.*

A self bunded 3,000 litre fuel tank is proposed to be sited between the car park and mechanics shed. The tank will comply with the relevant Australian Standard. The tank will be fueled by a small truck of not greater than 8.8m in length. A designated entry area is provided to enable the truck to park adjacent the fuel storage area, fuel and then leave in a forward direction.

The EPA have reviewed the fuel tank location, size and method of bunding and have advised this is acceptable. Therefore, the proposal will satisfy Principle of Development Control 23.

Waste

Under the General Section, Waste module, Principle of Development Control 5 states that:

- 5** *Development should include appropriately sized area to facilitate the storage of receptacles that will enable the efficiency recycling of waste.*

The proposed activity is not expected to generate substantive amounts of waste. The principal source of waste will be from food and drinks consumed on-site. Waste can be deposited into garbage bins in appropriate locations with regular disposal into a larger sized receptacle. There is ample room within the site in which to store a receptacle.

A condition is included in the recommendation which mandates the collection and storage of all rubbish/waste in covered containers pending removal. Responsible management of the facility can ensure that this condition is satisfied. This condition reinforces compliance with Principle of Development Control 5 above.

Advertisements

Under the General Section, Advertisements module, Principle of Development Control 1 states that:

- 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 significant 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.*

A 6m wide by 2.4m high sign advertising Kart Mania will be fixed to the eastern wall of the building. The sign will be situated beneath the gable end and is of a size that is of relative proportion to the building, the sign complements the form of the building and is compatible with the size of existing signs within the locality.

The sign is considered to be appropriate in conjunction with the land use and is consistent with Principle of Development Control 1 above.

13. CONCLUSION

The applicant seeks Development Plan Consent for an entertainment facility comprising three go kart tracks, family entertainment shed, mechanical shed, corporate shed, fuel storage tank and associated boundary fencing, signage, car parking, manoeuvring areas and landscaping.

The application was subject to Category 3 public notification with 13 representations received during this period, 10 in opposition. The representors' principal concerns relate to noise, incompatibility with existing uses and traffic issues on Summer Road.

Detailed assessment of the application has found that while some risks are encountered in relation to the Summer Road access arrangements, the application is on balance supported taking into account:

- a) While not an envisaged land use in the Deferred Urban Zone, the use is considered to be compatible with existing and anticipated future land uses;
- b) Overall number of vehicle movements on Summer Road will be reduced from existing figures, given that through traffic will be removed with the construction of the Northern Connector;
- c) An acoustic report has been prepared which has been reviewed by the Environment Protection Authority who concluded the report is reasonable;
- d) The development incorporates appropriate design with respect to access, car parking, stormwater management, fuel storage and landscaping.

Consequently, it is recommended that Development Plan Consent be granted, subject to Reserved Matters and 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 7th July 2016.
- B. Pursuant to Section 33 of the *Development Act 1993*, Development Plan Consent is **GRANTED** to application number 361/1755/2016/3B for Entertainment facility comprising three go kart tracks, family entertainment shed, mechanical shed, corporate shed, fuel storage tank and associated boundary fencing, signage, car parking, manoeuvring areas and landscaping in accordance with the plans and details submitted with the application and subject to the following Reserved Matters and conditions:

Reserved Matters:

The following matters 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. The Applicant shall submit a Civil Plan/Stormwater Management Plan, prepared by a qualified and experienced Civil Engineer, which shall incorporate all of the following:

- a) Site levels, nominated finished floor levels and cut/fill details for all buildings, tracks, car parking and driveway areas;
 - b) Any retaining walls, kerbing or ramps, their design and grades;
 - c) Pavement design details and gradients;
 - d) Car parking dimensions, aisle widths, circulation patterns and associated parking markings and signage;
 - e) Emergency track to link the car park with Port Wakefield Road;
 - f) Stormwater management arrangements including accompanying design calculations which consider minor storm (Q10) and major storm (Q100) events;
 - g) Water sensitive urban design measures to maximise stormwater detention on-site and control the quantity and quality of stormwater discharge off-site as follows:
 - i) All runoff from tracks to discharge to grassed areas;
 - ii) Ultimate discharge to existing swale on the northern boundary;
 - iii) Wide and shallow grassed swale to convey surface flows from the car park to the open drain;
 - iv) Roof water discharged via underground pipe to the existing swale at pre-development equivalent.
2. The Applicant shall submit a detailed Landscaping Plan, drawn to scale, prepared by a qualified and experienced landscape architect or horticulturalist which shall incorporate all of the following:
- a) Location for all designated landscaped areas;
 - b) Mix of indigenous shade trees, shrubs and groundcovers within designated landscaped areas;
 - c) Planting of shade trees in accordance with the Approved Site Plan, within the car park area and to line one side of the new entrance driveway (spanning the length of lot 70);
 - d) Shade trees shall comprise *Lophostemon confertus* or *Araucaria heterophyll* or *Brachychiton acerifolius*;
 - e) Grass covers to cover all fields surrounding the tracks;
 - f) Details of irrigation management;
3. The Applicant shall submit a Flood Management Plan, which shall provide measures that will be implemented during times when the Summer Road ford is closed and shall include the following:
- a) Provision for closure of the facility when Summer Road is closed;
 - b) An emergency contingency plan in the event that Summer Road is closed when patrons are present within the facility;
 - c) Provision for emergency egress via Port Wakefield Road;
 - d) Acknowledgement that Council shall not be held liable for loss of income as a result of Summer Road closure due to flooding.

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 05.09.16	Covering letter to Council	Received by Council dated 06.09.16	ESD Planning & Design
Not Stated	Planning Report	Received by Council dated 27.09.16	ESD Planning & Design
Dated 12.01.17	Reply to Council Info Request	Dated 12.01.17	ESD Planning & Design
PL 01_1 Rev F 11.01.17	Site Plan	Received by Council dated 12.01.17	Ahrens
PL 16-024 PL Rev C 02 02.09.16	Floor Plan – Family Entertainment Shed	Received by Council dated 06.09.16	Ahrens
PL 16-024 Rev C PL 04 02.09.16	Elevation Plan – Family Entertainment Shed	Received by Council dated 06.09.16	Ahrens
PL 16-024 Rev C PL 05 02.09.16	Floor Plan and Elevation Plan – Mechanic's Shed	Received by Council dated 06.09.16	Ahrens
PL 16-024 Rev C PL 06 02.09.16	Floor Plan and Elevation Plan – Corporate Shed	Received by Council dated 06.09.16	Ahrens
S4494C7	Environmental Noise Assessment	November 2016	Sonus
S31464 - 249516	Stormwater Management Plan	Received by Council dated 27.09.16	FMG Engineering
Dated 23.02.17	Response to Representations	Dated 23.02.17	ESD Planning & Design

Note: All plans and documents approved by Council under Reserved Matters 1, 2 and 3 form part of this Consent and shall be implemented in full prior to the commencement of use except where otherwise varied by the conditions of consent.

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

- Except where otherwise approved, no materials, goods or containers shall be stored in the designated car parking area or driveways at any time.

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

- Hours of operation shall be limited to:

- Monday to Thursday, 10am – 9pm
- Friday and Saturday, 10am – 10pm

- Sunday, 10am – 8pm

Reason: To ensure the use is compatible with the amenity of the locality.

4. The maximum number of patrons using the facility at any one time shall not exceed 90 persons.

Reason: To ensure the use is compatible with the amenity of the locality.

5. Except where otherwise approved, the external finishes of all buildings shall:

- a) Be of new non-reflective materials; and
- b) Be finished in “Shale Grey” and “Windspray” in accordance with the email from Elinor Sedman, dated 12th January 2017; and
- c) Be maintained in good condition at all times.

Reason: To ensure the building appears as one and maintains the amenity of the locality.

6. Except where otherwise approved, the advertisement approved as part of this application shall not:

- a) Move; or
- b) Flash; or
- c) Reflect light so as to be an undue distraction to motorists; or
- d) Be internally or externally illuminated.

Reason: To minimize driver distraction and disturbance to adjoining properties within the locality.

7. A public address system shall not be used at any time.

Reason: To maintain the amenity of the locality.

8. All rubbish/waste shall be contained and stored pending removal in covered containers which shall be contained within the building and/or otherwise screened from public view at all times.

Reason: To maintain the amenity of the locality.

9. All mechanical services to the building and in conjunction with the proposed use shall be designed, installed and operated in such a manner that any person or persons working within or adjacent to the site shall 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.

10. 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 or danger to vehicles on adjoining public roads.

11. All vehicles shall enter and exit the site in a forward direction at all times.

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

12. All landscaping identified on the Landscaping Plan, Approved by Council under Reserved Matter 3 shall be completed, prior to commencement of use and shall be maintained at all times thereafter (including the replacement of diseased or dying plants and the removal of weeds and pest plants).

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

13. Speed control devices including signs and speed humps shall be implemented within the site to control internal vehicle speeds to not greater than 25km/h at all times.

Reason: To ensure safe internal vehicle movements are achieved.

14. All driveways and manoeuvring areas and hardstand areas as shown on the Approved Site Plan, prepared by Ahrens, received by Council dated 12th January 2017, shall be constructed with brick paving, concrete or bitumen to a standard appropriate for the intended traffic volumes and vehicle types. Individual car parking bays shall be clearly line marked. Driveways and car parking areas shall be established prior to the commencement of use and shall be maintained at all times to the satisfaction of Council.

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

15. The car parking layout and associated aisle widths and car park manoeuvring area shall be designed and constructed to comply with AS 2890.1 – Off-street parking, Part 1 and Austroads ‘ Guide to Traffic Engineering Practice Part 11 – Parking’.

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

16. External lighting shall be directed and shaded such that light overspill and/or nuisance to adjacent occupiers or distraction to motorists on adjacent public roads is avoided at all times. The lighting shall not be used after 10pm.

Reason: To ensure that lighting does not cause nuisance or danger to adjoining occupiers or road users, thereby reducing the amenity of the locality and/or making the road use unsafe.

17. Measures shall be implemented to eliminate dust emissions from the site during the construction period so as not to cause nuisance to adjacent properties or the adjacent road network.

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

18. The development shall be carried out in accordance with the Civil Plan/Stormwater Management Plan, Approved by Council under Reserved Matter 1, prior to the commencement of use.

Reason: To ensure the Approved Civil Plan/Stormwater Management Plan is implemented.

19. An emergency egress gate shall be provided to Port Wakefield Road to enable visitors to exit the site in the event that the Summer Road ford is closed.

Reason: To ensure an emergency access/egress is available in the event that Summer Road is closed due to flooding of the ford crossing.

20. The toilet facilities shall be connected to an Approved on-site effluent disposal system under the *SA Public Health Act 2011*. The system shall be installed prior to commencement of use and shall remain in satisfactory condition to the satisfaction of Council at all times.

Reason: To ensure the site is connected to an approved on-site effluent disposal system.

21. Pedestrian access to the site via Port Wakefield Road shall not be permitted at any time. To remove doubt, a pedestrian access gate shall not be provided at any time to Port Wakefield Road.

Reason: To avoid interference with the flow of traffic on Port Wakefield Road.

Commissioner of Highways

22. All general access to the subject site shall be via Summer Road only. A single 4.0 metre wide emergency gate may be permitted on Port Wakefield Road for emergency exit purposes when Summer Road is closed due to flooding. The emergency gate must not be used for anything other than emergency exit purposes and must be locked at all times.

23. Any existing access points to Port Wakefield Road (other than the emergency gate) shall be permanently closed and fenced off to prevent further use.

24. In the event that the Summer Road ford is upgraded or the subject land use ceases or changes, the emergency access shall be permanently closed and fenced off to prevent further use.

EPA

25. Prior to operation of the facility a 1.8 metre high acoustic barrier must be installed along the interface with the sensitive receivers to the north and south of the subject

land as shown in the diagram on Page 7 of the Sonus report S4494C7 to act as a barrier between the facility and the residences. This barrier must remain in place for the life of the facility.

26. Vehicles using the facility must be restricted to only low noise go-karts that have a maximum sound power level of 94dB(A) .

Note: An example of a go-kart that can comply is the go-kart measured at the Gepps Cross Kart Mania facility on 18 December 2014, which is understood to have a SODIKART PM371.035 low noise exhaust.

Advice Notes

1. The conditions imposed herein shall be in addition to conditions that apply to the subject property from previous approvals that remain active.
2. Except where otherwise Approved, no advertisements or advertising displays including flags, streamers or bunting shall be displayed on or about the subject land at any time.
3. The site does not have a connection to the SA Water sewerage main and therefore an application for an on-site wastewater system must be lodged and approved by Council, to ensure compliance with the *SA Public Health (Wastewater) Regulations* and the on-site Wastewater Systems Code. The applicant must include all relevant underfloor plumbing plans, wastewater engineering certification and wastewater flow impact. If you have any queries regarding this matter, please contact Council's Senior Environmental Health Officer, James Story on 8406 8218.
4. The structure and design of the food premises shall be undertaken and constructed in compliance with the *Food Act 2001* and Food Safety Standard 3.2.3.
5. Sales of liquor from the premises will require a license under the *Liquor Licensing Act 1997*. If you have any questions regarding this matter, please contact Consumer and Business Services on 131 882.
6. There is a high pressure Epic Energy gas pipeline located within the Port Wakefield Road reserve. It is recommended that you contact Epic Energy South Australia prior to the commencement of the development on 8343 8100.

Commissioner of Highways

7. The Metropolitan Adelaide Road Widening Plan shows that a strip of land up to 15.0 metres in width may be required from the Port Wakefield Road frontage of this site for the possible future upgrading of Port Wakefield Road. Although there are no current road proposals that would require the acquisition of any land from the site, the consent of the Commissioner of Highways is required under the Metropolitan Adelaide Road Widening Plan Act for all new building works located on or within 6.0 metres of the possible requirement. However, as no building works are proposed within the above areas as part of this application, consent is not required in this instance.

8. With respect to the emergency access, the applicant must write to the Department to apply for a permit for this access. A permit can be applied for by writing to the Commissioner of Highways C/- Mr George Morias, Team Leader – Traffic Access, Traffic Operations, GPO Box 1855, ADELAIDE, SA 5000 or via email to dpti.luc@sa.gov.au.

EPA

9. The applicant is reminded of its general environmental duty, as required by section 25 of the *Environment Protection Act 1993*, to take all reasonable and practicable measures to ensure that the activities on the whole site, including during construction, do not pollute the environment in a way which causes or may cause environmental harm.
10. The applicant is reminded that demolition and construction is required to be carried out so that it complies with the mandatory construction noise provisions of Part 6, Division 1 of the *Environment Protection (Noise) Policy 2007*.
11. EPA information sheets, guidelines documents, codes of practice, technical bulletins etc. can be accessed on the following web site: <http://www.epa.sa.gov.au>.

CO-ORDINATION

Officer: GMCID
Date: 14.03.17

ATTACHMENTS

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

1. Attachment 1 - Application Documentation
2. Attachment 2 - Copy of Representations and Applicant's Response
3. Attachment 3 - EPA and Commissioner of Highways Referral Response
4. Attachment 4 - Extract of Relevant Provisions Development Plan 07.07.16

ATTACHMENT 1 – APPLICATION DOCUMENTATION



CITY OF SALISBURY DEVELOPMENT APPLICATION FORM

361/ 1755 /2016/

Please use BLOCK LETTERS and Black or Blue Ink

APPLICANT NAME:		ESD Planning & Design	
POSTAL ADDRESS:		PO BOX 493 LYNDONCH SA 5351	
OWNER NAME: (This must be completed)		Mr Ross Edwards	<input type="checkbox"/> as above
OWNER POSTAL ADDRESS:		47 Esplanade, Semaphore SA 5019	<input type="checkbox"/> as above
OWNER PHONE NO:	OWNER FAX NO:	OWNER EMAIL: rossedwards48@gmail.com	
CONTACT PERSON FOR FURTHER INFORMATION <input type="checkbox"/> as above			
NAME: Ms Elinor Sedman (ESD Planning & Design)		TELEPHONE (W): 85245401 (M): 0421556670	
EMAIL: esdplan@gmail.com		FAX:	
BUILDER NAME:		BUILDERS EMAIL:	
BUILDER POSTAL ADDRESS:		CONTACT NO.:	
CURRENT USE OF PROPERTY: Vacant land		LICENCE NO.:	
DESCRIPTION OF PROPOSAL: Entertainment Facility with associated Go-Kart Tracks, mechanical shed and workshop.		DEVELOPMENT COST \$ 2.5Mil	
LOCATION OF PROPOSAL			
Street No: 1113-1117		Street: Port Wakefield Road	
		Suburb: Bolivar	
Lot No: 9 & 10	Section: S004	Plan: F15827	Volume: 5083
		Folio: 129 & 130	
OFFICE USE ONLY			
Registration Date: 6 / 9 / 2016		Zone: DU	
		Ward: West	
BUILDING RULES CLASSIFICATION			
Classification sought:			
Class 5, 6, 7, or 9 classification is sought, state the proposed number of employees		Male: Female:	
Class 9a classification is sought, state the number of persons for whom accommodation is provided:			
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: 5 / 9 / 2016

DEVELOPMENT REGULATIONS 2008

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

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

FROM Name Elinor Sedman
Address PO BOX 493 Lyndoch SA 5351

Phone No 85245401 (Mobile) 0421556670

DATE OF APPLICATION 5 / 9 / 2016

LOCATION OF PROPOSED DEVELOPMENT

House No 1113-1117 Lot No Street Port Wakefield Road
Town/Suburb Bolivar
Section No (full/part) Hundred
Volume 5083 Folio 129 & 130

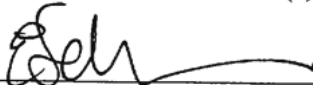
NATURE OF PROPOSED DEVELOPMENT

Entertainment Facility with associated Go-Kart Tracks, mechanical shed and workshop.

I (insert full name) Elinor Sedman

being the applicant / a person acting on behalf of the applicant (delete the inapplicable statement) for the development described above declare that the proposed development will involve the construction of a building which would, if constructed in accordance with the plans submitted, not be contrary to the regulations prescribed for the purposes of section 86 of the Electricity Act 1996. I make this declaration under Clause 2A (1) of Schedule 5 of the Development Regulations 2008.

SIGNED



DATE

5, 9, 16

PLEASE NOTE THAT THE FORM CONTINUES OVER



Government of South Australia
Department of Planning,
Transport and Infrastructure

Product	Register Search
Date/Time	12/01/2017 10:07AM
Customer Reference	
Order ID	20170112002781
Cost	\$27.75

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



Registrar-General

Certificate of Title - Volume 6178 Folio 269

Parent Title(s) CT 5751/842
Dealing(s) RTC 12565215
Creating Title
Title Issued 04/08/2016
Edition 1
Edition Issued 04/08/2016

REAL PROPERTY ACT, 1896



South Australia

Estate Type

FEE SIMPLE

Registered Proprietor

DENISE SIMONE MARGUERITE RUSSELL
OF 77 FENDON ROAD SALISBURY PLAIN SA 5109

Description of Land

ALLOTMENT 70 DEPOSITED PLAN 112363
IN THE AREA NAMED BOLIVAR
HUNDRED OF PORT ADELAIDE

Easements

NIL

Schedule of Dealings

NIL

Notations

Dealings Affecting Title

NIL

Priority Notices

NIL

Notations on Plan



NIL

Registrar-General's Notes

NIL

Administrative Interests

NIL



Government of South Australia
Department of Planning,
Transport and Infrastructure

Product
Date/Time
Customer Reference
Order ID
Cost

Register Search
05/09/2016 11:39AM
Ross Edwards
20160905004616
\$27.75

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



Registrar-General

Certificate of Title - Volume 5083 Folio 130

Parent Title(s) CT 4178/209
Dealing(s) CONVERTED TITLE
Creating Title
Title Issued 12/08/1992
Edition 3
Edition Issued 06/06/2016



Estate Type

FEE SIMPLE

Registered Proprietor

DENISE SIMONE MARGUERITE RUSSELL
OF 77 FENDON ROAD SALISBURY PLAIN SA 5109

Description of Land

ALLOTMENT 10 FILED PLAN 15827
IN THE AREA NAMED BOLIVAR
HUNDRED OF PORT ADELAIDE

Easements

NIL

Schedule of Dealings

NIL

Notations

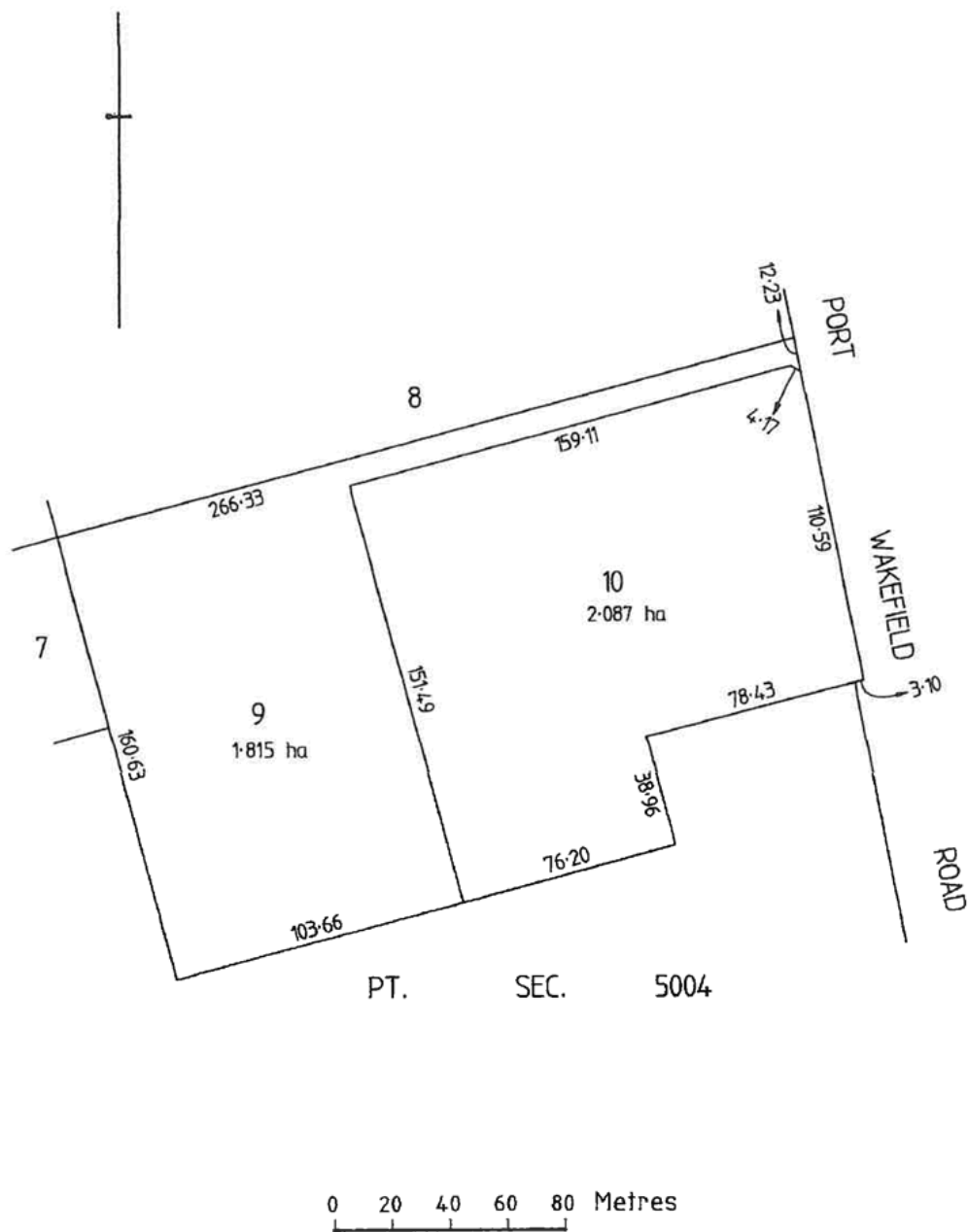
Dealings Affecting Title

NIL

Priority Notices

NIL

Notations on Plan





Government of South Australia
Department of Planning,
Transport and Infrastructure

Product	Register Search
Date/Time	05/09/2016 11:39AM
Customer Reference	Ross Edwards
Order ID	20160905004616
Cost	\$27.75

NIL

Registrar-General's Notes

CONTROLLED ACCESS ROAD VIDE PLAN 15

Administrative Interests

NIL

* Denotes the dealing has been re-lodged.



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



Registrar-General

Certificate of Title - Volume 5083 Folio 129

Parent Title(s) CT 4178/208
Dealing(s) CONVERTED TITLE
Creating Title
Title Issued 12/08/1992
Edition 3
Edition Issued 06/06/2016

REAL PROPERTY ACT, 1986



Estate Type

FEE SIMPLE

Registered Proprietor

DENISE SIMONE MARGUERITE RUSSELL
OF 77 FENDON ROAD SALISBURY PLAIN SA 5109

Description of Land

ALLOTMENT 9 FILED PLAN 15827
IN THE AREA NAMED BOLIVAR
HUNDRED OF PORT ADELAIDE

Easements

NIL

Schedule of Dealings

NIL

Notations

Dealings Affecting Title

NIL

Priority Notices

NIL

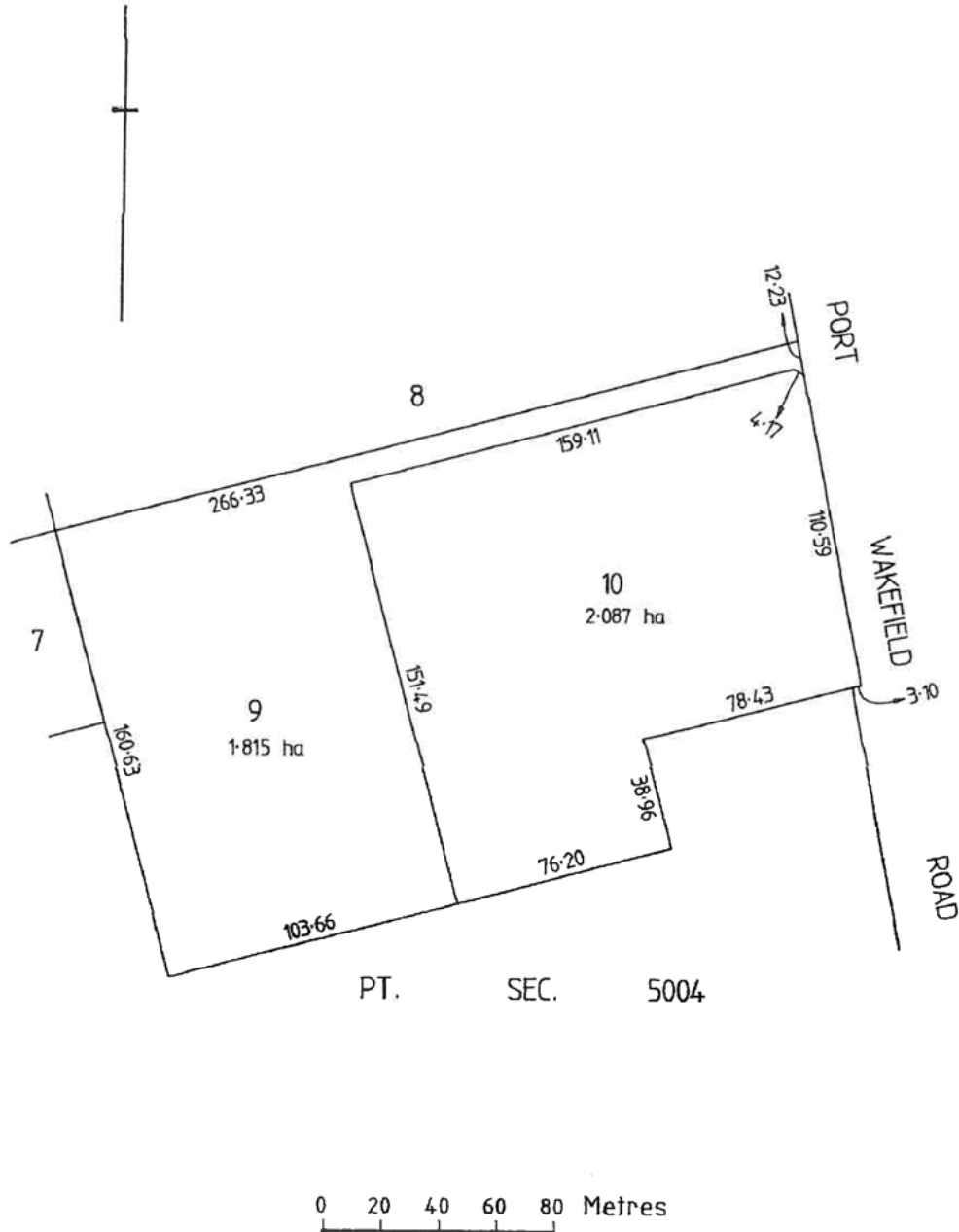
Notations on Plan



Government of South Australia
Department of Planning,
Transport and Infrastructure

Product
Date/Time
Customer Reference
Order ID
Cost

Register Search
05/09/2016 11:36AM
Ross Edwards
20160905004532
\$27.75





NIL

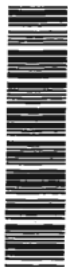
Registrar-General's Notes

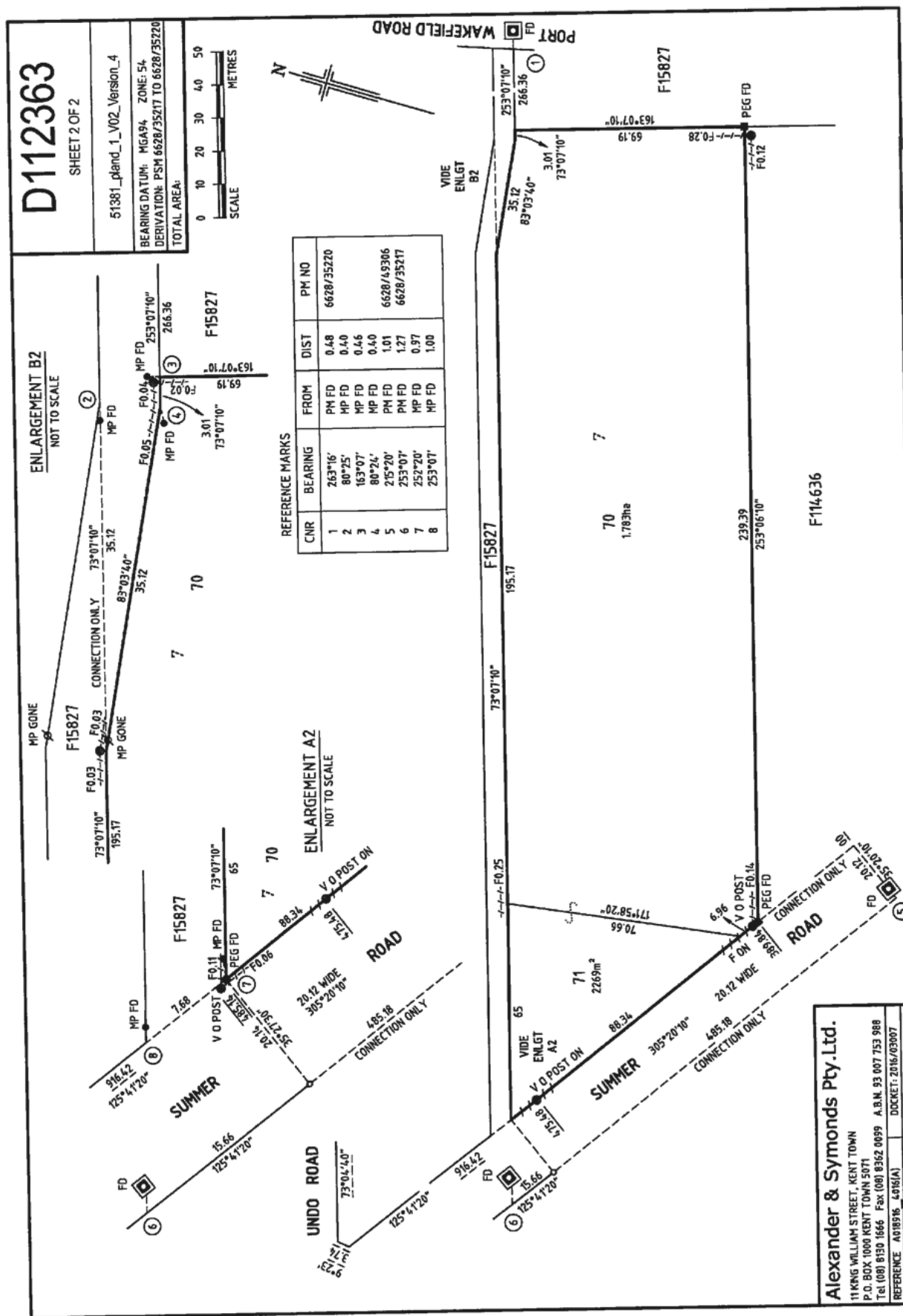
CONTROLLED ACCESS ROAD VIDE PLAN 15

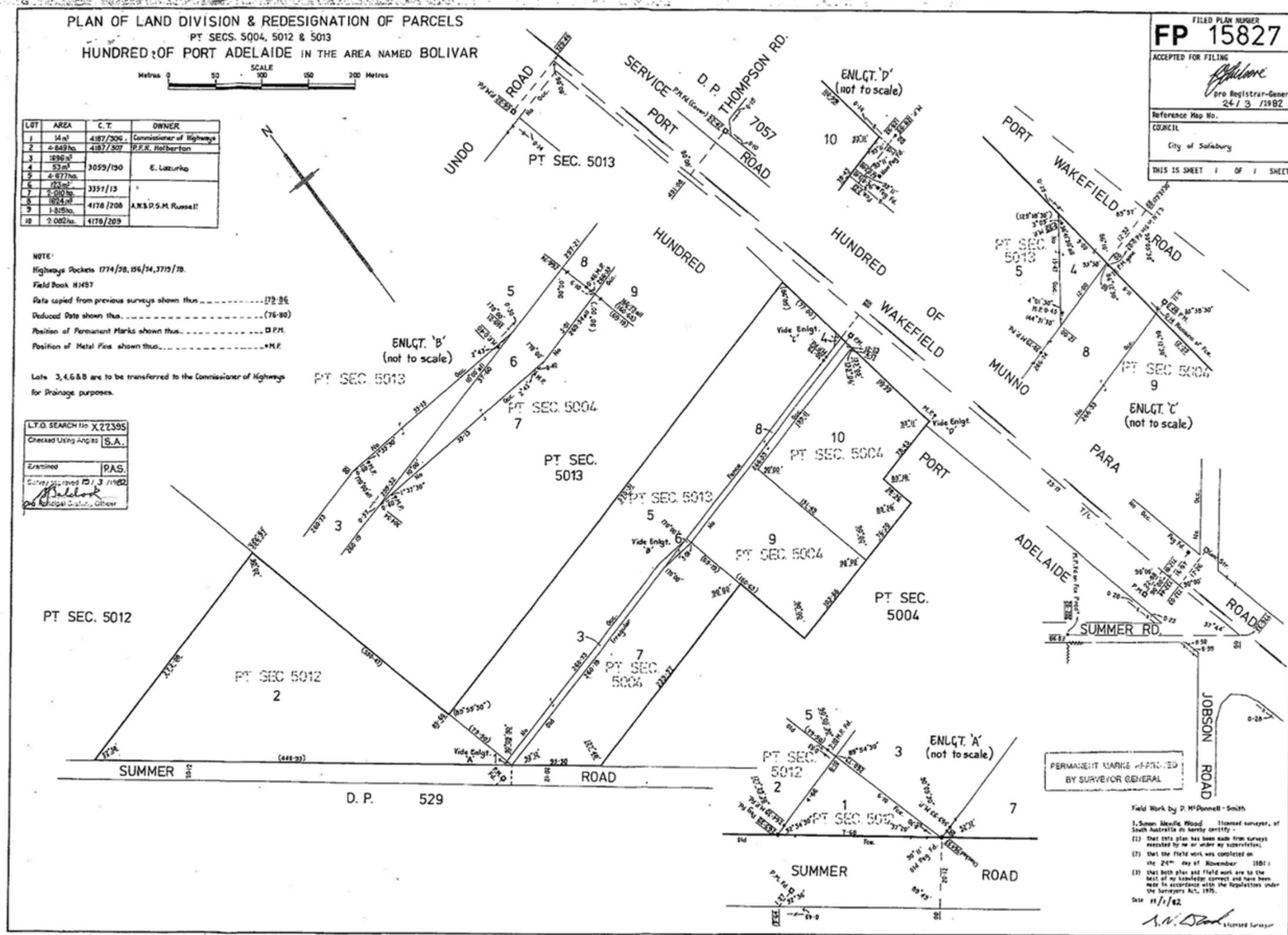
Administrative Interests

NIL

* Denotes the dealing has been re-lodged.

PURPOSE:	DIVISION	AREA NAME:	BOLIVAR	APPROVED:	
MAP REF:	6628/21/N	COUNCIL:	CITY OF SALISBURY	ALEX ANDRADE-FIGUEROA 08/03/2016	D112363
LAST PLAN:		DEVELOPMENT NO:		DEPOSITED: DEAN WATSON 25/07/2016	SHEET 1 OF 2 51381_text_01_v04_Version_4
AGENT DETAILS:		SURVEYORS CERTIFICATION:			
ALEXANDER & SYMONDS PTY LTD 1ST FLOOR 11 KING WILLIAM ST KENT TOWN SA 5067 PH: 81301666 FAX: 83620099		I Thomas Samuel Jeffrey, a licensed surveyor do hereby certify - 1) That this plan has been made from surveys carried out by me or under my personal supervision and in accordance with the Survey Act 1992. 2) That this field work was completed on the 23rd day of February 2016 8th day of March 2016 Thomas Jeffrey Licensed Surveyor			
AGENT CODE: ALSY					
REFERENCE: A018916_4016(A)					
SUBJECT TITLE DETAILS:					
PREFIX	VOLUME	FOLIO	OTHER	PARCEL	
CT	5751	842		ALLOTMENT(S)	
OTHER TITLES AFFECTED:					
EASEMENT DETAILS:					
STATUS	LAND BURDENED	FORM	CATEGORY	IDENTIFIER	PURPOSE
					IN FAVOUR OF
CREATION					
ANNOTATIONS:					
ALLOTMENT 71 IS TO ISSUE TO THE COMMISSIONER OF HIGHWAYS LAND ACQUISITION ACT 1969 APPLIES TO THIS PLAN NO OCCUPATION ON SURVEYED LAND BOUNDARIES UNLESS SHOWN OTHERWISE					





5th September 2016

City of Salisbury Planning Department
2 James Street
SALISBURY
SA 5108
Atten: Chris Zafiropoulos



RE: 1113-1117 Port Wakefield Rd, Bolivar.

Dear Chris,

I act on behalf of Mr Ross Edwards with respect to the lodgement of a Development Application for a Entertainment Facility with associated Go-Kart Tracks, Mechanical Shed and Workshop.

The following information is included as part of this application:

- (i) A completed application form
- (ii) Copies of Title
- (iii) Floor Plans and Elevations
- (iv) Landscape Concept Plan
- (v) Planning Report

A concept Stormwater Management Plan is in the process of being prepared and will be submitted to form part of this application once finalised.

Pre-application discussions were undertaken with Aaron Curtis, Ross Edwards and myself in February 2016, with a written response provided which outlined possible information requirements as part of the application. It was recommended that the previous acoustic report, prepared by Sonus for the application at 901 Port Wakefield Road, Bolivar, be amended to suit this site in order to demonstrate compliance with *Environment Protection (Noise) Policy 2007*. It is my view however that, whilst there is a sensitive receiver (dwelling) at its closest point of 20 metres from the proposed car park, the basis of the Sonus report dated July 2015) is still relevant to this site, as are the recommendations by the acoustic consultant. The reasons for this are discussed in the attached planning report and a copy of the acoustic report is included for your information.

As advised we have undertaken pre-application discussions with the Department for Planning, Transport and Infrastructure (DPTI) regarding changes to the existing access from Port Wakefield Road and the compulsory acquisition of a small portion of Lot 7 which abuts Lot 9 and Summer Road, due to the construction of the Northern Connector to the west of the subject land. George Morias (Manager Land Use Co-ordination Unit, DF



advises that should DPTI not support the proposed changes to the access from Port Wakefield Road, access be gained via Summer Road and Lot 7 to the west. Should this be the case Lot 7 would form part of the 'subject site' and the site would not be land locked and/or constrained by the construction of the Northern Connector project.

I have also reviewed the Development Regulations 2008 (Schedule 8, (11)) with respect to the possible referral to the Environment Protection Authority (EPA) and have also one of their Senior Environmental Planners to discuss and am of the view that it may not need referral as the storage of fuel on site is well under the prescribed threshold at only 3000 litres. In addition SafeWork SA formally classify the Go-Kart's themselves as 'amusement rides', rather than a form of 'motor racing'. Staff from the EPA advised however that Council may wish to refer the application to them for advice, for which we have no objection.

As requested also I have contacted Brian O'Callaghan from Epic Energy who stated that they did not have any concerns with the proposal as the development will not affect their infrastructure due to the pipeline being on the opposite side of Port Wakefield Road.

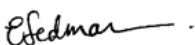
With respect to the characterisation on the proposed development, the details of which are outlined in the planning report, it is important to note initially, that there are no proposed 'amusement machines' as defined pursuant to Schedule 1 (*Development Regulations 2008*) and relevant case law outlined in *Planning Law SA*. Consequently, I am of the view that the previous characterisation by Council of this development as an 'Entertainment Facility' is the most accurate and therefore as an undefined land use should be assessed as a 'merit' form of development. The only advertising signage proposed at this stage is attached to the building and does not wholly or partly extend above the top wall or the fascia. Should any free standing signage be proposed at a later stage it is understood that this will be a non-complying form of development.

The remaining issues highlighted in the pre-application response, dated 15 February 2016 are addressed with the attached planning report to follow next week.

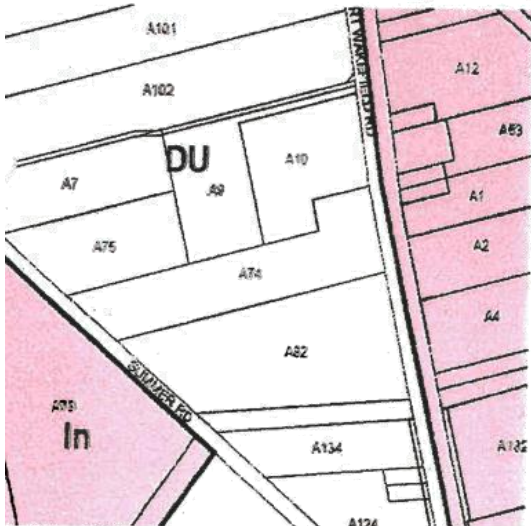
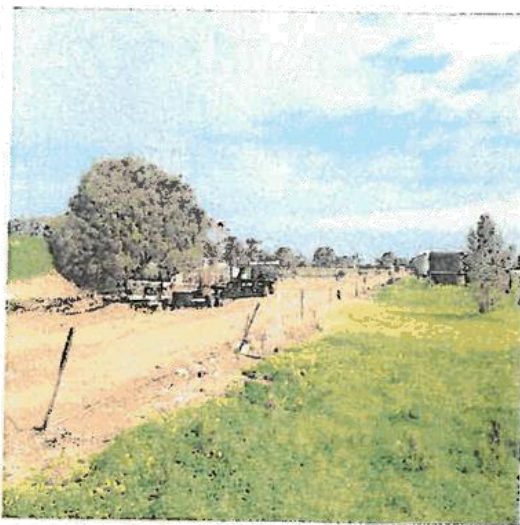
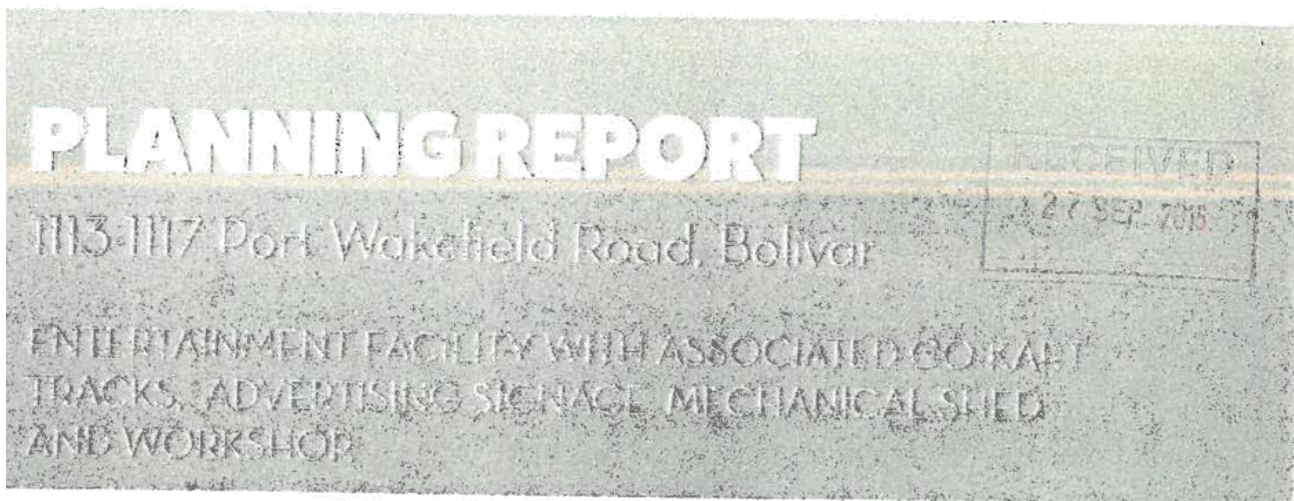
Lastly, as the sale of the subject land is conditional on obtaining planning approval within a specific time frame it would be greatly appreciated if any external referrals be sent out as soon as possible.

Please feel free to contact myself on 0421556670 if you have any questions or require any additional information in support of the application.

Sincerely,



Elinor Sedman
Director
(BA.Urb & Reg.Planning)
MPIA MAIA



E: ESDPLAN@GMAIL.COM T: 8524 5401
PO BOX 407 LYNDON NH 03251



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1.0 SUMMARY

This report is prepared by ESD Planning & Design on behalf of Ross Edwards to accompany the development application to the City of Salisbury for the development of an Entertainment Facility at 1113-1117 Port Wakefield Rd, Bolivar.

The application seeks approval to construct a large industrial type building that will accommodate a variety of indoor games, such as Laser Tag, Mini Golf, Foam Ball Shooting and other agility based games, none of which are operated by the use of tokens.

It is also proposed to construct three outdoor Go-Kart tracks, two of the tracks are designed for adults and one small one west of the entertainment building is intended to be used for children only.

The subject site contains two separate allotments (CT Volume 5083 Folio 130 and CT Volume 5083 Folio 129), both of which have existing access off Port Wakefield Road, Lot 9 via a bottle axe accessway. The subject site is located within a Deferred Urban Zone (Precinct 3 Deferred Industry) and directly abuts an Industrial Zone on the eastern side of Port Wakefield Road which is defined within the Salisbury Development Plan as a 'Primary Arterial' road.

This planning report is to be read in conjunction with the plans prepared by Ahrens Group Pty Ltd (16-O24 PLO1-PLO6, dated 2/9/2016).

2.0 PROPOSAL

It is proposed to construct an Entertainment Facility with associated Go-Kart Tracks, Advertising Signage, Mechanical Shed and Workshop at 1113-1117 Port Wakefield Road, Bolivar.

The proposal includes the construction of a large fully insulated steel building which will be clad in colorbond and located adjacent to the southern property boundary. The proposed layout has been designed in order to allow for the placement of two separate kart tracks, access from Port Wakefield Road, visible car parking adjacent to the eastern allotment boundary and also in order to minimise south westerly wind impacts.

The building has a floor area of approximately 2380 square metres, being 70 metres in length with a depth of 34 metres. The overall wall height from finished floor level will not exceed 5.1 metres. The entertainment building will contain approximately 40 Go-Karts (both electric and motorised) within the northern section of the building, which will also contain 13 roller doors to allow access and egress of the karts.

The balance of the floor area is proposed to contain laser tag, mini golf (black light), and other agility based games, such as a maze, mini indoor bowling and foam ball shooting. There are no amusement machines proposed as defined by the Development Regulations 2008. In addition, a small kiosk, reception area, amenities (including unisex accessible toilet) and briefing/teaching rooms are to be provided.

The proposed hours of operation are as follows:

- Monday to Thursday 10am to 9pm.
- Friday and Saturday 10am to 10pm.
- Sunday from 10am to 8pm.

Two small sheds are also proposed on site. One of which is a mechanics shed of 252 square metres and will be used to service the karts as well as contain ancillary mechanical equipment. The second shed is located adjacent to the western elevation of the entertainment building and which is 162 square metres. This is proposed to be used as staff room and staff training facility principally as part of the entertainment facility.

The mechanical shed will be clad with 'surfmist' colourbond and is proposed to be 5.1 metres in overall wall height from finished floor level. The site is not significantly sloping and therefore less than 1 metre of cut and fill will be required.

A small below ground fuel storage area is proposed close to the mechanic shed/workshop which is to be bunded in accordance with the Environment Protection Authority (EPA) liquid storage guidelines. The maximum amount of fuel to be stored on site will not exceed 3000 litres. The fuel tank is also self bunded and complies with relevant EPA policy.

Access to the site is proposed to be gained via an existing 6 metre wide crossover, with the provision of 110 carparks and a pedestrian link to the entertainment building.

The plans were referred to the Department of Transport as part of a pre-application enquiry in order to determine whether the existing access was sufficient or whether a slip-lane would be required. No response has yet been received.

The design of the car park accords with AS/NZS 2890.1:2004, with access and egress being able in convenient forward movement.

The maximum capacity of persons on site at any one time is not expected to exceed more than 90 people. Patrons are expected to rotate through the facility every 30-90 minutes. This is based on the current usage rates of a similar facility in Gepps Cross. A maximum of 15 staff will be on site also at any one time.

The subject site is proposed to be landscaped with indigenous ground and middle storey plant species. As part of the design of the stormwater management on site, it is proposed that areas in between the tracks will form part of any onsite detention requirements and will be planted out using Water Sensitive Urban Design methods. This will be achieved through the use of swales within retention areas.

Eight (8) flood lights at 7 metres in overall height, are proposed within the landscaped areas in order for the Go-Kart tracks to be used during the evening, however these will be suitably baffled to ensure that there is no light spill onto adjacent properties.

Additionally, acoustic fencing is proposed, as detailed on the attached site plan (16-O24 PL 01, Rev D, dated 5/9/2016) as part of the recommendation of the Environmental Noise Assessment prepared by Sonus (July 2015) for this land use. The 'basalt' colorbond acoustic fence is proposed to be 3 metres in overall height and will be airtight at all junctions.

There is some tree removal required however none of which are 'regulated or significant trees' as defined by the *Development Act 1993*. None of the trees or shrubs to be removed require a clearance application pursuant to the *Native Vegetation Regulations 2003*, particularly as the vegetation is not considered to be an 'intact stratum'.

3.0 CHARACTERISATION

The subject site is located within the Deferred Urban Zone and is within the Deferred Industry Precinct and as such there are a number of land uses within this zone that are considered to be a 'non-complying'.

The proposal, and all its components, do not fit comfortably into any one land use definition as prescribed by the *Development Regulations 2008*. The most accurate definition is considered to be that of 'Entertainment Facility' as previously characterised by Council in DA 361/1507/2015 as it most accurately describes what is proposed to occur. The proposed development is exactly that and 'Entertainment Facility with associated Go-Kart Tracks, Mechanical Shed and Workshop'. There are no non-complying developments proposed, such as an amusement machine centre and free standing advertising signs.

4.0 SUBJECT SITE AND SURROUNDS

The subject site is located at 1113-1117 Port Wakefield Road, Bolivar. Whilst the owner of this site also owns 73-79 Summer Road, which abuts allotments 9 & 10, this site does not form part of the subject site, unless the Department of Planning, Transport and Infrastructure (DPTI) do not grant permission to alter the access from Port Wakefield road. Should this be the case the application will be amended to include this site in addition to Lots 9 & 10.

Allotments 9 & 10 (FP 15827) are vacant parcels of the pastoral land, aside from several small farm buildings which have been used in association with horse keeping.

There are some native trees on site, however the bulk of the vegetation are exotic species and environmental weeds.

The site is relatively level with a minimal fall of approximately 1 metre from east to west and has a total area of approximately 3.9 hectares.



Figure 1.

(Google Maps, dated 16/9/2016)

The site is adjacent to Inghams Enterprises (Food Processing works, Poultry) to the east of Port Wakefield Road along with a fertiliser manufacturing plant, both of which are located in the adjoining Industrial Zone as shown below.

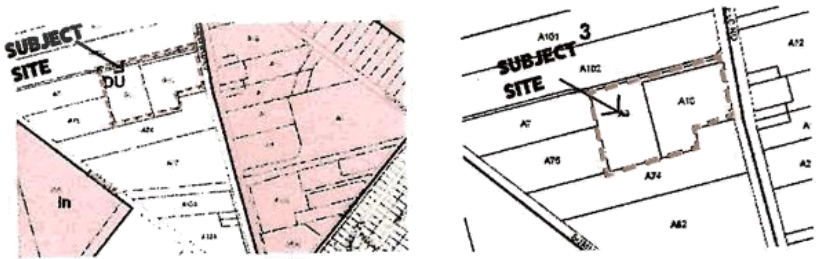
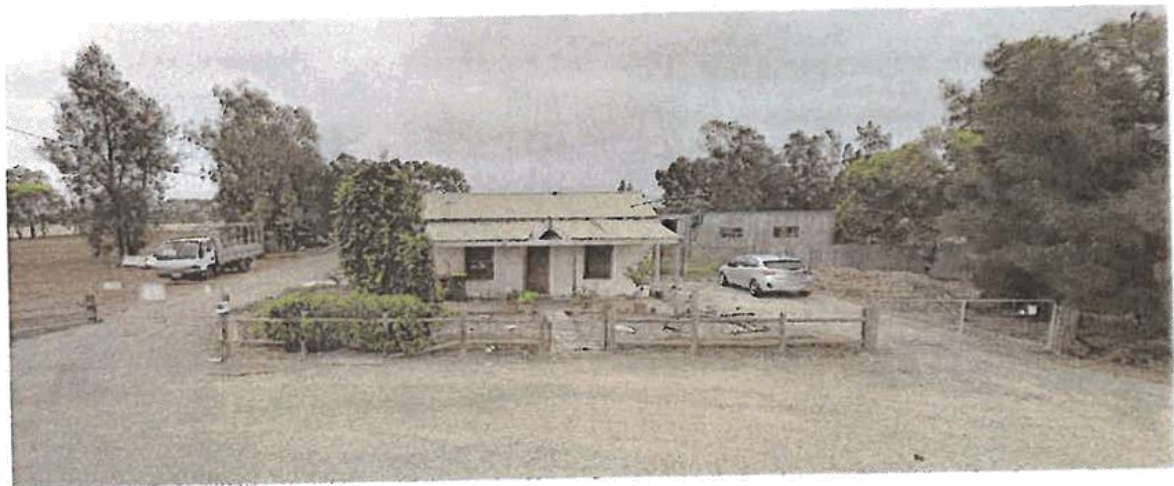
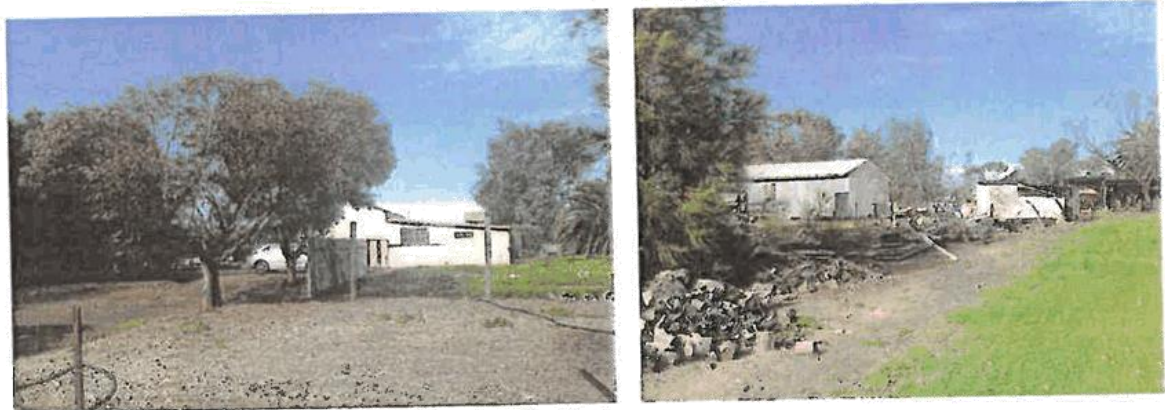


Figure 2. Zone and Precinct Map Sal/16 (Consolidated 7 July 2016)

The subject site is also adjacent to a residential dwelling (Allotment 74) which abuts the southern boundary and which fronts Port Wakefield Road. This dwelling which is located within the Deferred Industry precinct, as shown in Figure 2, is setback approximately 5 metres to the Port Wakefield road reserve. This site contains a small residence and several outbuildings, including the storage of numerous vehicles.



Allotment 74 Port Wakefield Rd, Bolivar



View of southern boundary from the subject land and Allotment 74.



View of southern boundary and Allotment 74. Proposed site of the 'Entertainment Building'.



View within subject site, looking north east towards Port Wakefield Road.



View within subject site, looking west towards Summer Road.

5.0 PLANNING ASSESSMENT

The subject site is located within the Deferred Urban Zone and within the Deferred Industry Precinct (3). It is not affected by overlays or legal agreements.

5.1 GENERAL SECTION

ADVERTISEMENTS

The proposed signage is considered to comply with the objectives and relevant PDC's of the Advertisement policy as there is only one sign proposed which will be below the fascia and mounted on the building.

There is no proliferation of signage that will create visual clutter or a hazard. The signage has been design so that it will be visible from Port Wakefield Road, however it has been minimised so that the signage is in keeping with the existing rural landscape character of the locality.

DESIGN AND APPEARANCE

The Entertainment Building has been designed in order to be sympathetic to the rural landscape characteristics of the locality as well as the prevailing industrial character. The built form is not of a high architectural standard however, it is considered to achieve the intent of the objectives of this policy in terms of the response to the local environment and surrounding built form. Additionally, the siting of roads, open spaces and buildings have been designed in a manner which easy to understand and navigate.

The building is proposed to be clad in muted shades of grey colorbond which will provide some visual interest and break up the bulk of the structure. Several roller doors are required along the facade of the

building in order for the Go-Karts to access and egress the building. These doors will be constructed of a contrasting grey to the walls which will also help to add some dimension to the building.

A pedestrian link is provided from the car park area to the proposed entrance which will be defined with signage and a canopy over the entrance door.

The entertainment building will be in excess of 60 metres from the nearest dwelling and will not over-shadow any habitable room windows due to the distance and the overall wall height being five metres.

All exterior lighting will be suitably baffled in order to comply with PDC 15.

HAZARDS (SITE CONTAMINATION)

The proposed development complies with the site contamination policy objectives as there has been no site contaminating activities occurring on the subject land. The vacant site has only been used for horse keeping, namely horse agistment and no more than five horses at any one time.

As part of a desktop review there was no evidence of any industrial land uses occurring on this site which would warrant a site contamination assessment. In addition there are no outside play areas where children will come into direct contact with the soil.

Fuel storage is proposed on site within a self bunded underground tank, however this is not considered a significant hazard as it is designed to accord with relevant Australian Standards and the capacity is well below the EPA threshold for an activity of environmental significance. A small amount of on-site fuel storage is proposed in order to minimise the need to transport fuel to and from the site on a daily basis, which would allow for greater efficiency of the business.

INTERFACE BETWEEN LAND USES

The three objectives of this policy are all relevant to this development. Objective 1 seeks to ensure that; *Development located and designed to **minimise adverse impact and conflict between land uses***, Objective 2; to ensure that **community health and amenity are from adverse impacts** of development and Objective 3 seeks to; *Protect desired land uses from the **encroachment of incompatible development***.

The site is located adjacent to a sensitive receiver, that being a dwelling and is also intended, in land uses terms, to be used principally for industrial development, being in the deferred industry precinct.

One of the key planning considerations is ensuring that any development that is not directly envisaged in the zone is able to be compatible with the desired intent. This development is not considered to be incompatible with industrial land uses. It is considered that the proposed use will not prevent or create conflict with intended industrial development due to the size of the site, proposed setbacks from side boundaries, noise attenuation measures, the design of the built form and the extent of landscaping proposed. In addition, the proposal is not considered to be an over-development of the site as the land is able to comfortably contain three Go-Kart tracks, a 2380 square metre building and 110 car parks.

In an effort to minimise material detriment to adjacent property owners, in particular Lot 74, an acoustic barrier is proposed along the eastern and south eastern allotment boundaries. This acoustic fence, as recommended by suitably qualified acoustic engineers, will ensure that the impacts are minimised. This being said, it should also be recognised that the existing level of amenity that this dwelling currently enjoys is considered to be very low, due to the proximity to Port Wakefield Road, a poultry food

processing facility, a fertiliser manufacturing plant and the new Northern Connector freeway (See figure 3) which is soon to commence construction.

In order to ensure to that the proposed development does not conflict with potential future land uses each Go-Kart is to be fitted with a silencer on all mufflers. These new model go-karts, have less mechanical noise and are much quieter than the existing models currently used at other sites, such as Kart Mania on Main North Road. The Environmental Noise Assessment prepared by Sonus, dated July 2015 states that the low noise go-karts are unlikely to exceed a sound power level of 94dB(A). In this report, for a similar site on Port Wakefield Road, it is recommended that with the provision of 2.4 metre high acoustic fencing to the nearest sensitive receiver, which was only 36 metres from the noise source, that the Environmental Noise Policy would be able to be achieved, particularly given the continuous noise measures that affected the residential property. It is reasonable to assume that given that the dwelling on Lot 74 is a greater distance from the noise source, that the proposed fencing is higher at 3 metres and that the continuous noise measurements would be much greater given the 5 metre setback to the primary arterial road, with no noise barriers in between, that this development is able to achieve the Environment Protection (Noise) Policy 2007.

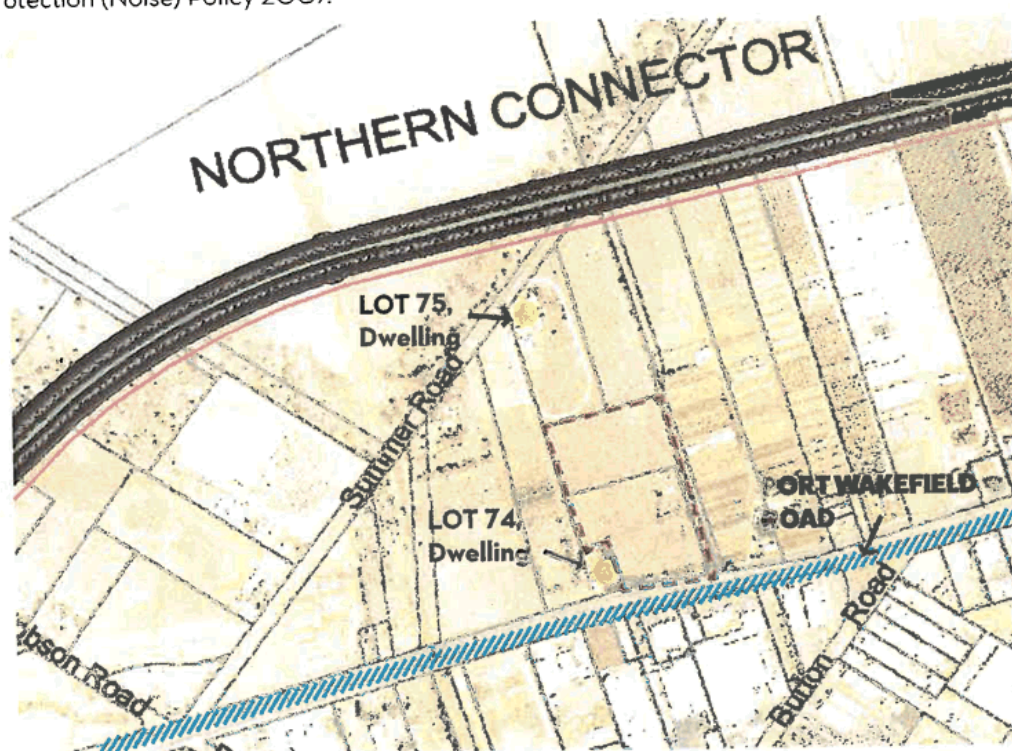


Figure 3. Source: NORTH - SOUTH CORRIDOR, NORTHERN CONNECTOR, DPTI.

It is also worth noting that the dwelling located on Lot 75 as shown above, is approximately 160 metres from the closest noise source, that being the kids go-kart track, which is to contain quiet electric motorised go-karts only. As detailed above the Northern Connector is to be located less than 60 metres from this sensitive receiver which has a much higher continuous noise measurement. Consequently, it is not considered necessary to provide any acoustic fencing along the western boundary.

With respect to the possible referral to the Environment Protection Authority (EPA), pursuant to Schedule 22 Section 8 (5) of the *Development Regulations* 2008 it is worth mentioning, that the Go-Karts which are considered 'amusement machines' according to SafeWork SA, do not come under the jurisdiction of the Confederation of Motor Sport (CAMS) or the Australian Karting Association (AKA) as the Go-Karts are used for entertainment purposes and not for motor vehicle competitions or

speed/performance trials. Additionally, the tracks are to be used by the facilities supplied Go-Karts only as the Go-Kart component of the development is for entertainment purposes only.

LANDSCAPING FENCES AND WALLS

The primary objective of this policy is to ensure that the amenity of land be enhanced with appropriate planting and other landscaping works, using locally indigenous plant species where possible. Fences should be functional and that enhance the attractiveness of development.

The proposed development achieves both the policy objectives and PDC 1, 2, 3 and 4 as the site will be enhanced through the provision of indigenous plant species, removal of pest plants, introduction of best practice Water Sensitive Urban Design measures and perimeter planting which will soften the hard surface area of the car park and act as a visual buffer with adjacent land to the south.

The noise attenuation barrier will be designed to complement the proposed development and will be constructed of dark grey colorbond to match the Entertainment Building. The fence will be constructed as per specifications determined by a suitably qualified acoustic engineer.

ORDERLY AND SUSTAINABLE DEVELOPMENT

The proposed development achieves the relevant objectives of this policy which is to ensure that development that does not jeopardise the continuance of adjoining authorised land uses and does not prejudice the achievement of the provisions of the Development Plan.

This is particularly relevant in policy terms as the subject site is within a Deferred Urban zone and it is recognised that any development within this zone must not prejudice any strategic policy objectives for this precinct. Particularly, in the absence of any structure plans or master plans for this surplus industrial land sandwiched in between a primary arterial road and a new freeway of strategic importance to the South Australia.

In consideration of this the proposal is consistent with the orderly planning policy objectives as this use is most suited highly accessible industrial land. It is not a use typically that is suited to a Residential Zone, Centre Zone or Urban Employment Zone due to level of sensitive receivers and the need to ensure the highest and best use of valuable commercial land.

This underutilized surplus site, has a low amenity value and it is logical to allow an Entertainment Facility of this type, which has been designed to ameliorate off-site impacts as well as enhancing the character of the area. The development will not prejudice the orderly development of adjacent land as there is clear and defined access and all proposed building and works are setback reasonably from all allotment boundaries.

In addition, the proposed development will not encourage or exacerbate ribbon development along the Bolivar section of Port Wakefield road as this land use is a unique stand alone facility which is also directly opposite reasonably well developed Industrial precinct to the east.

TRANSPORT AND ACCESS

The most relevant objective of this policy is Objective 2 which states that development:

- (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.

The proposed development achieves these objectives as off-street car parking has been provided, the existing access onto Port Wakefield Road is to be utilised, emergency vehicles are able to access and egress the site safely and conveniently through the proposed 6 metre wide access.

Additionally, the development achieves the following principles of development control, 23, 25, 27, 28 and 29 on the following basis:

- safe and convenient access has been provided which avoids unreasonable interference with the flow of traffic on adjoining roads, however it has not yet been determined whether DPTI require a slip lane into the site based on the increase in volume of vehicular traffic.
- the development accommodates the type and volume of traffic likely to be generated and minimises induced traffic through over-provision of car parking spaces
- the development is sited and designed to minimise any adverse impacts on the occupants of and visitors to neighbouring properties.
- The number of vehicle access points onto arterial roads shown on Overlay Maps - Transport have been minimised.
- Access from roads with existing or projected traffic volumes exceeding 6000 vehicles per day have been sited to avoid the need for vehicles to reverse on to or from the road.
- Driveways, access tracks and parking areas have been 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.

CAR PARKING

As the proposed development is undefined there are no car parking requirements specified within Table Sal/2 - Off Street Vehicle Parking Requirements of the Salisbury Development Plan.

Parking Spaces for Urban Places: Car Parking Study, Guideline for Greater Adelaide (28 October 2013), states that the amount of off-street car parks for an 'Entertainment Multiplex' should be assessed on an 'as needs' basis. It is estimated that no more than 90 people will attend the site at any one time, with no more than 15 karts on each larger track at a time. Further the circulation time is typically not greater than 90 minutes per group of patrons. In consideration of this, 110 car parking spaces have been provided which includes the provision of staff car parking. The Gross Leasable Floor Area (GLFA), which excludes the kart storage area is approximately 1540 square metres, which equates to 15.4 spaces per 100 square metres of floor area, which on this basis alone is considered to be an over supply of spaces based on the expected capacity of the facility.

5.2 ZONING

DEFERRED URBAN ZONE

The intent of the deferred urban zone is ostensibly to accommodate a restricted range of uses that are not prejudicial to development of the land for urban purposes. Objective 2 which relates to the deferred industrial precinct requires that land be developed for agricultural purposes until required for future industrial expansion. The intent being that incompatible long-term urban development or uses that are likely to be detrimental to the orderly and efficient servicing and conversion of the land for urban use, be restricted.

The proposed development achieves this, in that the land use is not incompatible with the future industrial development within this precinct. Off site impacts have been minimised, access is possible, either from Summer Road or Port Wakefield Road and there are no land locked parcels of land within the deferred industry precinct with which access is contingent on the subject land. It is understood, that the City of Salisbury has in excess of 20 years supply of zoned industrial land and therefore granting approval for this undefined use should not have an adverse impact on the delivery of strategic objectives for the Bolivar region.

The intent of the Deferred Urban Zone is not considered to be undermined by the proposal to develop an Entertainment and Go- Kart facility on this site. The surrounding and adjoining land uses, given the size of the parcels, are able to be appropriately developed for industrial or small scale agricultural land uses without land use interface conflicts.

6.0 CONCLUSION

The proposed development is considered to comply with the relevant provisions contained within the Salisbury Development Plan (Consolidated 7th July 2016).

The proposal results in a site responsive design outcome which minimises off site impacts, ensuring that there is no material detriment caused to adjoining owners and occupiers within the Industrial and Deferred Urban Zone.

The development will provide a much needed entertainment facility within this northern region which is also in close proximity to Council's St Kilda Playground. The development makes good use of this surplus land as a result of the construction of the Northern Connector and should help promote further economic growth within this underutilised area of Bolivar.

In conclusion, the proposal is deserving of Development Plan Consent.

Aaron Curtis

From: Aaron Curtis
Sent: Friday, 13 January 2017 7:20 AM
To: 'Elle Sedman'
Subject: RE: DA 361/1755/2016
Attachments: ~WRD000.jpg

Hi Elinor,

Thanks for your comprehensive response. I will review in detail shortly.

I will also forward the information to the EPA and DPTI.

In the meantime, I will arrange for the Category 3 public notification period to commence.

Regards

Aaron Curtis
 Team Leader - Planning
 Development Services
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From: Elle Sedman [mailto:esdplan@gmail.com]
Sent: Thursday, 12 January 2017 4:41 PM
To: Aaron Curtis
Subject:

Hi Aaron,

Thank you for your further information letter received on the 16th December 2016.

Further to our discussion I would like to clarify the following points in regards to your written request;

- I have attached an amended site plan which shows the additional allotment which fronts summer road which will now form part of the subject site, due to the change in access arrangements. I have also removed the triangular piece of land in the western corner which is to be acquired by DPTI as part of the Northern Connector Project.
- The amended site plan now shows vehicular access to the fuel tank area, which enables a small fuel truck, not greater than 8.8 metres in length to access the double bunded fuel storage tank (which complies with Australian Standards) to access and egress the tank area in a forward motion. As shown on the site plan, there will be one loss of car park to accommodate this and the area will be an 'informal' turning area, which is proposed to be compacted with a gravel surface area and defined by landscaping. The loss of one car park is not considered to create a car parking shortfall, as ample car parks have been provided to accommodate the proposed development.
- As shown on the attached site plan, the fencing location and size has been amended as a result of the acoustic report submitted recently. This fencing is proposed to be 1.8 metres in height as recommended by the qualified acoustic engineer.

- Confirming that all farm buildings on site are proposed to be demolished prior to construction of the proposed development should an approval be granted.
- The water tanks shown on the site plan are not greater than 15m² in floor area, are connected to the roof drainage system, are not greater than 4 metres in height, are non-reflective colorbond, above ground wholly and are not forward of the building line and therefore do not trigger a development approval pursuant to Schedule 1A, Clause 8 of the *Development Regulations 2008*.
- There are no concerns with submitting a full and detailed Landscape Plan as a condition of any consent, which addresses the recommended design changes and which includes exact location of all baffled external lighting. It is advised that the condition be worded in such a way that any plan is to the satisfaction of the Relevant Authority.
- As discussed, the Stormwater Management Plan (SMP) is to be amended, which addresses Council concerns and comments. This includes ensuring that all works are fully contained within the subject land. This will be submitted as agreed either during the public notification period or shortly thereafter. Should any of the representatives have any concerns regarding the design of stormwater treatment on site, a copy of the amended SMP can be forwarded to them once complete.
- With regards to the proposed colour of the cladding change, from 'surfmist' to a less reflective color- would Council prefer a more muted grey such as 'Shale Grey' on the walls and 'Windspray' for the doors and gutters? Given the nature of the buildings, darker greys are not practicable nor energy efficient in this instance.
- In response to your concerns regarding the modification or upgrade of the go-karts, this is **not** proposed. The acoustic report submitted with the application accurately reflects the extent of noise to be generated by both the go-karts and all other noises caused by the proposed development within the Industrial Zone.
- As recommended by yourself prior to lodging the application we sought the views of Epic Energy. They did not have any concerns regarding the proposal and had the view that the application did not trigger statutory referral as the pipe is on the opposite side of Port Wakefield road. Given this, in my view, given the lack of statutory control, that should Council have concerns regarding the 'black radius' that further advice be sought directly from Epic Energy.
- It appears to me that points 12, 13 & 14 within the further information letter relate only to potential conditions. None of which are of any concern, as they are normal to the planning process and expected.
- With regards to point 15, there will be no sales of alcohol on site which would trigger the requirement for a liquor license and this does not form part of the proposal.
- A new Copy of Title for the additional allotment is also attached for your information.

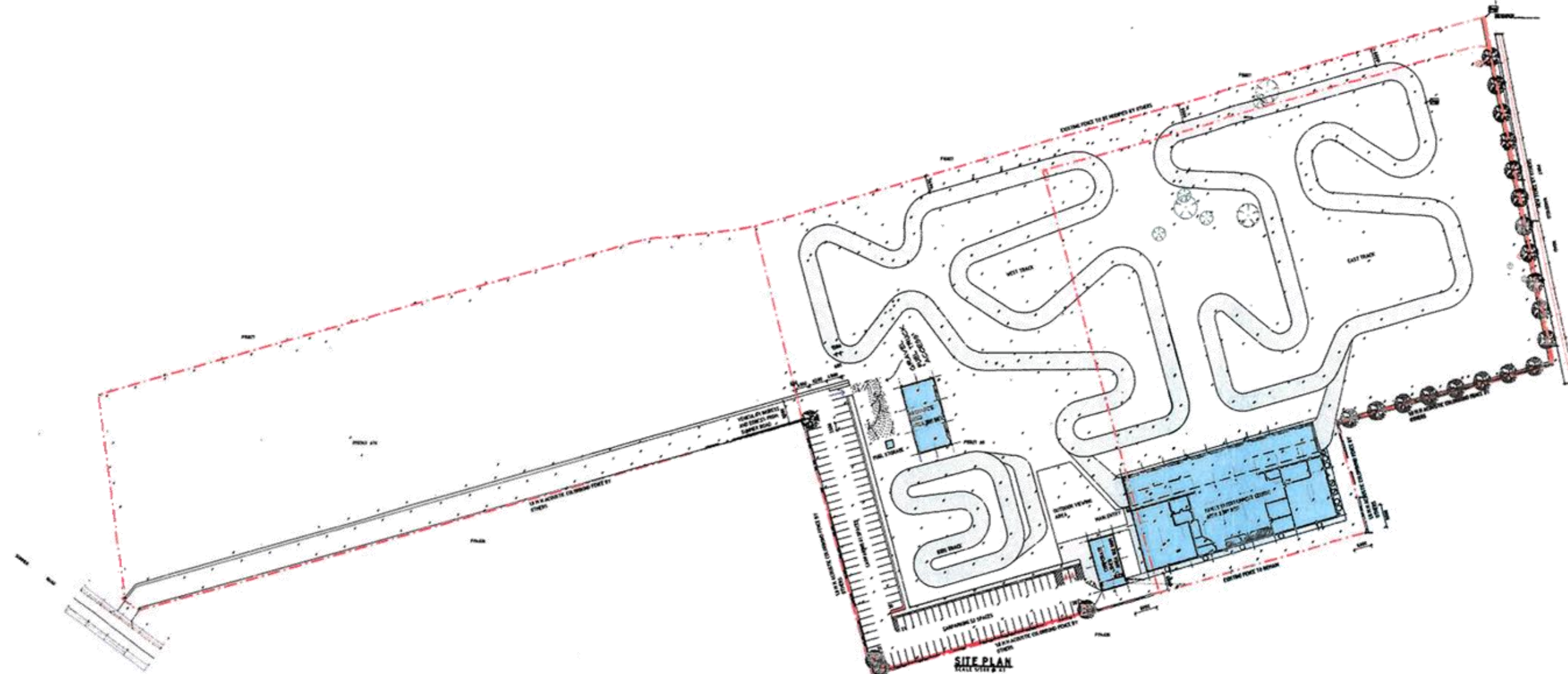
Let me know if you have any further questions or concerns and whether the application is able to be placed on public notification tomorrow as discussed.

Kind regards,
Elinor

--

Elinor Sedman
Director
MPIA

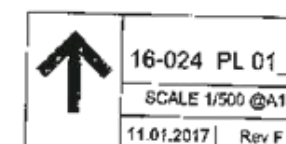
E: esdplan@gmail.com M: 0421556670 P: 85245401

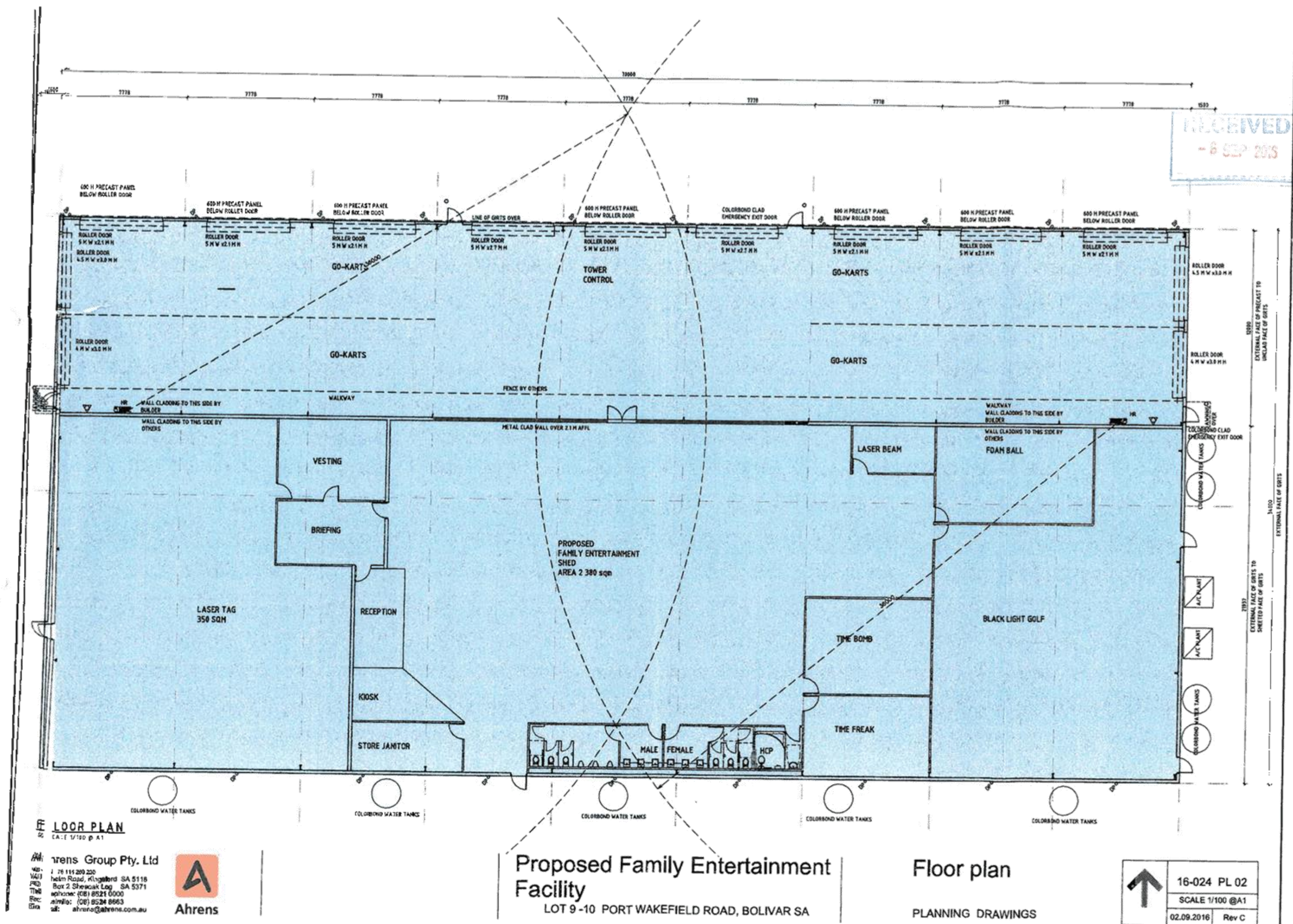


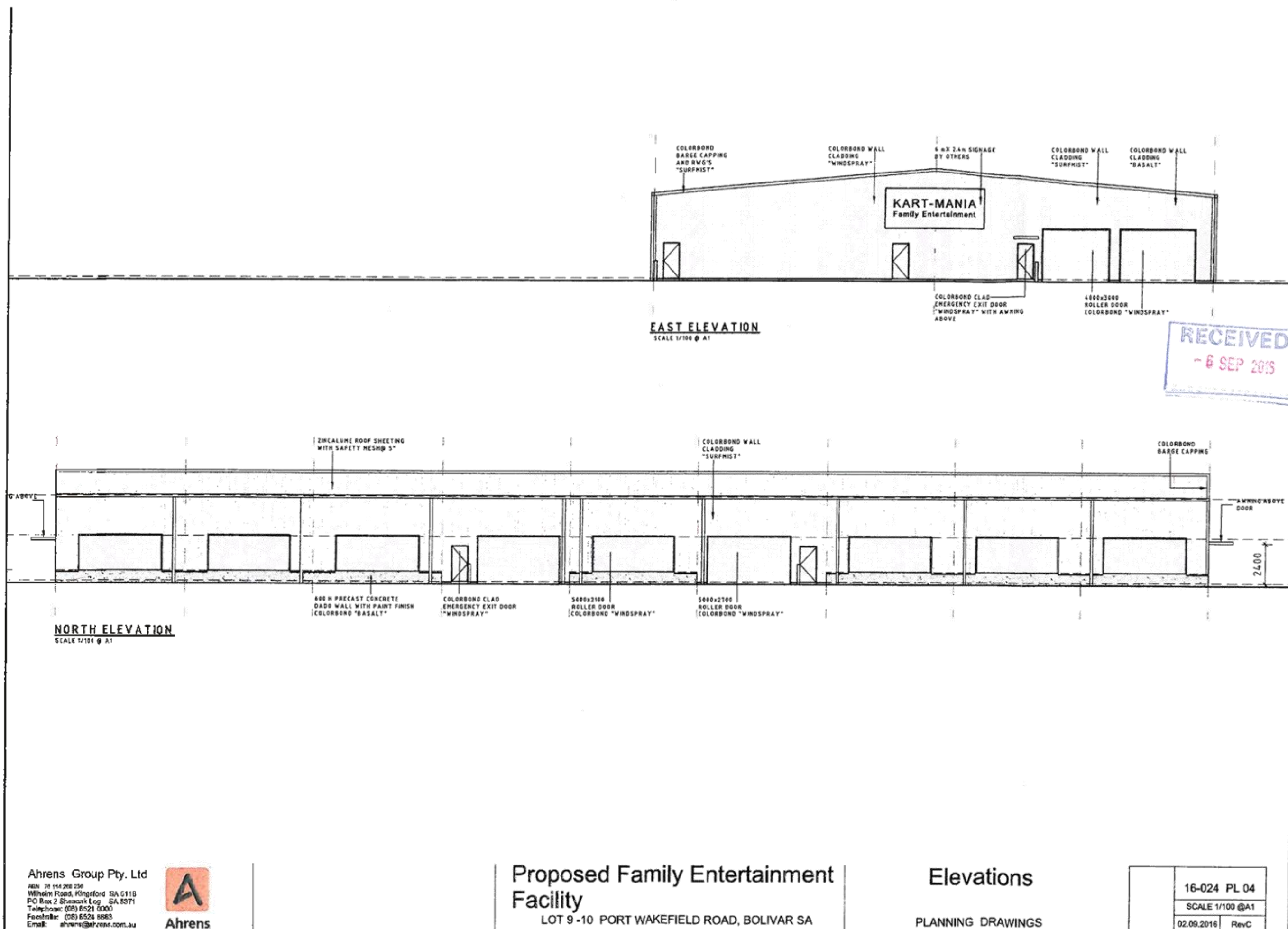
Ahrens

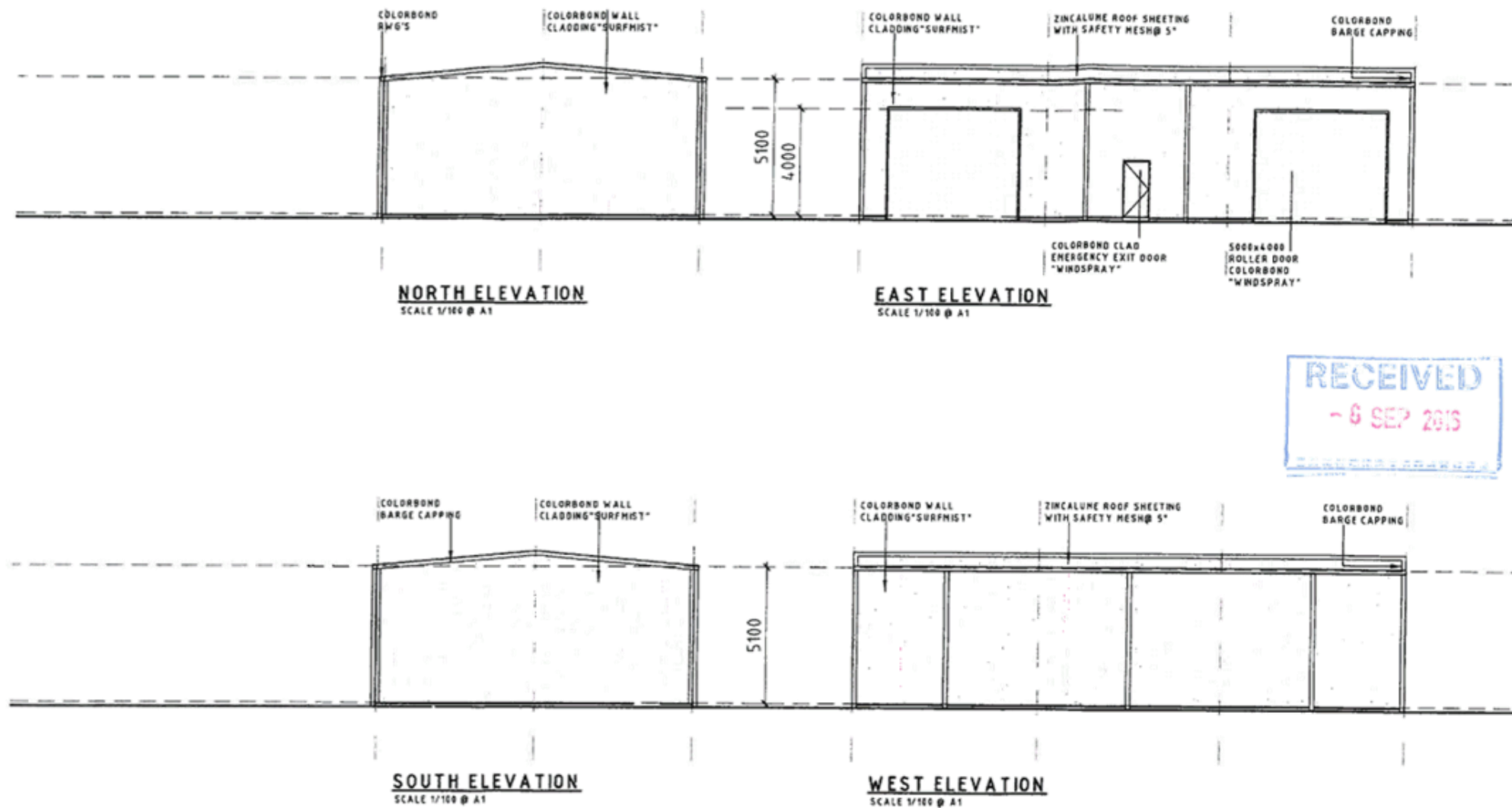
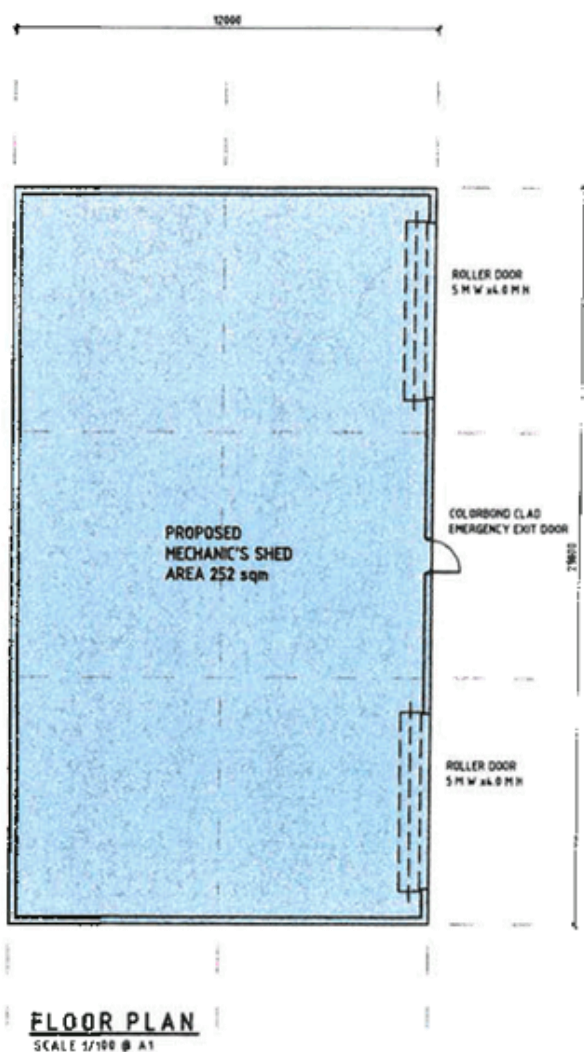
LOT 9-10 PORT WAKEFIELD ROAD, BOLIVAR SA

PLANNING DRAWINGS









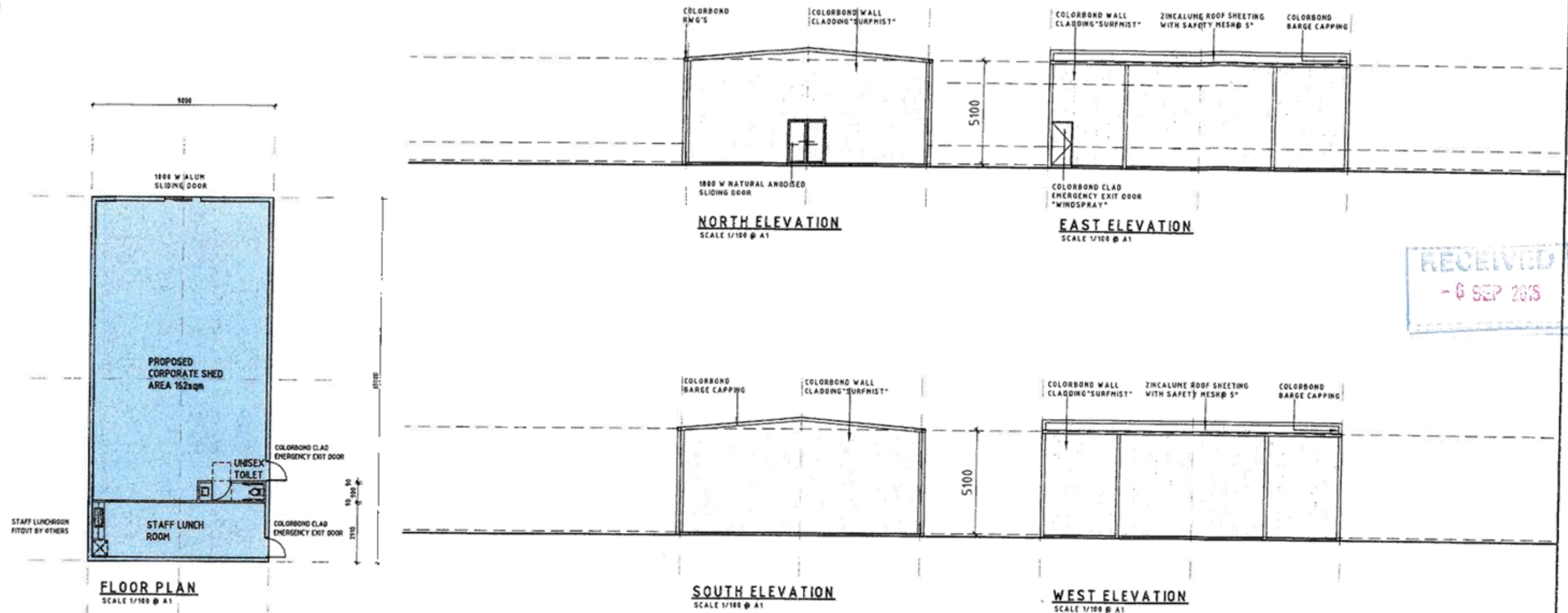
Ahrens Group Pty. Ltd
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Proposed Mechanic's shed
LOT 9-10 PORT WAKEFIELD ROAD, BOLIVAR SA

Plan and Elevations
PLANNING DRAWINGS



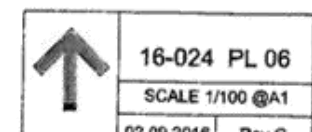


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Proposed Corporate Shed
LOT 9-10 PORT WAKEFIELD ROAD, BOLIVAR SA

Plan and Elevations
PLANNING DRAWINGS



Family Entertainment Facility

1113 – 1117 Port Wakefield Road

Environmental Noise Assessment

November 2016

sonus.

Chris Turnbull
Director
Phone: +61 (0) 417 845 720
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Family Entertainment Facility
Environmental Noise Assessment
S4494C7
November 2016

sonus.

INTRODUCTION

An environmental noise assessment has been made of the family entertainment facility proposed to be located at 1113-1117 Port Wakefield Road, Bolivar.

The closest existing noise sensitive receivers to the proposed facility are residences located to the south and west. An aerial image of the site and surrounding area is provided as Appendix A.

This assessment considers noise levels at the surrounding noise sensitive receivers in the vicinity of the development from the proposed outdoor go-karting tracks.

The assessment has been based on the following:

- continuous noise measurements conducted on the proposed site between 21 and 28 October, 2016 to determine the existing noise level at sensitive receivers. The results are provided as Appendix B;
- noise measurements of go-karts at the existing Gepps Cross Kart Mania facility on 21 November and 18 December, 2014, and
- the understanding that:
 - the dwellings approved for residential use in the vicinity of the proposed development are as shown in Appendix A;
 - the facility is proposed to operate between the hours of 7:00am and 10:00pm;
 - there are 2 go-kart tracks and a “kids track” proposed at the site;
 - no more than 20 go-karts will be on each track at any one time, and;
 - no more than 20 vehicles will enter and exit the site in any 15 minute period and that they will travel at low speed while on the site.

This assessment predicts the noise from the proposed outdoor go-karting tracks, compares the predictions with the relevant noise criteria, and provides recommendations to ensure that the noise from the proposal does not cause an adverse impact on the amenity in the locality.

DEVELOPMENT PLAN

The proposed site and the adjacent residences are all located within a "Deferred Urban" zone of the Salisbury Council Development Plan.

The Development Plan has been reviewed and particular regard has been given to the following provisions:

General Section: Interface between Land Uses

OBJECTIVES

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

PRINCIPLES OF DEVELOPMENT CONTROL

- 1. Development should not detrimentally affect the amenity of the locality or cause unreasonable interference through any of the following:*
...
(b) noise
...
- 2. Development should be sited and designed to minimise negative impacts on existing and potential future land uses desired in the locality.*

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.*

Family Entertainment Facility
Environmental Noise Assessment
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CRITERIA

Principle of Development Control 7 makes specific reference to the *Environment Protection (Noise) Policy*. The current version is the *Environment Protection (Noise) Policy 2007* (the Policy).

The Policy provides a means to objectively assess the noise impacts of a development at nearby noise sensitive receivers.

The Policy sets goal noise levels based on the existing noise environment and the land use principally promoted by the Development Plan in the zone in which the noise source (proposed facility) and noise sensitive receivers (residences) are located.

Based on the zoning and proposed operating hours, the Policy recommends a goal noise levels (L_{eq}) of 52 dB(A) to be achieved at the residences for a new development.

When measuring or predicting noise levels for comparison with the goal noise levels of the Policy, penalties may be applied to the average goal noise levels for each characteristic of tone, impulse, low frequency and modulation of the noise source. A 5dB(A) penalty is applied to one characteristic, 8dB(A) penalty is applied to two characteristics and 10dB(A) penalty is applied to three or more characteristics.

The noise from the go-karts was observed to modulate, therefore is it considered that a 5dB(A) penalty is considered to apply to the residences on Summer Road that are set back from traffic on Port Wakefield Road. However, as the equivalent noise at a location representing the closest dwelling on Port Wakefield Road was never less than 65 dB(A) during the proposed operating hours a penalty is not warranted at this location.

Based on the above, the relevant criteria to be achieved at the residences are:

- 52 dB(A) at the dwelling on Port Wakefield Road, and;
- 47 dB(A) at the dwellings on Summer Road.

ASSESSMENT

The noise at sensitive receivers from the go-kart activity has been predicted based on noise measurements conducted at the existing Gepps Cross Kart Mania. These noise measurements represented typical go-kart activity, which included:

- breaking as it approached a corner;
- accelerating out of a corner, and;
- driving along a straight.

The predictions of noise have been based on the highest level of activity in any 15 minute period¹. Based on the predictions, the relevant criteria will be achieved for the proposed hours of operation with the following noise reduction measures:

- the inclusion of a 1.8m high barrier for the extent shown as red in Appendix A.
- the use of low noise go-karts that have a maximum sound power level of 94dB(A). An example of go-kart that can achieve this is the go-kart measured at the Gepps Cross Kart Mania facility on 18 December, 2014, which is understood to have a SODIKART PM371.035 low noise exhaust.

The barriers may be constructed from any combination of earth or "Colorbond" (or equivalent) such that it is airtight at all junctions and achieves the recommended height above the go-kart track surface.

¹ Default assessment period of the Policy.

Family Entertainment Facility
Environmental Noise Assessment
S4494C7
November 2016

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CONCLUSION

An environmental noise assessment has been made of the family entertainment facility proposed to be located at 1113-1117 Port Wakefield Road, Bolivar.

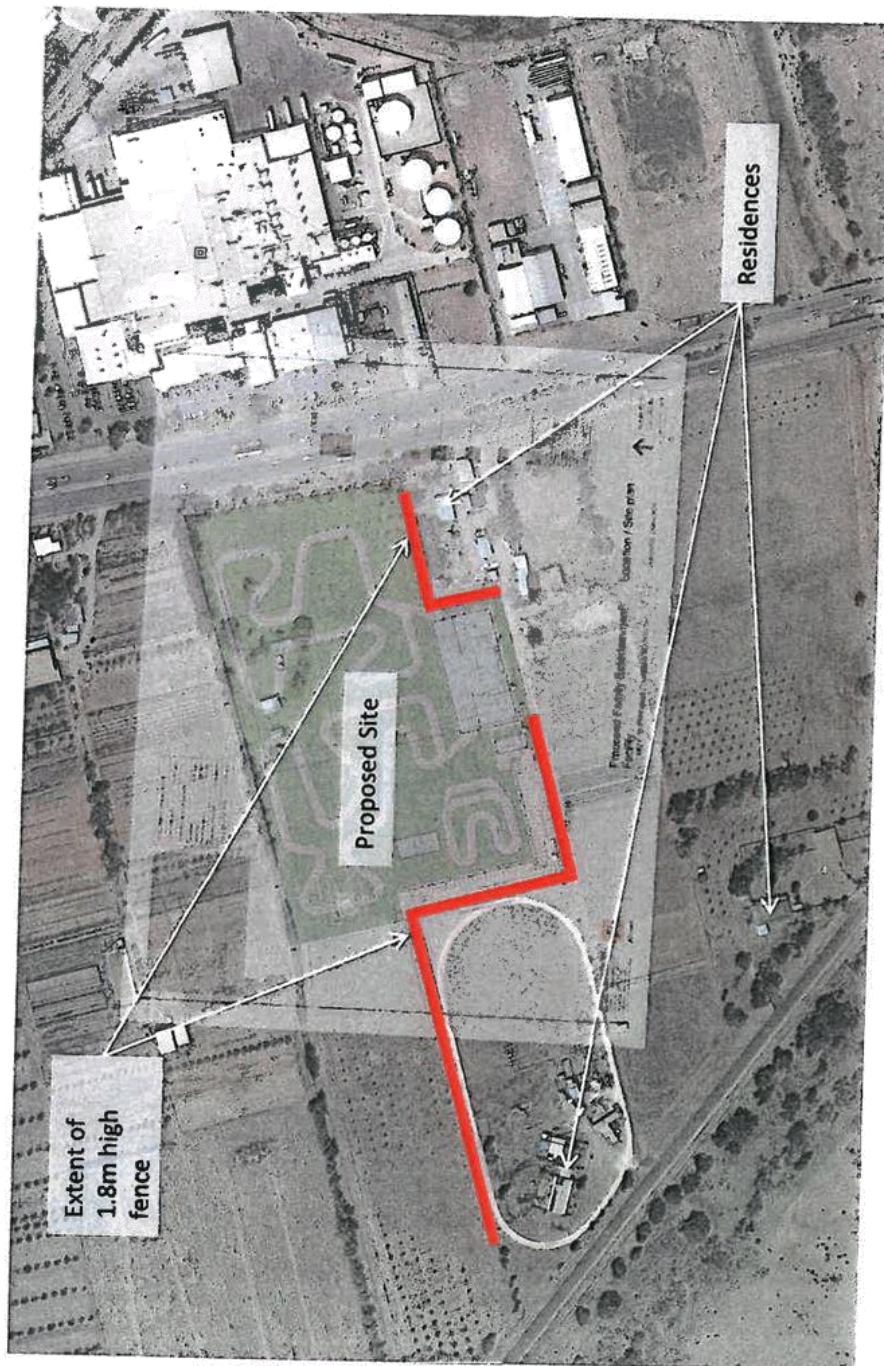
The following acoustic measures have been recommended:

- Noise barriers along the interface with the adjacent land, and;
- Restrictions to ensure that only low noise go-karts with a sound power level of 94dB(A) or less are used at the facility.

With the above measures in place, the noise from go-karts at the closest sensitive receivers will achieve the *Environment Protection (Noise) Policy 2007*.

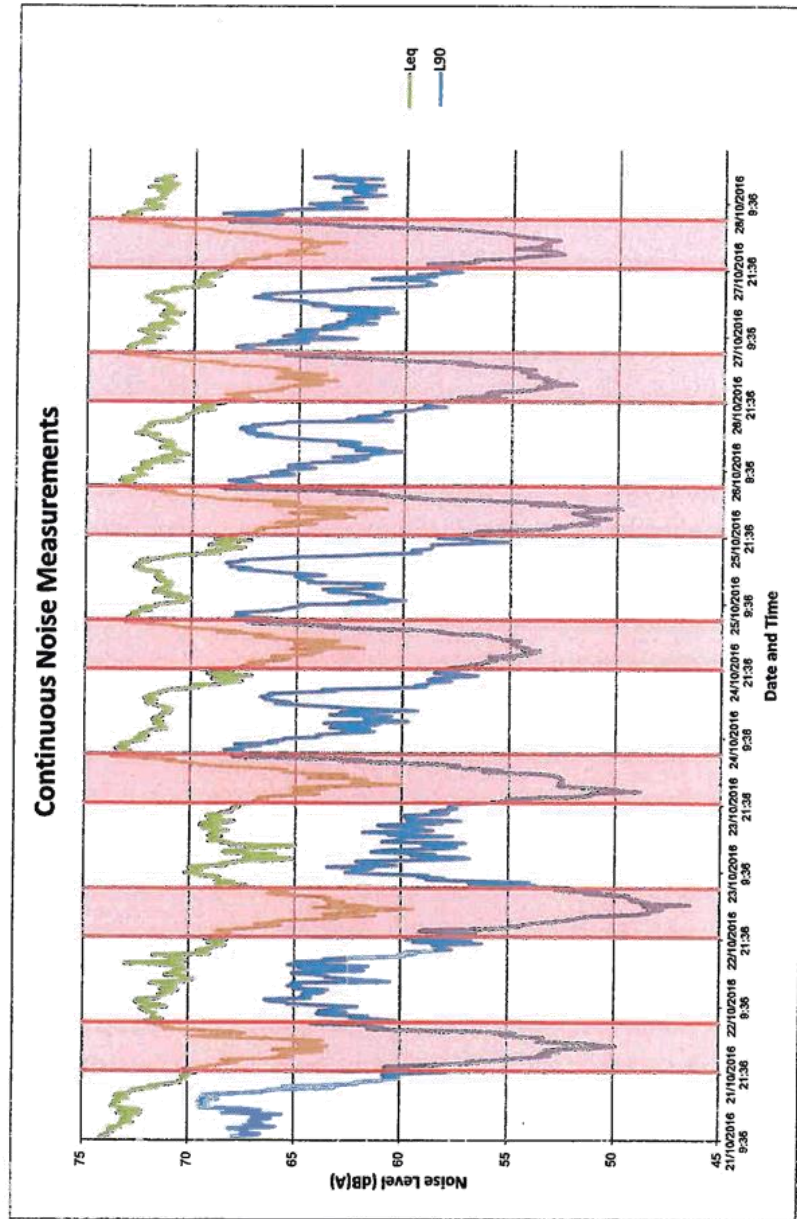
Therefore, it is considered that the development has been designed such that it will minimise negative impacts of noise, and will achieve the relevant provisions of the Salisbury Council Development Plan related to environmental noise.

Appendix A: Aerial Image of the Site





Appendix B: Continuous Noise Measurements Conducted at the Proposed Site





Stormwater Management Plan

JOB NUMBER: S31464 - 249516
CLIENT: Ahrens Group Pty Ltd
SITE: Lot 7, 9 & 10, Port Wakefield Road, BOLIVAR, SA 5110
DATE: September 2016
REVISION: A

Anrens Group Pty Ltd
Lot 7, 9 & 10, Port Wakefield Road, BOULVAR, SA 5110

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The work carried out in the preparation of this report has been performed in accordance with the requirements of FMG Engineering's Quality Management System which is certified by a third party accredited auditor to comply with the requirements of ISO9001.

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Document Status

Rev No.	Status	Author	Reviewer			Approved for Issue		
			Name	Signature	Date	Name	Signature	Date
A	Preliminary	Anja Vingelis	Gerald Barrie		16/9/16	Anja Vingelis		16/9/16

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Ahrens Group Pty Ltd
Lot 7, 9 & 10, Port Wakefield Road, BOLIVAR, SA 5110

1. Introduction

The work carried out in the preparation of this report has been performed in accordance with the requirements of FMG Engineering's Quality Management System which is certified by NCS International Pty Ltd to comply with the requirements of ISO9001.

FMG Engineering has been engaged by Ahrens to prepare a Stormwater Management Plan. This involves undertaking a hydrological assessment of the site to estimate the pre and post developed peak stormwater runoff. This assessment also involves providing detailed advice on necessary detention to ensure that peak developed runoff does not increase to the runoff prior to pre development.

The Stormwater Drainage Management Plan has been prepared in accordance with the City of Salisbury's (Council's) requirements for Stormwater Management and the City of Salisbury Development Plan.

2. Site Location

The subject land is located at Lot 7, 9-10 Port Wakefield Road, Bolivar. The Schematic Site Plan of the proposed facility is shown in Appendix A. The subject site is approximately 3.9 hectares and is currently vacant and unsealed.

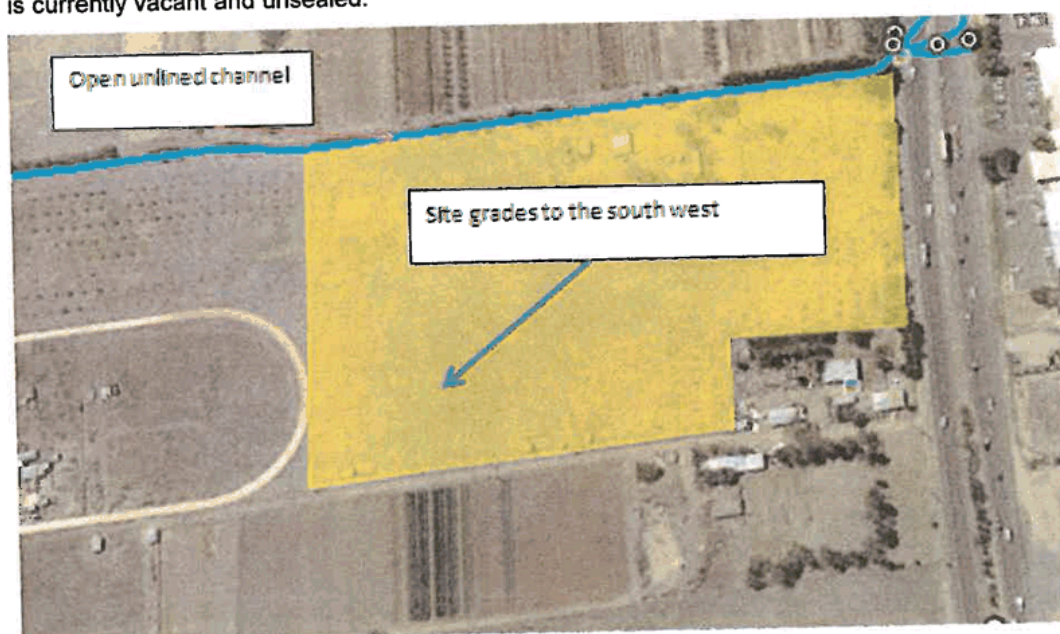


Figure 1: Site Plan

The proposed facility will comprise three outdoor sealed tracks; a family entertainment centre and two smaller sheds; access roads; car parking and landscaped areas. The site will be accessed from Port Wakefield Road which is under the care and management of DPTI.

The site grades to the south west at approximately 0.5%

An unlined watercourse in a Council drainage easement is located to the north of the site. The invert levels of the watercourse are lower than the site levels which will make discharging to the watercourse achievable.

3. Stormwater Management

3.1. Stormwater Management Requirements

FMG liaised with Council to confirm the requirements for site stormwater management. Council confirmed that:

- Site stormwater should be managed such that the post development peak discharge from site for the 10 and 100 year ARI (Average Recurrence Interval) storm events do not exceed the pre development peak discharge for the 10 and 100 year event.
- The site is not located within a 100 year ARI flood inundation area and accordingly all FFLs (Finished Floor Levels) shall be set with 300mm freeboard from the maximum 100 year water levels.
- No water quality measures are required within this zoning area.
- Stormwater surface flows for up to the 100 year ARI peak storm event shall be diverted towards a designated drainage easement in the road reserve or to an existing watercourse and shall not be diverted towards adjacent private property.

Council was contacted to understand the 100 year ARI water level in the adjacent watercourse. Council confirmed that the site is not located within the 100 year ARI flood inundation zone. A figure showing the flood inundation area and the approximate 100 year ARI water levels (as estimated from the survey data) is shown in Figure 2.



Figure 2: 100 year ARI inundation area

3.2. Stormwater Management Plan

A conceptual site Stormwater Management Plan (SMP) is shown in Appendix B.

The SMP is preliminary in nature and was prepared prior to undertaking detailed civil design and is based on the Schematic/Site Plan provided by Ahrens. The site levels and invert of underground drainage infrastructure are indicative and are based on existing site levels. Final levels will be confirmed during detailed design.

The following is proposed for site stormwater management:

- It is proposed that stormwater runoff for all storms up to and including the 100 year ARI storm event will be detained on site and released to the existing unlined watercourse when the tailwater in the receiving watercourse allows the site to drain.

Ahrens Group Pty Ltd
Lot 7, 9 & 10, Port Wakefield Road, BOLIVAR, SA 5110

- As the tailwater in the receiving watercourse is higher than the invert of the proposed detention basins the outlet to the watercourse will have a one-way non-return valve to prevent flows entering the site from the watercourse.
- Stormwater runoff will be diverted to an underground drainage network which will divert stormwater runoff to detention basins not exceeding 300mm in depth and ultimately towards the open unlined drain.
- The pipes in the network will have minimal cover and accordingly it is anticipated that the pipes will either be concrete encased or reinforced box culverts suitable for the site loadings.
- It is assumed that the crossfall on the track will be one-way and grade towards the landscaped areas in the centre of the track.
- The detention basins will have two drainage systems discharging to the existing unlined channel. A single basin which will divert runoff from 1.3 hectares of eastern catchment. The western system will be a series of interconnected basins with matching inverts and equalising culverts.
- A 250mm deep diversion swale connected to the detention basin is proposed along the western property boundary to prevent runoff being diverted towards private property for all storms up to the 100 year ARI event.
- It is proposed that the FFL of the family entertainment area and the corporate shed will have Finished Floor Level above 7.0 m AHD which will allow a minimum of 300mm of freeboard from the 100 year ARI inundation level in the adjacent detention basin.
- The Mechanics Shed will have Finished Floor levels 6.7 m AHD which will allow a minimum of 300mm of freeboard from the 100 year ARI inundation level in the adjacent detention basin to the west.

3.3. Water Sensitive Urban Design

Although Council have no specific requirements for the treatment of stormwater, the proposed detention basins will have the following added water quality benefits:

- The runoff diverted towards the landscaped areas will provide some passive irrigation;
- Infiltration into the in-situ material will have some flood mitigation benefits;
- Some water quality benefits are expected through filtration through the in-situ material and uptake from the vegetation.

4. Hydrology

The pre and post development peak discharge was estimated using DRAINS hydrological and hydraulic modelling software.

4.1. Hydrological and Hydraulic Modelling Assumptions

The assumed catchment plan is shown in Appendix C.

The proposed site has the following stormwater catchment areas and fractions impervious are shown in Table 1.

Catchment Reference	Area m ²	% impervious
Pre-development	3,880	0
Post development		
Cat A	1,116	100
Cat B	791	100
Cat C	708	100
Cat D	955	100

Cat E	9,224	35
Cat F	7,000	80
Cat G	8,172	40
Cat H	9,171	15
Cat I	23880	100

Table 1: Catchment Plan

The following assumptions were used for this hydrological and hydraulic assessment:

- An ILSAX hydrological model was adopted which is considered appropriate for a small to medium urban catchments
- Soil type = 3 and Antecedent Moisture Content (AMC) =3 which reflects the clay type soils in the area
- The western detention basin system was modelled as a single basin as DRAINS does experience some instability when modelling equalising culverts.
- Depression storage of 5mm for grassed areas and 1mm for paved areas.
- 12 duration storms were assessed ranging from 10 minutes to 4.5 hours.
- The 10 year (minor) and 100 year ARI (major) storm events were modelled
- The rainfall data was sourced from the Bureau of Meteorology website and the IFD data is shown in Appendix C.
- Two scenarios were modelled:
 - The scenario where the tailwater in the channel is above the top water level in the detention basins and accordingly where all runoff is detained on site.
 - The scenario where runoff discharges freely from the site to the channel to demonstrate that the post development peak discharge does not exceed the pre-development peak discharge.

5. DRAINS Modelling Results

The detailed DRAINS results and data are shown in Appendix C.

Scenario 1 – High tailwater all stormwater runoff is detained on site for up to the 100 year ARI storm event

DRAINS modelling was undertaken to determine the volume of runoff required to detain all runoff on site for up to the 100 year ARI storm event.

The required detention storage volume to detain the 4.5 hour critical duration event is shown in Table .

Basin Name	100 year ARI Volume (m ³)
Basin East	630
Basin System West	1100

Table 2: Total detention volume required

Ahrens Group Pty Ltd
Lot 7, 9 & 10, Port Wakefield Road, BOLIVAR, SA 5110

Scenario 2 – Detention basins drain freely to the unlined channel to the north

A 150 mm outlet with a floodgate is proposed on each detention basin. When the tailwater in the receiving unlined channel drops and stormwater runoff can freely discharge DRAINS reported the following peak flows shown in Table .

ARI Peak Flow	10 (L/s)	100 (L/s)
Pre-development	46	321
Post development	10	34

Table 3: Pre and post development peak discharge

The reported peak flows for the 10 and 100 year ARI storm events meet Councils requirement for allowable site discharge.

It is anticipated that the detention basin will completely empty within 6 hours following the critical duration (worst case 100 year ARI storm event) where there is no tailwater in the receiving unlined open channel.

6. Discussion

The above stormwater analysis for the proposed go-kart facility is based on the conceptual site plan drawings provided to FMG Engineering by Ahrens. All the post-development stormwater catchment analysis was based on these drawings.

FMG has proposed above ground detention storage to meet Councils criteria for allowable pre and post development discharge. The proposed site levels and invert levels of stormwater infrastructure are based on surveyed levels and are indicative. The final design levels will be confirmed upon detailed civil design and following earthworks modelling.

The site is considered relatively flat and drains towards the rear (southwest corner) of the allotment. This has resulted in several site constraints:

- Achieving 'best practise' cover for underground stormwater infrastructure is not considered achievable. Underground stormwater infrastructure should consider the loads on buried concrete pipes.
- The equalising culverts in the western detention basin system are to be laid at 0% grade. Consideration should be given to including additional inspection locations for unblocking the stormwater pipes should they become blocked.

DRAINS modelling shows that provision of a combined total of 1,730m³ will achieve detention storage for all events up to and including the 100 year ARI storm event. This can be achieved within the grounds through shallow detention basins. Storing the runoff on site will reduce the requirement for extensive pipe network and meets all Council's requirements for stormwater management.

While Council has not placed specific requirements for stormwater treatment; provision of above ground detention storage will have additional water quality benefits.

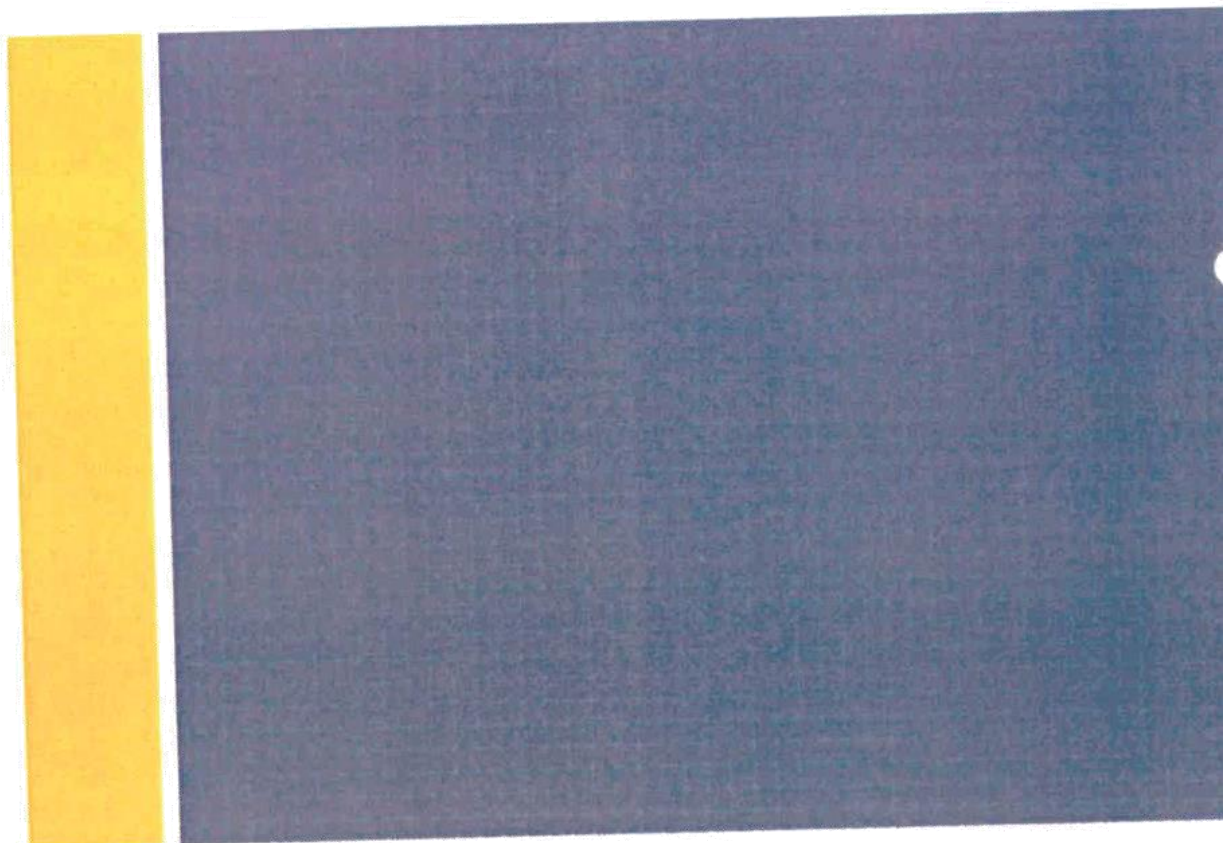
7. Limitations

FMG Engineering has prepared this report in accordance with our Proposal and the Brief where provided. The contents of the report are for the sole use of FMG Engineering and no responsibility or liability to any third party will be accepted. Data or opinions contained within the report may not be used in other contexts or for any other purposes without FMG Engineering's prior review and agreement.

It is strongly recommended that any plans and specifications prepared by others and relating to the content of this report, or amendments to the original plans and specifications, are reviewed by

FMG Engineering to verify that the intent of our recommendations is properly reflected in the design. During construction FMG Engineering requests the opportunity to review our interpretations if the exposed site conditions are significantly different from those inferred in this report.

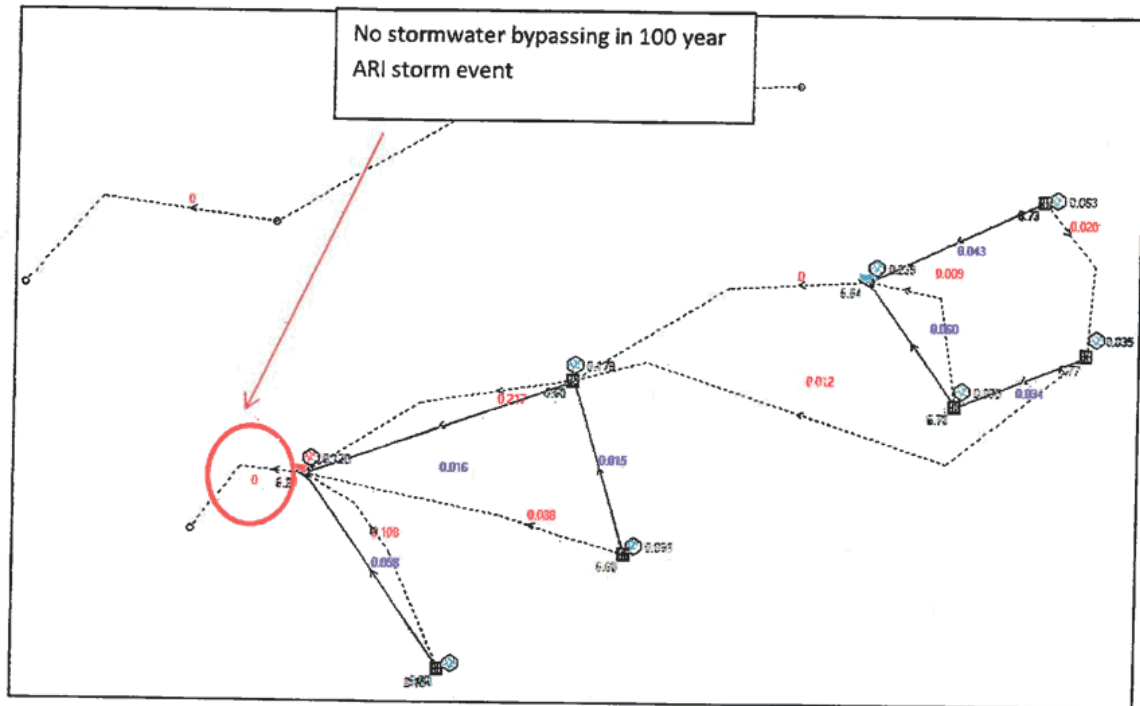
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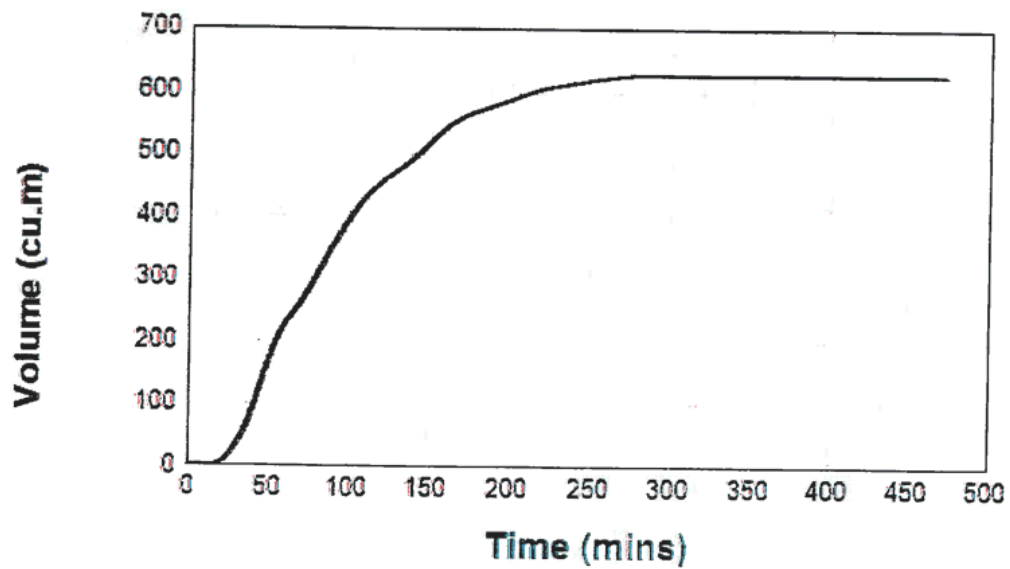
Appendix A

Layout Plan

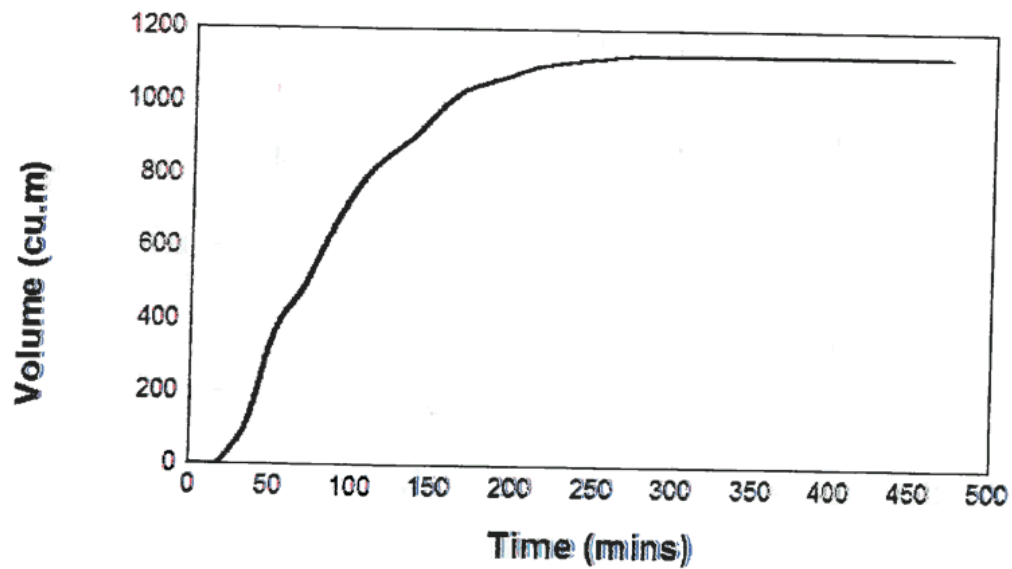
Scenario 1 100 Year ARI Storm Event



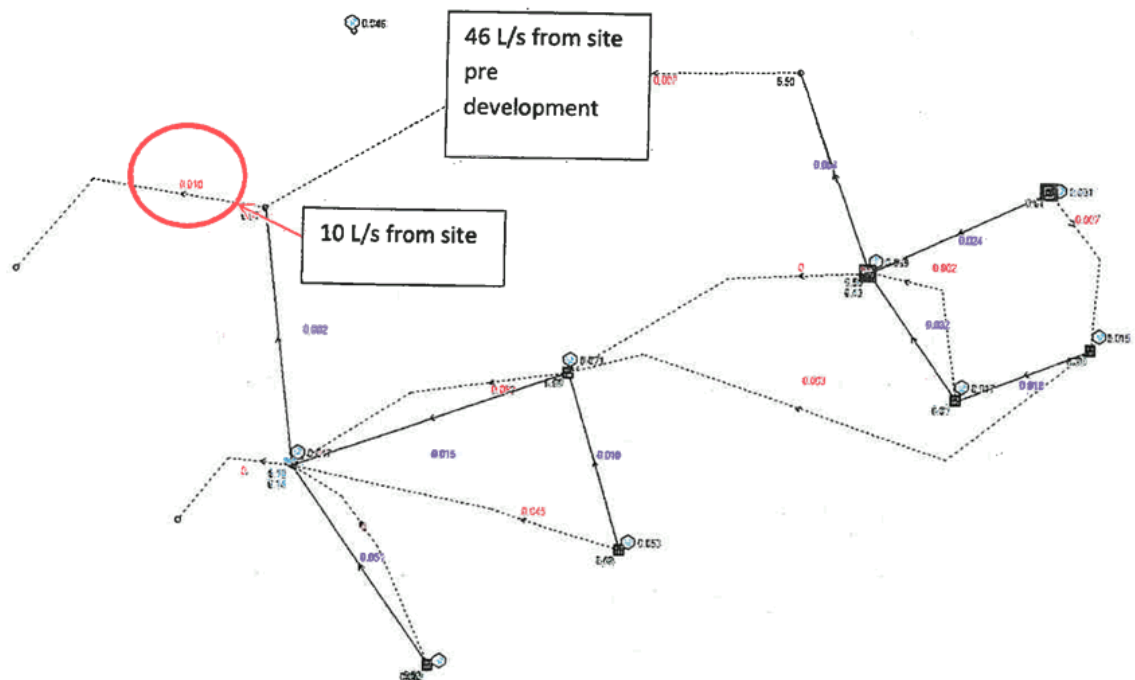
Detention Basin East

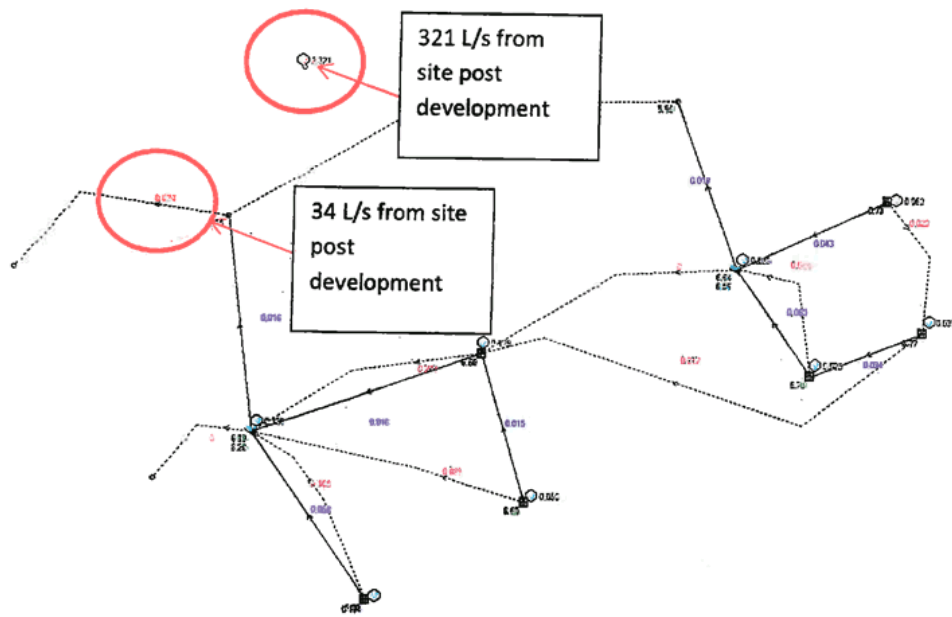


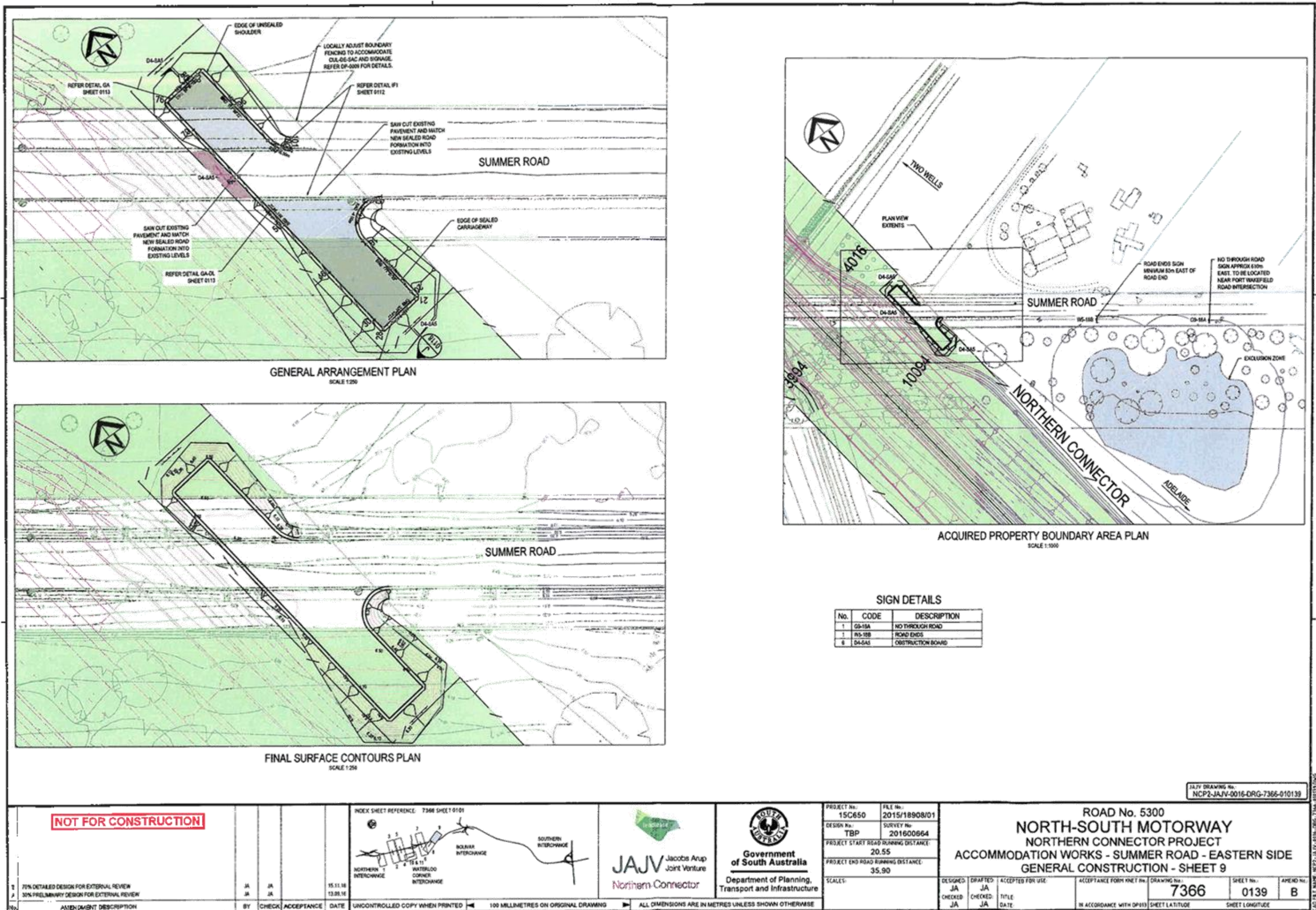
Detention Basin West System



Scenario 2 10 Year ARI Storm Event







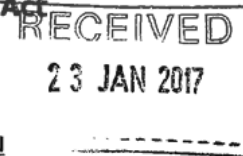
**ATTACHMENT 2 – COPY OF REPRESENTATIONS
AND APPLICANT’S RESPONSE**



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: 361/1755/2016/3B
Applicant: Esd Planning & Design
Location: 1113-1117 Port Wakefield Road, Bolivar SA 5110 and 73-79 Summer Road, Bolivar SA 5110
Proposed Development: ENTERTAINMENT FACILITY COMPRISING THREE GO KART TRACKS, FAMILY ENTERTAINMENT SHED, MECHANICAL SHED, CORPORATE SHED, FUEL STORAGE TANK AND ASSOCIATED BOUNDARY FENCING, SIGNAGE, CAR PARKING, MANOEUVRING AREAS AND LANDSCAPING

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

NAME(S): CARLEY PETER + KAREN

ADDRESS: 63+71 SUMMER RD BOLIVAR S.A 5110

PHONE NO: [REDACTED] EMAIL: [REDACTED]

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

- ☒ The owner/occupier of the property located at: 63+71 SUMMER RD BOLIVAR
- ☐ 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.

We oppose the development reason being our LIFE style will be unbearable we have horse which we train on our property we wont be able to work from with all buildings and development

361/1755/2016/3B

ON OUR FENCE LINE IS THEIR FENCE LINE ALSO
 WE WILL HAVE TRAFFIC DOING BURNOUTS AND
 SPEEDING ON OUR ROAD AS THEIR DRIVEWAY WILL BE
 A LONGSIDE OUR PROPERTY. NO FOOTPATHS ON OUR ROAD
 MAKES IT IMPOSSIBLE TO WALK OR RIDE OUR BIKES
 ANYMORE. HORSES WILL SHY AT ANY ACTIVITY NEAR
 OUR WE WOULD HAVE TO HAVE AN 8 FT SOUND PROOF
 FENCE TO BE ABLE TO STAY LIVING HERE, WE
 HAVE LIVED HERE OVER 30 YEARS. CAR PARK WILL
 BE AT THE BACK OF OUR FENCE LINE AS WELL
 WE HAVE A HORSE JOGGING TRACK GOES AROUND
 OUR BORDER OF OUR PROPERTY THEY WILL
 BE SPOOKED WITH ALL THE GOINGS ON PLEASE
 DONT APPROVE OF THE PROPOSAL.
 ALSO CREEK WONT TAKE TRAFFIC WHEN IT FLOODS ITS NOT
 ACCESSABLE WHEN IT RAINS ITS A DISGRACE.
My concerns would be addressed by: (state changes/actions to the proposal sought)

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 Thursday 2nd February 2017, to ensure that it is a valid representation and taken into account.

Representor's Declaration:

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Signature: W Carey Albanen Date: 23 / 1 / 17

Please complete this checklist to ensure your representation is valid:

- ☒ Name and address of person (or persons).
- ☒ If more than one person, details of person making the representation.
- ☒ Detail of reasons for making the representation.
- ☒ Indication whether or not the person (or persons) wishes to be heard.
- ☒ Submitted no later than 11.59pm on **Thursday 2nd February 2017**.



STATEMENT OF REPRESENTATION

Pursuant to Section 38 of the Development Act

25 JAN 2017

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: 361/1755/2016/3B
Applicant: Esd Planning & Design
Location: 1113-1117 Port Wakefield Road, Bolivar SA 5110 and 73-79 Summer Road, Bolivar SA 5110
Proposed Development: ENTERTAINMENT FACILITY COMPRISING THREE GO KART TRACKS, FAMILY ENTERTAINMENT SHED, MECHANICAL SHED, CORPORATE SHED, FUEL STORAGE TANK AND ASSOCIATED BOUNDARY FENCING, SIGNAGE, CAR PARKING, MANOEUVRING AREAS AND LANDSCAPING

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

NAME(S): Wayne and Suzanne Gowley

ADDRESS: 26 Summer Rd Bolivar 5110

PHONE NO: 0819 305 571 EMAIL:

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

☒ The owner/occupier of the property located at: 26 Summer Rd, Bolivar

☒ 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.

We oppose the above proposal as we along with others on Summer Rd have horses and the enormous traffic and noise increase that would occur if the proposal went ahead

361/1755/2016/3B

would be detrimental to the safety of horses and owners. These horses are valuable ranging from \$5000 - \$20,000 each.

We have already had a major injury to myself (Wayne) due to traffic and Noise scaring one of my horses.

We believe if the traffic and Noise were to increase this would very likely happen again.

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

Moving it Somewhere else.

PTO

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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: Mrs D Jacques

Contact details: [REDACTED]

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

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Signature: [Signature: Suzanne L. Gouley]

Date: 25 / 1 / 17

Please complete this checklist to ensure your representation is valid:

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- ☐ If more than one person, details of person making the representation.
- ☐ Detail of reasons for making the representation.
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Location:	1113-1117 Port Wakefield Road, Bolivar SA 5110 and 73-79 Summer Road, Bolivar SA 5110
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YOUR DETAILS: (this information must be provided to ensure that this is a valid representation)

NAME(S): MIL ANTHONY JENKINS

ADDRESS: 47-55 SUMMER ROAD, BOLIVAR, 5110

PHONE NO: [REDACTED] EMAIL: [REDACTED]

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

- ☒ The owner/occupier of the property located at: THE ABOVE ADDRESS
- ☐ 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.

THE EXCESSIVE NOISE CREATED
BY THESE ACTIVITIES WILL CAUSE UNDUE
STRESS TO ALL THE ANIMALS I.E. HORSES & DOGS
THAT HAVE CHOSEN TO LIVE IN THIS AREA

361/1755/2016/3B

BECAUSE OF THE PEACE & QUIET IT
HAS AFFORDED US, FOR MORE THAN
30 YEARS

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

DISALLOWING THE PROPOSALS
IN THEIR ENTIRETY!!

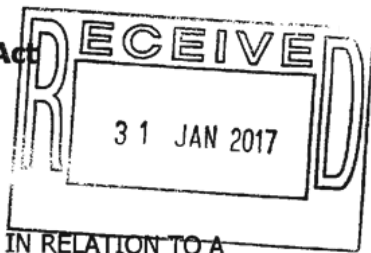
PTO



STATEMENT OF REPRESENTATION

Pursuant to Section 38 of the Development Act

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

NAME(S): Amy Galscinski

ADDRESS: 1 Summer Road

PHONE NO: [REDACTED] EMAIL: [REDACTED]

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

- ☐ The owner/occupier of the property located at:
- ☒ Other (please state): Tenant at this property

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.

I strongly oppose this going ahead.
The noise would affect our quality of
life and scare our animals. The extra
traffic would not be welcomed either.

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 Thursday 2nd February 2017, to ensure that it is a valid representation and taken into account.

Representor's Declaration:

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Signature: 

Date: 24 / 1 / 2017

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.
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AG
2 of 3

361/1755/2016/3B

we all ready have to deal with
people speeding down our road.

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

This development NOT going ahead.
It will disturb the peace as we know
it. We all ready deal with lead foot
drivers coming out of the other go-cart
track. Adding more to the mix will
be even worse. This road is NOT a
safe road to live off. Please think
how you would feel in this situation,
would you handel hearing go-karts
as your trying to watch tv, or eat your
dinner, or even sleep. No thanks!

PTO

AG
30F3.

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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: DEBBIE JACQUES

Contact details: [REDACTED]

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Signature: [Signature]

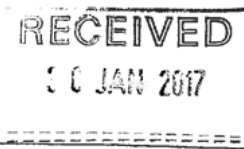
Date: 30/1/17

Please complete this checklist to ensure your representation is valid:

- ☐ Name and address of person (or persons).
- ☐ If more than one person, details of person making the representation.
- ☐ Detail of reasons for making the representation.
- ☐ Indication whether or not the person (or persons) wishes to be heard.
- ☐ Submitted no later than 11.59pm on **Thursday 2nd February 2017**.



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: 361/1755/2016/3B
 Applicant: Esd Planning & Design
 Location: 1113-1117 Port Wakefield Road, Bolivar SA 5110 and
 73-79 Summer Road, Bolivar SA 5110
 Proposed Development: ENTERTAINMENT FACILITY COMPRISING THREE GO KART TRACKS, FAMILY ENTERTAINMENT SHED, MECHANICAL SHED, CORPORATE SHED, FUEL STORAGE TANK AND ASSOCIATED BOUNDARY FENCING, SIGNAGE, CAR PARKING, MANOEUVRING AREAS AND LANDSCAPING

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

NAME(S): NATASHA WALLADGE + DAMIAN CAREY

ADDRESS: 63-71 SUMMER RD BOLIVAR

PHONE NO: 0408885121 EMAIL:

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

- ☒ The ~~owner~~/occupier of the property located at: 63-71 SUMMER RD BOLIVAR
- ☐ 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.

We live on the adjoining property. We have horses + ponies that we work daily on our track which goes around the boundary of our property. By having this complex so close puts my kids and myself in danger. The noise will be unbearable as this

361/1755/2016/3B

is a peaceful area. This area is utilized well by all land owners. This facility will increase traffic, noise + crime. Having a driveway approx. 200m long will have people speeding up and down it especially when adrenalin is still pumping from racing. The Summer Road speed limit is never obeyed by anyone as it is now without adding increased traffic to the facility. The corner of Summer and Pt. Wakefield Rd is not set up to be able to handle the extra traffic, when turning right, you have to get across 2 lanes of traffic doing 90kms then do a U-turn across another 2 lanes of traffic doing 90kms. It is already a nightmare to negotiate this without more cars doing the same thing. We hope this isn't another project that gets the go ahead by the Mayor who says yes to everything without thinking about the outcome. St. Kilda Playground for instance the upgrade was obviously not thought out at all. It is now not the best playground in the north but the worst due to injuries, slides not viable for parents to go on, with the exception of the original volcano slide.

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

An ~~inter~~ intersection with lights at Summer Rd / Pt. Wakefield Rd.

A 15-ft high fence with sound proofing and razor wire on top.

A closing time of 8pm as we work and have children that need to be asleep at a decent time for school.

Electric cars only NO FUEL, as we don't want to be fumed out anymore than we already are with the current go-kart track up the road / out of the 5 people living in this house 4 are asthmatic. And the fuel storage tank is a danger to everyone with all the open paddocks surrounding, if there was a fire no-one out here would stand a chance.

PTO

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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:

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Signature: 

Date: 30/1/2017

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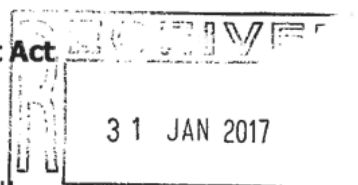
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- ☐ Submitted no later than 11.59pm on **Thursday 2nd February 2017**.



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

T. JACQUES
1 of 3



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: 361/1755/2016/3B
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Location: 1113-1117 Port Wakefield Road, Bolivar SA 5110 and 73-79 Summer Road, Bolivar SA 5110
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YOUR DETAILS: (this information must be provided to ensure that this is a valid representation)

NAME(S): TERRY G. JACQUES

ADDRESS: 16 SUMMER ROAD, BOLIVAR SA 5110

PHONE NO: [REDACTED] EMAIL: N/A

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

☒ The owner/occupier of the property located at: 16 SUMMER RD BOLIVAR

☐ 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.

I AM A QUADRAPLEGIC AND USE A GOFER TO TRAVEL
VISIT NEIGHBOURS/FRIENDS IN MY STREET AND JOHNSON ROAD.
AS THERE ARE NO FOOTPATHS I HAVE NO OPTION
BUT TO TRAVEL ON THE ROADS.

T. JACQUES
2 of 3

361/1755/2016/3B

EVEN THE NEIGHBOURS CHILDREN WALK/RIDE BIKES ON THE ROAD FOR THIS REASON.

I AM CONCERNED FOR OUR SAFETY AND WELL BEING WITH THE POTENTIAL MAJOR INCREASE IN ROAD TRAFFIC.

OTHER CONCERNS - PUBLIC SAFETY -

A) TRAFFIC EXITING SUMMER ROAD AND HEADING TO THE CROSS OVER SECTION TO DO A 'U' TURN ON R WAKEFIELD ROAD.

WE ARE CURRENTLY SEEING ACCIDENTS AND NEAR MISSES AT THE MOMENT. WITH INCREASED TRAFFIC HEAVEN KNOWS HOW SERIOUS THE SITUATION WILL BECOME.

B) TRAFFIC WILL HAVE TO PASS THROUGH A FORD WHICH IS ONLY ONE VEHICLES WIDTH.

THERE HAVE BEEN SEVERAL NEAR HEAD ON'S WITH THE CURRENT TRAFFIC USAGE. NEIGHBOURS HAVE HAD TO HELP OUT PEOPLE RUN OFF THE ROAD AND CARS IN THE DRAIN.

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

IN GENERAL I THINK IT TOTALLY INCONSIDERATE THAT THIS TYPE OF FACILITY WOULD BE CONSTRUCTED BETWEEN TWO RESIDENTIAL HOMES REGARDLESS OF MY CONCERNS LISTED ABOVE: THE NOISE WOULD BE OVER WHELMING.

TRAFFIC LIGHTS AT R WAKEFIELD / SUMMER ROAD, FOOTPATHS AND WIDENING OF THE FORD COULD BE CONSIDERED, BUT WOULD NOT HELP THOSE RESIDENTS ADJACENT TO THE FACILITY. STREET LIGHTING WILL REQUIRE MAJOR UPGRADE AS WELL AS FORMS OF SPEED CONTROL.

PTO

T. JACQUES
3 of 3

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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: WAYNE JACQUES

Contact details:

[REDACTED] ([REDACTED]) 18 Summer rd
[REDACTED] Bolton, C110

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Signature: T. Jacques

Date: 30/1/17

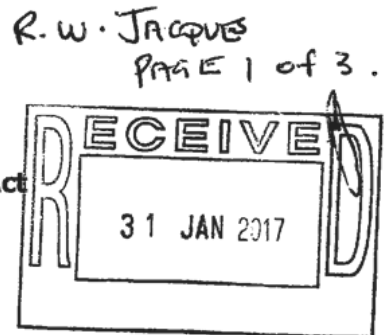
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YOUR DETAILS: (this information must be provided to ensure that this is a valid representation)

NAME(S): ROBERT (WAYNE) JACQUES

ADDRESS: 18 SUMMER ROAD BOLIVAR 5110

PHONE NO: [REDACTED] EMAIL: [REDACTED]

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

☒ The owner/occupier of the property located at: 18 Summer road,

☐ 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.

THE NOISE ALONE WOULD AFFECT OUR QUALITY OF LIFE.
REDICULOUS TIMES THAT FACILITY WOULD BE OPERATING.
THE NORTHERN CONNECTOR IS GOING TO BE ENOUGH WITHOUT
HAVING TO TOLERATE SOMETHING LIKE THIS.

PTO

RW JACQUES
PAGE 2 of 3

361/1755/2016/3B

WE HAVE CHILDREN WHO WALK/RIDE BIKES ON THE ROAD.
"NO FOOTPATHS"

THREE PROPERTIES THAT HAVE HARNESS RACING HORSES AND
OFTEN TRAVEL ON THE ROAD TO EACH OTHERS PROPERTY.
SPEEDING CARS ARE OF MAJOR CONCERN.

THE FIORD ON SUMMER ROAD IS A HAZARD AS IS NOT
WIDE ENOUGH FOR VEHICLES TO PASS IN OPPOSITE DIRECTIONS.
CAN FLOOD IN WINTER AND IMPASSABLE ALSO.

CARS EXITING SUMMER ROAD AND CROSSING OVER R WAKEFIELD
ROAD IS A MAJOR HAZARD. THERE HAVE BEEN ACCIDENTS
ALREADY. ALL THE ADDITIONAL TRAFFIC WOULD INCREASE
THE LIKELIHOOD OF ACCIDENTS POTENTIALLY TEN FOLD.

THE FACILITY WITH BRIGHT LIGHTING WILL ATTRACT
'MILLIONS' OF MIDGEEES' ?? FROM THE NEARBY PONDS.

TODAY TONIGHT HAVE BEEN OUT IN THE PASSES ON THIS.

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

THIS IS NOT AN IDEAL LOCATION,

PLEASE GIVE CONSIDERATION TO THE RESIDENTS AND
REJECT THE PROPOSAL.

PEOPLES HEALTH AND WELL BEING IS AT STAKE HERE.

PTO

RW JACQUE
PAGE 3 OF 3

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☐ 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:

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Your written representation must be received by Council no later than 11.59pm on Thursday 2nd February 2017, 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: 30/1/17

Please complete this checklist to ensure your representation is valid:

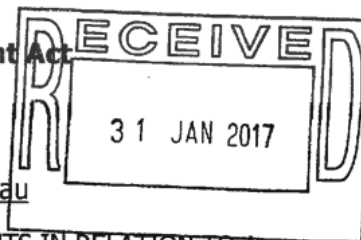
- ☐ Name and address of person (or persons).
- ☐ If more than one person, details of person making the representation.
- ☐ Detail of reasons for making the representation.
- ☐ Indication whether or not the person (or persons) wishes to be heard.
- ☐ Submitted no later than 11.59pm on **Thursday 2nd February 2017**.



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



M. JACQUES
1 of 3

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: 361/1755/2016/3B
Applicant: Esd Planning & Design
Location: 1113-1117 Port Wakefield Road, Bolivar SA 5110 and
73-79 Summer Road, Bolivar SA 5110
Proposed Development: ENTERTAINMENT FACILITY COMPRISING THREE GO KART TRACKS, FAMILY ENTERTAINMENT SHED, MECHANICAL SHED, CORPORATE SHED, FUEL STORAGE TANK AND ASSOCIATED BOUNDARY FENCING, SIGNAGE, CAR PARKING, MANOEUVRING AREAS AND LANDSCAPING

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

NAME(S): MATTHEW JACQUES

ADDRESS: 16 SUMMER RD BOLIVAR SA 5110

PHONE NO: 08 94098577 EMAIL: m.jacques@esd.com.au

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

☒ The owner/occupier of the property located at: 16 SUMMER RD BOLIVAR

☐ 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.

TOO MUCH NOISE AFFECTING OUR QUALITY OF LIFE.
SPEEDING TRAFFIC.
FIORDE IS DANGEROUS - NOT WIDE ENOUGH - CAN NOT
ACCOMMODATE CARS PASSING IN OPPOSITE DIRECTIONS

M. Jacques
2 of 3

361/1755/2016/3B

MAJOR TRAFFIC HAZARD CARS ATTEMPTING TO
EXIT SUMMER ROAD AND CROSSING OVER LANES
ON PT WAKEFIELD ROAD.

ALREADY ACCIDENTS WITH WHAT CARS USE SUMMER RD.
ONLY MATTER OF TIME BEFORE POTENTIAL FATALITY.

WORTH NOTING THAT IN WINTER THE CREEK/FIORD
DOES FLOOD AND VEHICLES UNABLE TO GET THROUGH
ONCE THE NORTHERN CONNECTOR IS IN OPERATION
THERE WILL BE NOWHERE TO GO AND RESIDENTS
ON THAT SIDE WILL BE STRANDED ALONG WITH
ANY ONE AT THE FACILITY PROPOSED.

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

TOTALLY OPPOSE THIS, THERE SURELY HAS TO
BE A BETTER LOCATION WITH OUT AFFECTING
PEOPLES WELL BEING

PTO

M. JACQUES
3 of 3

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: ROBERT (WAYNE) JACQUES

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).

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Signature: 

Date: 30 / 1 / 17

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- ☐ Submitted no later than 11.59pm on **Thursday 2nd February 2017**.



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Development Number: 361/1755/2016/3B
 Applicant: Esd Planning & Design
 Location: 1113-1117 Port Wakefield Road, Bolivar SA 5110 and
 73-79 Summer Road, Bolivar SA 5110
 Proposed Development: ENTERTAINMENT FACILITY COMPRISING THREE GO KART TRACKS, FAMILY ENTERTAINMENT SHED, MECHANICAL SHED, CORPORATE SHED, FUEL STORAGE TANK AND ASSOCIATED BOUNDARY FENCING, SIGNAGE, CAR PARKING, MANOEUVRING AREAS AND LANDSCAPING

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

NAME(S): John Valente

ADDRESS: 1119-1123 Pt. Wakefield Rd. Bolivar

PHONE NO: [REDACTED] EMAIL: [REDACTED]

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

☒ The owner/occupier of the property located at: above address

☐ Other (please state):

YOUR COMMENTS:

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

☐ Support the proposed development.

☐ Oppose the proposed development.

- 1 FEB 2017

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

- Pollution: -
 rubber & exhaust fumes - residue on crops & plantation
 nearby. As existing close by properties are established
 market gardens, pollution & excessive noise is a concern
 to workers. Nighttime activities could disturb nearby.

361/1755/2016/3B

Zoning- We are under the understanding the zoning for the area is 'Future INDUSTRIAL' - What impact will this development have on future developments.

HISTORY:- There have been instances of dumping of rubbish by patrons of the existing go-kart club in the past. The cost and effort of clean up has been borne by us and family. Vandalism has also been an issue.

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

If development were to be approved, it would be appreciated if there was solid fencing, ~~and~~ ~~and~~ along boundaries and driveway and/or noise barriers eg planted wind breaks or hedges erected and maintained by applicant/owner of land

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:

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Signature: 

Date: 23/01/2017

Please complete this checklist to ensure your representation is valid:

- ☒ Name and address of person (or persons).
- ☐ If more than one person, details of person making the representation.
- ☒ Detail of reasons for making the representation.
- ☒ Indication whether or not the person (or persons) wishes to be heard.
- ☒ Submitted no later than 11.59pm on **Thursday 2nd February 2017**.



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Applicant: Esd Planning & Design
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Proposed Development: ENTERTAINMENT FACILITY COMPRISING THREE GO KART TRACKS, FAMILY ENTERTAINMENT SHED, MECHANICAL SHED, CORPORATE SHED, FUEL STORAGE TANK AND ASSOCIATED BOUNDARY FENCING, SIGNAGE, CAR PARKING, MANOEUVRING AREAS AND LANDSCAPING

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

NAME(S): GRAEME + PATRICIA GASKIN

ADDRESS: 1103-1111 PORT WAKEFIELD RD BOLIVAR 5110

PHONE NO: [REDACTED] EMAIL:

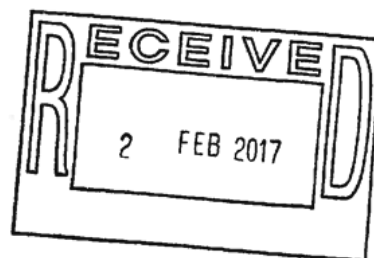
I am: (please tick one of the following boxes as appropriate)

- ☒ The owner/occupier of the property located at: 1103-1111 PORT WAKEFIELD RD
- ☐ 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.

NOISE POLLUTION & SECURITY CONCERNS.
HAVING RECENTLY RETIRED AND ANTICIPATING A DECREASE
IN NOISE POLLUTION FROM PT WAKEFIELD RD, WHEN THE NORTHWAY
CONNECTION IS COMPLETED THIS PROPOSAL WILL INCREASE THE

361/1755/2016/3B

NOISE POLLUTION TO OUR PROPERTY

THERE IS MINIMAL NOISE FROM THE POULTRY PROCESSING FACILITY. THERE IS NO FURTHER MANUFACTURING PLANT

NEARBY ONLY A WHARFHOUSE FACILITY

INCREASING TRAFFIC ON SUMMER RD

WHAT EXISTING FENCE THERE IS, BEHIND THE PROPOSED

FAMILY ENTERTAINMENT SHED IS INADEQUATE FOR SECURITY PURPOSES.

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

CARPARKING ON NORTHERN SIDE OF PROPERTY AS THERE IS A NATURAL BARRIER (DRAIN) ALONG ~~THE~~ WITH A SECURITY FENCE

8' ACOUSTIC FENCE ALONG THE NORTHERN + WESTERN SIDES OF OUR HOUSE PROPERTY (LOT 74 IN SUBMISSION) + A 6' COLOURBAND + RAZOR WIRE FENCE ALONG THE REST OF THE PROPERTY

SIGHTING THE SHED ON THE PT WAKEFIELD RD

ONLY SIGNAGE WOULD BE ATTACHED TO THE SHED.

PTO

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I/We:

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

☐ Appearing personally,

OR

☐ Represented by the following person:


Contact details:

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Signature: 

Date: 2 / 2 / 17.

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Cassandra White

DW

From: Jacob Buhagiar [redacted]
Sent: Friday, 20 January 2017 3:07 PM
To: Development
Subject: FW: development 361/1755/2016/3B
Attachments: doc20170120215710.pdf

From: Jacob Buhagiar [mailto:[redacted]]
Sent: Friday, 20 January 2017 2:56 PM
To: 'representation@salisbury.sa.gov.au'
Subject: development 361/1755/2016/3B

Hi Aaron

Small concern with the fuel storage for this proposal. If this has been addressed in the development then the proposed development would be great for the area and go kart industry.

Regards

Jake Buhagiar
 Branch Manager
EE Muir & Sons
 1104-1110 Port Wakefield Road
 Burton, SA, 5110
 Mobile: [redacted]
 Office: 08 8280 4400 Fax: 08 8280 4499
 email: [redacted]
 web: <http://www.eem.com.au>



Please consider the environment before printing this email

*****<Disclaimer>
 Please note that this communication is provided on a Without Prejudice Basis; that is, it cannot be disclosed to other parties without the prior written consent of E.E. Muir & Sons Pty Ltd.

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E.E. Muir & Sons Pty Ltd does not warrant that the attached files are free from computer viruses or other defects.

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

NAME(S): Jake Buhagiar

ADDRESS: 1104-1110 Pt Wakefield rd, Burton

PHONE NO: [REDACTED]

EMAIL: [REDACTED]

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

☒ The owner/occupier of the property located at: 1104-1110 Pt Wakefield rd

☐ 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.

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PTO

361/1755/2016/3B

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

I have a small concern with the fuel storage. As long as it is stored properly I have no issue with the proposal.

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:

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Signature:

Date: / /

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- ☐ Detail of reasons for making the representation.
- ☐ Indication whether or not the person (or persons) wishes to be heard.
- ☐ Submitted no later than 11.59pm on **Thursday 2nd February 2017.**



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

NAME(S): Mrs Denise Russell

ADDRESS: 77 Jenden Rd Salisbury plain 5109

PHONE NO: [REDACTED] EMAIL: [REDACTED]

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

- ☒ The owner/occupier of the property located at: 1113-1117 Port Wakefield Rd Bolivar
☐ 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.

Valid reply

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: Mrs Denise Russell

Contact details: 77 Fenden Rd Solihull plains

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Signature: Mrs Denise Russell

Date: 18/1/2017

Please complete this checklist to ensure your representation is valid:

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361/1755/2016/3B

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

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PTO

Aaron Curtis

From: Aaron Curtis
Sent: Thursday, 2 February 2017 8:53 AM
To: [REDACTED]
Cc: Logan Fechlie
Subject: FW: Development App 361/1755/2016/3B

Hello Kevin,

Thank you for your email regarding the above development application. Your comments in support of the development are noted.

Regards

Aaron Curtis
 Team Leader - Planning
 Development Services
 D: 84068367
 E: ACurtis@salisbury.sa.gov.au

City of Salisbury
 12 James St, Salisbury, SA, 5108
 P: 08 8406 8222
 F: 08 8281 5466
 TTY: 08 8406 8596
 W: www.salisbury.sa.gov.au

From: Development
Sent: Thursday, 2 February 2017 8:50 AM
To: Aaron Curtis
Subject: FW: Development App 361/1755/2016/3B

Logan Fechlie
 Administration Trainee - City Development
 Admin & Support Services
 D: 08 8406 8222
 E: LFechlie@salisbury.sa.gov.au

City of Salisbury
 12 James St, Salisbury, South Australia, 5108
 P: 08 8406 8222
 F: 08 8281 5466
 TTY: 08 8406 8596
 W: www.salisbury.sa.gov.au

From: Kevin Renfrey [REDACTED]
Sent: Wednesday, 1 February 2017 3:30 PM
To: Development
Subject: Development App 361/1755/2016/3B

Dear Mr Curtis

refer to your letter dated the 17th of January seeking comment for the proposed Entertainment facility at 1113-1117 Pt Wakefield Road

As the owner of the immediately adjacent property on the North side (1096-1102 Pt. Wakefield Road) I would like to register my strong support for the development.

Should you have any further information please contact the writer.

Yours faithfully

Kevin Renfrey
Managing Director



161 Francis Road Wingfield SA 5013 / Ph: 08 8347 1110 / Fax: 08 8345 4765 / Mob: 0418 820 979 /
<http://www.renfreyplanthire.com.au>

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ESD PLANNING & DESIGN

23 February 2017

PO BOX 493 Lyndoch SA 5751
M: 0421556670 P: 85245401
esdplan@gmail.com
www.esdplanning.com

City of Salisbury Planning Department
12 James Street
SALISBURY
SA 5108
Atten: Aaron Curtis

**RE: Response to Representations
361/1755/2016/3B**

Dear Aaron,

I act on behalf on the applicant, Mr Ross Edwards, with respect to the proposal to construct an Entertainment Facility at 1113-1117 Port Wakefield Rd, Bolivar.

13 representations were received by Council, 3 of which are in support of the proposal, 10 of which object.

There are numerous amenity and traffic based concerns raised by the surrounding owners/occupiers with regards to the proposed development.

The relevant planning issues and consequential response is summarised below:

Adverse Noise and Emission Impacts

Many of the surrounding land owners/occupiers have raised concerns regarding the extent of noise thought to be generated from the proposed development. Many of the concerns relate to the effect on residential amenity and impacts on horse keeping activities.

This concern is understood and was considered at the time of site selection in terms of the size of the allotments, the zoning provisions, the existing land uses within the locality and the distance to adjacent residences.

In consideration of the few dwellings within 100 metres of the proposed land use, extensive acoustic fencing was included as part of the facility. The acoustic fencing has been designed specifically for the site, the sensitive receptor locations and the likely noise to be generated by the 'low noise' go-karts. This was undertaken by a highly qualified acoustic engineer in order to ensure that the Environmental Protection (Noise) Policy 2007 (EPP) is able to comfortably be achieved.

It is the view of the Engineer, as detailed in the Acoustic Report prepared by Sonus Pty. Ltd submitted with the application that there will be no adverse off site impacts caused by the development, provided the fencing be constructed in accordance with relevant Australian Standards.

The proposed land use is recreational based, which is highly monitored and supervised at all times. The Go-Kart component of the facility is not sport based and is not considered to be a 'motor racing track' which can generally be associated with extreme noise levels outside the residential target decibel range.



It is important to remember, that the subject land is wedged in between the Northern Connector freeway to be constructed and Port Wakefield Road which is a primary arterial road, and as such the existing noise sources surrounding the site currently exceed the EPP. The facility has been designed to ensure that no additional noise is created above that to which exists currently. Further, the site is within a 'deferred industry' precinct and not within a Rural Living Zone or the like.

Any emissions generated from the Go-Karts are considered to be very minor. The EPA, who are a prescribed referral authority, have no concerns regarding emissions, as the Go-Karts use will not add to existing air pollution caused by the proximity to Port Wakefield Road and that which is likely to be generated from the Northern Connector freeway.

Traffic Impact Concerns

It is understood the residents along Summer Road are concerned about the increase in traffic volumes along Summer Road as a consequence of direct access/egress from the subject site.

Firstly, it is worth noting that patrons of the facility will not exceed more than 90 people at any one time with no more than 15 vehicles expected to enter/exit from Summer Road per hour. This traffic volume is not considered to be excessive in a Deferred Urban Zone which will be adjacent to a primary arterial road when constructed.

The proposed access is recommended by the Department of Planning, Transport and Infrastructure (DPTI) and it is understood that both Council and DPTI are supportive of the use of Summer Road as the primary access to the site.

Whilst it is understood that existing residences are likely to have adjusted to the current level of amenity and traffic volumes in the locality, the proposal has suitably demonstrated that there will be no additional adverse impacts on surrounding residential properties; which are largely well setback from the proposed use, abut urban infrastructure and land uses which are typically envisaged within the existing zoning provisions.

Additionally, the proposed hours of operation are limited to the following:

- Monday to Thursday from 10 am - 9 pm
- Friday and Saturday from 10am - 10 pm
- Sunday from 10 am - 8 pm

These hours of operation are considered to be appropriate for the proposed development and are important in terms of preserving the economic viability of the project.

The hours of operation, are consistent with the Environment Protection (Noise) Policy 2007, as the expected noise levels generated from the development will not exceed the prescribed decibel range between 10am and 10pm as detailed in the attached acoustic report. It is entirely appropriate to allow the proposed hours of operation due to the applicant being able to suitably demonstrate that there will be no adverse off-site impacts within the 'deferred industry' precinct.

Additionally, it should be noted that all exterior lighting will be suitably baffled to prevent any light spillage onto adjacent land. It is also expected that should Development Consent be granted, that any consent would include conditions of approval which seek to provide Council with the ability to regulate off site amenity impacts such as noise and lighting.

Security Concerns

It is understood that there are concerns regarding the perceived security risks that the proposal would generate. This unfortunately is not a planning matter, in legal terms, as it is the responsibility of the land owner to ensure that their assets are protected. This being said, the site will be landscaped in a manner which will still allow for passive surveillance from adjacent road networks and residential properties, will be appropriately lit, fenced and fitted with security alarm systems. The owner, as part of ongoing management of the facility, will ensure that adequate security measures are put in place on a continual basis.

Fuel storage

The proposed fuel tank is very small and only has the capacity to hold 3000 litres at any one time. The fuel tank is proposed to limit the transportation on a daily basis of fuel to the site. The tank is suitably banded and designed to comply with relevant Australian Standards. The EPA have also not raised any concerns regarding the fuel storage given the minor nature of the proposed storage tank.

All necessary safety measures are proposed to ensure compliance with both the National Construction Code and the Australian Standards.

Land Use

A valid concern was raised with regards to whether the proposed facility would prevent the good and orderly planning of the balance of land within the deferred industry precinct. This issue has been considered as part of pre-application advice sought from Council prior to the applicant entering into a contract of sale for the subject land. This site was considered most suitable for this type of land use, as the stand alone facility, is one which would not create adverse interface issues with further 'urban/industrial' development or prohibit future 'highest and best' uses. This is largely the case due to the adequate provision of on site car parking, acoustic fencing and the generous setbacks of built form to adjacent parcels of land.

This use is one which is considered to be best suited to an industrial type zone and which has no demonstrated off site impacts.

Summary

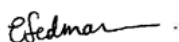
The extent of concerns raised by surrounding land owners is understood, however in relevant land use planning terms the proposal has, in my view, suitably demonstrated that the proposal is well suited to the location and warrants Development Plan Consent.

The Entertainment Facility is of a reasonable and contextual scale and will provide a valuable form of social infrastructure in the locality which is understood to be typically underserved within Adelaide's north.

The applicant has a significant amount of experience managing and operating these types of entertainment facilities and it is considered that the proposal will make a positive contribution to Adelaide's northern suburbs, without material detriment being caused to surrounding owners and occupiers.

Please feel free to contact myself on 0421556670 in you have any questions or require any additional information.

Sincerely,



Elinor Sedman
Director
(BA.Urb & Reg.Planning)
MPIA

**ATTACHMENT 3 – EPA AND COMMISSIONER
OF HIGHWAYS REFERRAL RESPONSE**

Environment Protection Authority
www.epa.sa.gov.au



GPO Box 2607 Adelaide SA 5001
250 Victoria Square Adelaide SA
T (08) 8204 2000 F (08) 8204 2020
Country areas 1800 623 445

EPA Reference: 33915

7 February 2017

Mr Aaron Curtis
Team Leader - Planning
City Of Salisbury
PO Box 8
SALISBURY SA 5108

Dear Mr Curtis

DIRECTION - Activities of Major Environmental Significance

Development Application No.	361/1755/2016/3B
Applicant	ESD Planning and Design
Location	A9, A10 FP15827, Hundred Port Adelaide, 1113-1117 Port Wakefield Road, Bolivar SA 5110.
Activity of Environmental Significance	Schedule 8 Item 11; Schedule 22 Part A Activities, Item 22-8(5)
Proposal	Entertainment Facility with Associated Go-Kart Tracks, Mechanical Shed and Workshop.
Decision Notification	A copy of the decision notification must be forwarded to: Client Services Officer Environment Protection Authority GPO Box 2607 ADELAIDE SA 5001

I refer to the above development application forwarded to the Environment Protection Authority (EPA) in accordance with Section 37 of the *Development Act 1993*. The proposed development involves an activity of major environmental significance as described above.

The following response is provided in accordance with Section 37(4)(b)(ii) of the *Development Act 1993* and Schedule 8 Item 11 of the *Development Regulations 2008*.

In determining this response the EPA had regard to and sought to further the objects of the *Environment Protection Act 1993*, and also had regard to:

- the General Environmental Duty, as defined in Part 4, Section 25 (1) of the Act; and
- relevant Environment Protection Policies made under Part 5 of the Act.

Please direct all queries relating to the contents of this correspondence to Mike Russell on telephone (08) 8204 2098 or facsimile (08) 8124 4673 or email Mike.Russell@epa.sa.gov.au.

THE PROPOSAL

The proposal is to develop an entertainment facility comprising:

- three outdoor go-kart tracks (two for petrol and one for electrical driven go-karts)
- indoor games including mini golf, laser tag, foam ball shooting etc.

This would involve the construction:

- a 70 metre x 34 metre x 5.1 metre colorbond clad building for housing the forty go-karts and indoor games facility, kiosk and amenities
- a 21 metre x 12 metre colorbond clad mechanic's shed
- a 18 metre x 9 metre colorbond clad corporate shed/lunch room with amenities
- a 3,000 litre bunded fuel tank
- two outdoor tracks for petrol driven go-karts
- one outdoor track for electric driven go-karts (for children)
- a compacted gravel roadway for access by a small fuel tanker
- 1.8 metre high acoustic fence (as per Sonus recommendations)
- car parks, roadways, stormwater management, landscaping and perimeter/security fencing.

It is noted that should the proposal be approved that prior to construction all existing farm buildings would be demolished.

SITE DESCRIPTION

The site of the proposed development is 1113 -1117 Port Wakefield Road, Bolivar. The subject land comprises of the following three parcels:

- Allotment 9 of Filed Pan 15827 - Certificate of Title Volume 5083 Folio 129
- Allotment 10 Filed Pan 15827 - Certificate of Title Volume 5083 Folio 130
- Allotment 70 Deposited Pan 112363 - Certificate of Title Volume 6178 Folio 269.

Allotment 70 fronts Summer Road and has been included in the amended plan Ahrens Group16-024 PLO _01_4 (dated 11 January 2017) to allow vehicular access to the proposed entertainment facility. The amended plan also includes access for a small fuel truck to service the onsite fuel tank storage.

There are three houses within 200 metres of the proposed facility. The nearest dwelling is approximately 36 metres from the proposed track and the next nearest dwelling is 160 metres from the closest track, which is used solely for electric go-karts by children. Potential noise impact is discussed further within this document.

Page 2 of 6

CONSIDERATION

Advice in this letter includes consideration of the location with respect to existing land uses and is aimed at protecting the environment and avoiding potential adverse impacts upon the locality.

The 'Discussion Relating to Direction and Advice' and 'Direction/Advice' sections of the following response are provided in accordance with section 37(4)(a)(i) of the *Development Act 1993* and schedule 8 Item 10(b) of the *Development Regulations 2008*.

The 'Other Comments' section of this response is provided to assist the relevant authority undertake an environmental assessment of those parts of the application outside the scope of the activity of environmental significance that triggered a referral to the EPA.

DISCUSSION RELATING TO DIRECTION AND ADVICE**ENVIRONMENTAL ISSUES****Evaluation Distances**

The activity 'motor racing or testing facilities' includes tarmac and dirt circuits, drag strips, off-road trails and any other facilities designed for racing, practice, competition or trial of motor vehicles, including road-going and off-road vehicles, as well as motorcycles, dirt bikes and quad bikes. Due to the wide range of different vehicles the potential noise impact from this category can be very diverse.

The EPA publication "*Evaluation distances for effective air quality and noise management, August 2016*" does not recommend an explicit separation distance between the proposed motor sport activity and a sensitive land use but rather recommends that proposals within this category should be assessed individually.

In support of the proposal the applicant has provided an acoustic report with recommendations for the installation of acoustic barriers which would be installed should the proposal be approved and that only 'low noise go-karts' be driven at the proposed facility. This is discussed in more detail below.

Noise

Although the proposed facility could be best described as an entertainment venue, the proposal was referred as a 'motor racing or testing facility' and has been assessed as such. The *Environment Protection Act 1993* states that if the nearest sensitive receivers are less than 200 metres from the proposed facility, the *Environment Protection Noise Policy* does not apply and the general environmental duty applies. This requires all reasonable and practicable measures to be taken to reduce offsite noise impact.

The applicant has an existing Go-Kart facility at Gepps Cross and intends to use the same karts at the subject site. Consequently noise measurements taken at Gepps Cross were utilised within the Sonus report S4494C7 dated November 2016, (authored by Chris Turnbull and reviewed by Jason Turner) to predict noise levels generated at the subject site at the nearest sensitive land use.

Page 3 of 6

The closest sensitive receiver is approximately 36 metres from the proposed go kart track, therefore general environmental duty and all reasonable and practicable measures apply. A factor that has also been considered is that there would be significant motor traffic noise from the Port Wakefield Road experienced at the closest noise sensitive receiver, which is approximately 12 metres from the bitumen.

During the hours of operation of the facility, the noise experienced at the nearest house could possibly be dominated by motor traffic noise from Port Wakefield Road and this could mask noise from the go kart track.

In this context it is considered that general environmental duty and taking all reasonable and practicable measures would be met, subject to the following three requirements:

1. a public address system is not used;
2. operating hours are limited to between 7am -10pm Monday to Saturday and 9am -10pm on Sundays; and
3. Clause 20 (DAs) of the noise policy is met.

An email from the applicant, dated 12/10/2016, it states that::

- no public address system is proposed
- operating hours would be 10am-9pm Monday to Thursday, 10am-10pm Friday and Saturday and 10am-8pm Sundays; and in addition to the 12/10/2016 email
- the applicant provided an acoustic report (Sonus S4494C7 dated November 2016), which concludes that, subject to two conditions (the installation of a 1.8 metre acoustic barrier and that only 'low noise go-karts', be used at the facility), noise from the proposal would meet Cl.20 of the noise policy.

If the three requirements above are adhered to it is considered that the application would meet the general environmental duty as required by section 25 of the *Environment Protection Act 1993*, and the requirement to take all reasonable and practicable measures. The applicant has agreed to meeting the two conditions specified in the noise report and the conditions are directed below.

The applicant intends to demolish all existing buildings on the property should the proposal be approved. An advisory note has been included for the attention of the applicant:

- Demolition and construction must be carried out so that it complies with the mandatory construction noise provisions of Part 6, Division 1 of the *Environment Protection (Noise) Policy 2007*.

Page 4 of 6

OTHER COMMENTS**Air Quality**

The main sources of air emissions from this type of activity are dust generated by vehicles, engine emissions and fuel storage/use.

The EPA is of the view that air impacts from the activity, being odour and fumes can be kept within reasonable limits given that:

- the track and manoeuvring areas and car parks are sealed
- fuel would be limited to one self bunded tank
- refuelling would be under strict control of the management within a designated area
- only go-karts owned by the facility would be driven on the track

It is considered that the above strategies would prevent or minimise air impacts. Given these factors, the proposal is in accordance with the *General Environmental Duty*, and hence is acceptable to the EPA.

Waste Management

The EPA suggests Council consider the following conditions to ensure appropriate management of waste:

- dedicated rubbish containers must be provided for the collection of all solid waste material generated by the development
- all containers used to store waste must be:
 - covered at all times to prevent the entry of stormwater or wind dispersal
 - sealed to prevent leakage
 - not used for toxic materials, chemicals, solvents, any liquids or sludges

Bunding

The applicant proposes to install a 3000 litre self bunded fuel tank that the applicant states shall be installed in accordance with EPA guidelines. This is acceptable to the EPA.

Water Quality

The applicant intends to harvest stormwater for toilet flushing and irrigation of landscaped areas. This is acceptable to the EPA.

The EPA has remained silent in regard to stormwater and wastewater management and focussed on the referral trigger, leaving these issues to be addressed by council.

CONCLUSION

There is always an inherent risk of contamination of water resources from the storage of petroleum and nuisance noise from motor racing venues.

Provided the following directed conditions are attached to any approval, the EPA considers that the activity would not result in adverse environmental impact.

All necessary care must be taken to ensure that the demolition of existing infrastructure and the construction and ongoing management of the site are undertaken in an environmentally sensitive manner.

DIRECTION

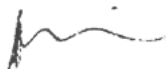
The planning authority is directed to attach the following conditions to any approval:

1. Prior to operation of the facility a 1.8 metre high acoustic barrier must be installed along the interface with the sensitive receivers to the north and south of the subject land as shown in the diagram on Page 7 of the Sonus report S4494C7 to act as a barrier between the facility and the residences. This barrier must remain in place for the life of the facility.
2. Vehicles using the facility must be restricted to only low noise go-karts that have a maximum sound power level of 94dB(A) be driven on the property. Note: An example of a go-kart that can comply is the go-kart measured at the Gepps Cross Kart Mania facility on 18 December, 2014, which is understood to have a SODIKART PM371.035 low noise exhaust.

The following notes provide important information for the benefit of the applicant and are requested to be included in any approval:

- The applicant is reminded of its general environmental duty, as required by section 25 of the *Environment Protection Act 1993*, to take all reasonable and practicable measures to ensure that the activities on the whole site, including during construction, do not pollute the environment in a way which causes or may cause environmental harm.
- The applicant is reminded that demolition and construction is required to be carried out so that it complies with the mandatory construction noise provisions of Part 6, Division 1 of the *Environment Protection (Noise) Policy 2007*.
- EPA information sheets, guidelines documents, codes of practice, technical bulletins etc can be accessed on the following web site: <http://www.epa.sa.gov.au>

Yours faithfully



Hayley Riggs
Delegate
ENVIRONMENT PROTECTION AUTHORITY

Page 6 of 6

In reply please quote 2016/00218/01, Process ID: 420801
 Enquiries to Marc Hryciuk
 Telephone (08) 8226 8395
 Facsimile (08) 8226 8330
 E-mail dpti.luc@sa.gov.au



Government of South Australia
 Department of Planning,
 Transport and Infrastructure

6/02/2017

**SAFETY AND SERVICE –
 Traffic Operations**

GPO Box 1533
 Adelaide SA 5001

Telephone: 61 8 8226 8222
 Facsimile: 61 8 8226 8330

ABN 92 366 288 135

Mr Aaron Curtis
 City of Salisbury
 PO Box 8
 SALISBURY SA 5108

Dear Mr Curtis,

14 FEB 2017

SCHEDULE 8 - REFERRAL RESPONSE

Development No.	361/1755/16
Applicant	ESD Planning and Design
Location	1113-1117 Port Wakefield Road, Bolivar
Proposal	Entertainment facility with associated go-kart tracks, mechanical shed and workshop

I refer to the above development application forwarded to the Safety and Service Division of the Department of Planning, Transport and Infrastructure (DPTI) in accordance with Section 37 of the *Development Act 1993*. The proposed development involves development adjacent a main road as described above.

The following response is provided in accordance with Section 37(4)(b) of the *Development Act 1993* and Schedule 8 of the *Development Regulations 2008*.

THE PROPOSAL

The proposed development is for an entertainment facility which includes go-kart facilities. Access to the site is to be via Summer Road.

CONSIDERATION

The subject site abuts Port Wakefield Road, an arterial road under the care, control and management of DPTI and Summer Road, a local road under the control of Council. Port Wakefield Road is identified as a Major Traffic Route, a Primary Freight Route and a Major Cycling Route under DPTI's *A Functional Hierarchy for South Australia's Land Transport Network*. At this location Port Wakefield Road has an AADT of 48,800 vehicles per day (15.5% commercial vehicles) and a posted speed limit of 90 km/h.

It should be noted that the future Northern Connector will be built adjacent to the subject site.

Access and Road Safety

This property abuts a section of Port Wakefield Road that was proclaimed as controlled access road on 13 June 1968 pursuant to Part 2A of the Highways Act 1926.

/DOCS AND FILES#11196203

Departmental records show that two authorised means of access exist to enable persons and vehicles to directly enter or leave the controlled access road from/to this site. These are described as follows:

- 5.0 metres wide, centrally located at a point 103.9 metres north of the southern property boundary, and
- 4.2 metres wide, centrally located at a point 97.1 metres north of the southern property boundary.

These access points supported the previous agricultural use of the land and one appears to have been abandoned.

The subject development has been designed to have all access via Summer Road. Summer Road connects to Port Wakefield Road via a junction that is provided with full length deceleration and acceleration lanes and operates on a left turn in and left turn out basis only. Right turns are achieved via u-turn facilities either side of the junction. As all access to the site is via Summer Road and thus minimises any impact on Port Wakefield Road, DPTI is supportive of the development.

It should be noted that any floodlighting of the site will need to be appropriately shielded to ensure that the potential for the distraction or discomfort of motorists on adjacent roads is minimised. Furthermore, all signage upon the site that is viewable from adjacent roads should be finished in a material of low reflectivity to minimise the potential for sun/headlamp glare and signs viewable from Port Wakefield Road and the future Northern Connector should be non-illuminated to minimise distraction to motorists.

Metropolitan Adelaide Road Widening Plan

The Metropolitan Adelaide Road Widening Plan shows that a strip of land up to 15.0 metres in width may be required from the Port Wakefield Road frontage of this site for the possible future upgrading of Port Wakefield Road. Although there are no current road proposals that would require the acquisition of any land from the site the consent of the Commissioner of Highways is required under the Metropolitan Adelaide Road Widening Plan Act for all new building works located on or within 6.0 metres of the possible requirement. However, as no building works within the above areas are proposed as part of this application, consent is not required in this instance.

CONCLUSION

The department is supportive of the subject development subject to conditions.

ADVICE

The planning authority is directed to attach the following conditions to any approval:

1. All access to the subject site shall be via Summer Road only. No access to Port Wakefield Road shall be permitted.
2. Any existing access points to Port Wakefield Road shall be permanently closed and fenced off to prevent further use.

The planning authority is advised to attach the following conditions to any approval:

3. All signage on the site shall be finished in a material of low reflectivity to minimise the likelihood of sun/headlamp glare.

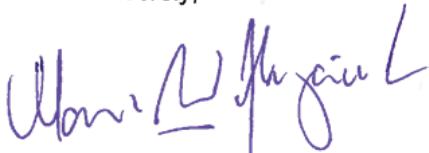
/DOCS AND FILES#11196203

4. All signage viewable from Port Wakefield Road and the future Northern Connector shall be non-illuminated and shall not contain any element that flashes, moves or changes in any way.
5. The utilisation of Trailer Mounted Variable Message Displays for advertising purposes shall not be permitted on or adjacent to the subject land.
6. All flood lighting shall be shielded in order to minimise distraction or discomfort of motorists on the adjacent roads (including the future Northern Connector).
7. Stormwater run-off shall be collected on-site and discharged without jeopardising the integrity and safety of Port Wakefield Road/Northern Connector. Any alterations to the road drainage infrastructure required to facilitate this shall be at the applicant's cost.

The following note provides important information for the benefit of the applicant and is required to be included in any approval:

- i. The Metropolitan Adelaide Road Widening Plan shows that a strip of land up to 15.0 metres in width may be required from the Port Wakefield Road frontage of this site for the possible future upgrading of Port Wakefield Road. Although there are no current road proposals that would require the acquisition of any land from the site, the consent of the Commissioner of Highways is required under the Metropolitan Adelaide Road Widening Plan Act for all new building works located on or within 6.0 metres of the possible requirement. However, as no building works are proposed within the above areas as part of this application, consent is not required in this instance.

Yours sincerely,



MANAGER, TRAFFIC OPERATIONS

For **COMMISSIONER OF HIGHWAYS**

A copy of the decision notification form should be forwarded to dpti.developmentapplications@sa.gov.au

/DOCS AND FILES#11196203

Aaron Curtis

From: Hryciuk, Marc (DPTI) <Marc.Hryciuk@sa.gov.au>
Sent: Wednesday, 15 March 2017 1:37 PM
To: Aaron Curtis
Subject: RE: DA 361/1755/2016 - 1113 - 1117 Port Wakefield Road, Bolivar

Hi Aaron,

It would be preferable for the ford to be upgraded to provide all weather access to the subject locality. However, in the event that the ford is not upgraded, the department would be prepared to consider the provision of an emergency exit gate on Port Wakefield Road for the subject land use. Such a gate could only be used for true emergency situations when Summer Road is closed to traffic due to flooding. The gate would need to be locked at all times. Furthermore, in the event that the ford is upgraded in the future or the land use ceases, the emergency access will be required to be removed and fenced off.

In view of the above, the directed conditions can be modified to read as follows:

- All general access to the subject site shall be via Summer Road only. A single 4.0 metres wide emergency gate may be permitted on Port Wakefield Road for emergency exit purposes when Summer Road is closed due to flooding. The emergency gate must not be used for anything other than emergency exit purposes and must be locked at all times.
- Any existing access points to Port Wakefield Road (other than the emergency gate) shall be permanently closed and fenced off to prevent further use.
- In the event that the Summer Road ford is upgraded or the subject land use ceases or changes, the emergency access shall be permanently closed and fenced off to prevent further use.

It will also be necessary for the following note to be attached:

- With respect to the emergency access, the applicant must write to the Department to apply for a permit for this access. A permit can be applied for by writing to the Commissioner of Highways C/- Mr George Morias, Team Leader Traffic Access, Traffic Operations, GPO Box 1855, ADELAIDE, SA 5000 or via email to dpti.luc@sa.gov.au.

In addition to the above, it should be noted that a condition of approval will be required to limit the operation of the site to days and times where it is unlikely that the Summer Road ford will be closed. This may need to be in the form of an operations management plan.

On a side note, it should be noted that the above is an exception to the rule and that no other properties in the area will be provided with an emergency gate of this nature.

I hope that the above addresses the matter.

Kind regards,

Marc Hryciuk
A/Team Leader, Traffic Access
Operational Services
Department of Planning, Transport and Infrastructure
T 18226 8395 • E Marc.Hryciuk@sa.gov.au
PO Box 1533 Adelaide SA 5001 • DX 171 • www.dpti.sa.gov.au



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From: Aaron Curtis [mailto:ACurtis@salisbury.sa.gov.au]
Sent: Tuesday, 7 March 2017 5:08 PM
To: Hryciuk, Marc (DPTI) <Marc.Hryciuk@sa.gov.au>
Cc: Jackel, Peter (DPTI) <Peter.Jackel@sa.gov.au>; Harry Pitrans <HPitrans@salisbury.sa.gov.au>; Panagopoulos, George (DPTI) <George.Panagopoulos@sa.gov.au>
Subject: RE: DA 361/1755/2016 - 1113 - 1117 Port Wakefield Road, Bolivar

Hi Marc,

We have been liaising with Peter Jackel and George Panagopoulos regarding the above application.

We have expressed concern to DPTI regarding the ford that traverses Summer Road. During heavy rains, the ford floods and may not be traffickable. As a result of the northern connector project, sites south of the northern connector alignment will not be able to travel north, thereby meaning access can only be achieved south across the ford.

We have suggested to Peter and George that emergency access to the site via Port Wakefield Road be permitted in the event that Summer Road is not able to be used.

Noting that you have directed Council to permit no access to Port Wakefield Road, could you please confirm if the above arrangement is permitted for emergency access/egress only. This would appear to be a suitable outcome, given that the northern connector project will remove two-way directional movements on Summer Road.

Please let me know as soon as possible.

Regards

Aaron Curtis
 Team Leader - Planning
 Development Services
 D: 84068367
 E: ACurtis@salisbury.sa.gov.au

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 12 James St, Salisbury, SA, 5108
 P: 08 8406 8222
 F: 08 8281 5466
 TTY: 08 8406 8596
 W: www.salisbury.sa.gov.au



ATTACHMENT 4 – EXTRACT OF RELEVANT PROVISIONS
DEVELOPMENT PLAN 07.07.16

Development Plan

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



Department of Planning, Transport and Infrastructure

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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

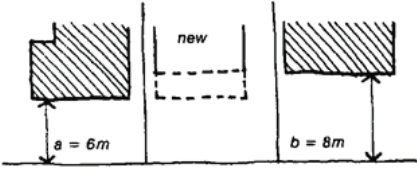
- 1 The design of a building may be of a contemporary nature and exhibit an innovative style provided the overall form is sympathetic to the scale of development in the locality and with the context of its setting with regard to shape, size, materials and colour.
- 2 Buildings should be designed and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

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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.

Hazards

OBJECTIVES

- 1 Maintenance of the natural environment and systems by limiting development in areas susceptible to natural hazard risk.
- 2 Development located away from areas that are vulnerable to, and cannot be adequately and effectively protected from the risk of natural hazards.
- 3 Critical community facilities such as hospitals, emergency control centres, major service infrastructure facilities, and emergency service facilities located where they are not exposed to natural hazard risks.
- 4 Development located and designed to minimise the risks to safety and property from flooding.
- 5 Development located to minimise the threat and impact of bushfires on life and property.
- 6 Expansion of existing non-rural uses directed away from areas of high bushfire risk.
- 7 The environmental values and ecological health of receiving waterways and marine environments protected from the release of acid water resulting from the disturbance of acid sulphate soils.
- 8 Protection of human health and the environment wherever site contamination has been identified or is suspected to have occurred.
- 9 Appropriate assessment and remediation of site contamination to ensure land is suitable for the proposed use and provides a safe and healthy living and working environment.
- 10 Minimisation of harm to life, property and the environment through appropriate location of development and appropriate storage, containment and handling of hazardous materials.

PRINCIPLES OF DEVELOPMENT CONTROL

- 1 Development should be excluded from areas that are vulnerable to, and cannot be adequately and effectively protected from, the risk of hazards.
- 2 Development located on land subject to hazards as shown on the *Overlay Maps - Development Constraints* should not occur unless it is sited, designed and undertaken with appropriate precautions being taken against the relevant hazards.
- 3 There should not be any significant interference with natural processes in order to reduce the exposure of development to the risk of natural hazards.

Flooding

- 4 Development should not occur on land where the risk of flooding is likely to be harmful to safety or damage property.
- 5 Development should not be undertaken in areas liable to inundation by tidal, drainage or flood waters unless the development can achieve all of the following:
 - (a) it is developed with a public stormwater system capable of catering for a 1-in-100 year average return interval flood event
 - (b) buildings are designed and constructed to prevent the entry of floodwaters in a 1-in-100 year average return interval flood event.

Salisbury Council
General Section
Hazards

- 6 Development, including earthworks associated with development, should not do any of the following:
- (a) impede the flow of floodwaters through the land or other surrounding land
 - (b) increase the potential hazard risk to public safety of persons during a flood event
 - (c) aggravate the potential for erosion or siltation or lead to the destruction of vegetation during a flood
 - (d) cause any adverse effect on the floodway function
 - (e) increase the risk of flooding of other land
 - (f) obstruct a watercourse.

Bushfire

- 7 The following bushfire protection principles of development control apply to development of land identified as General, Medium and High bushfire risk areas as shown on the *Bushfire Protection Area BPA Maps - Bushfire Risk*.
- 8 Development in a Bushfire Protection Area should be in accordance with those provisions of the *Minister's Code: Undertaking development in Bushfire Protection Areas* that are designated as mandatory for Development Plan Consent purposes.
- 9 Buildings and structures should be located away from areas that pose an unacceptable bushfire risk as a result of one or more of the following:
- (a) vegetation cover comprising trees and/or shrubs
 - (b) poor access
 - (c) rugged terrain
 - (d) inability to provide an adequate building protection zone
 - (e) inability to provide an adequate supply of water for fire-fighting purposes.
- 10 Residential, tourist accommodation and other habitable buildings should:
- (a) be sited on the flatter portion of allotments and avoid steep slopes, especially upper slopes, narrow ridge crests and the tops of narrow gullies, and slopes with a northerly or westerly aspect
 - (b) be sited in areas with low bushfire hazard vegetation and set back at least 20 metres from existing hazardous vegetation
 - (c) have a dedicated and accessible water supply available at all times for fire fighting.
- 11 Extensions to existing buildings, outbuildings and other ancillary structures should be sited and constructed using materials to minimise the threat of fire spread to residential, tourist accommodation and other habitable buildings in the event of bushfire.
- 12 Buildings and structures should be designed and configured to reduce the impact of bushfire through using simple designs that reduce the potential for trapping burning debris against the building or structure, or between the ground and building floor level in the case of transportable buildings.
- 13 Land division for residential or tourist accommodation purposes within areas of high bushfire risk should be limited to those areas specifically set aside for these uses.

- 14 Where land division does occur it should be designed to:
 - (a) minimise the danger to residents, other occupants of buildings and fire fighting personnel
 - (b) minimise the extent of damage to buildings and other property during a bushfire
 - (c) ensure each allotment contains a suitable building site that is located away from vegetation that would pose an unacceptable risk in the event of bushfire
 - (d) ensure provision of a fire hazard separation zone isolating residential allotments from areas that pose an unacceptable bushfire risk by containing the allotments within a perimeter road or through other means that achieve an adequate separation.
- 15 Vehicle access and driveways to properties and public roads created by land division should be designed and constructed to:
 - (a) facilitate safe and effective operational use for fire-fighting and other emergency vehicles and residents
 - (b) provide for two-way vehicular access between areas of fire risk and the nearest public road.
- 16 Olive orchards should be located and developed in a manner that minimises their potential to fuel bushfires.

Salinity

- 17 Development should not increase the potential for, or result in an increase in, soil and water salinity.
- 18 Preservation, maintenance and restoration of locally indigenous plant species should be encouraged in areas affected by dry land salinity.
- 19 Irrigated horticulture and pasture should not increase groundwater-induced salinity.

Acid Sulfate Soils

- 20 Development and activities, including excavation and filling of land, that may lead to disturbance of potential or actual acid sulfate soils (including land identified on the *Overlay Maps – Development Constraints*) should be avoided unless such disturbances are managed in a way that effectively avoids the potential for harm or damage to any of the following:
 - (a) the marine and estuarine environment
 - (b) natural water bodies and wetlands
 - (c) agricultural or aquaculture activities
 - (d) buildings, structures and infrastructure
 - (e) public health.
- 21 Development, including primary production, aquaculture activities and infrastructure, should not proceed unless it can be demonstrated that the risk of releasing acid water resulting from the disturbance of acid sulfate soils is minimal.

Site Contamination

- 22 Development, including land division, should not occur where site contamination has occurred unless the site has been assessed and remediated as necessary to ensure that it is suitable and safe for the proposed use.

**Salisbury Council
General Section
Hazards**

Containment of Chemical and Hazardous Materials

- 23 Hazardous materials should be stored and contained in a manner that minimises the risk to public health and safety and the potential for water, land or air contamination.
- 24 Development that involves the storage and handling of hazardous materials should ensure that these are contained in designated areas that are secure, readily accessible to emergency vehicles, impervious, protected from rain and stormwater intrusion and other measures necessary to prevent:
 - (a) discharge of polluted water from the site
 - (b) contamination of land
 - (c) airborne migration of pollutants
 - (d) potential interface impacts with sensitive land uses.

Landslip

- 25 Development, including associated cut and fill activities, should not lead to an increased danger from land surface instability or to the potential of landslip occurring on the site or on surrounding land.
- 26 Development on steep slopes should promote the retention and replanting of vegetation as a means of stabilising and reducing the possibility of surface movement or disturbance.
- 27 Development in areas susceptible to landslip should:
 - (a) incorporate split level designs to minimise cutting into the slope
 - (b) ensure that cut and fill and heights of faces are minimised
 - (c) ensure cut and fill is supported with engineered retaining walls or are battered to appropriate grades
 - (d) control any erosion that will increase the gradient of the slope and decrease stability
 - (e) ensure the siting and operation of an effluent drainage field does not contribute to landslip
 - (f) provide drainage measures to ensure surface stability is not compromised
 - (g) ensure natural drainage lines are not obstructed.

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.

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 development</i> 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 <i>land</i> 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.

Salisbury Council
General Section
Interface between Land Uses

- 17 New urban development should provide a buffer of at least 40 metres wide (inclusive of any fuel break, emergency vehicle access or road) separating urban and rural activities.
- 18 Development located within 300 metres of facilities for the handling, transportation and storage of bulk commodities should:
 - (a) not prejudice the continued operation of those facilities
 - (b) be located, designed and developed having regard to the potential environmental impact arising from the operation of such facilities and the potential extended hours of operation.

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.

Salisbury Council
General Section
Natural Resources

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.

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.

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General Section
Transportation and Access

- 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.

Salisbury Council
General Section
Waste

Waste

OBJECTIVES

- 1 Development that, in order of priority, avoids the production of waste, minimises the production of waste, reuses waste, recycles waste for reuse, treats waste and disposes of waste in an environmentally sound manner.
- 2 Development that includes the treatment and management of solid and liquid waste to prevent undesired impacts on the environment including, soil, plant and animal biodiversity, human health and the amenity of the locality.

PRINCIPLES OF DEVELOPMENT CONTROL

- 1 Development should be sited and designed to prevent or minimise the generation of waste (including wastewater) by applying the following waste management hierarchy in the order of priority as shown below:
 - (a) avoiding the production of waste
 - (b) minimising waste production
 - (c) reusing waste
 - (d) recycling waste
 - (e) recovering part of the waste for re-use
 - (f) treating waste to reduce the potentially degrading impacts
 - (g) disposing of waste in an environmentally sound manner.
- 2 The storage, treatment and disposal of waste materials from any development should be achieved without risk to health or impairment of the environment.
- 3 Development should avoid as far as practical, the discharge or deposit of waste (including wastewater) onto land or into any waters (including processes such as seepage, infiltration or carriage by wind, rain, sea spray, stormwater or by the rising of the water table).
- 4 Untreated waste should not be discharged to the environment, and in particular to any water body.
- 5 Development should include appropriately sized area to facilitate the storage of receptacles that will enable the efficient recycling of waste.
- 6 Development that involves the production and/or collection of waste and/or recyclable material should include designated collection and storage area(s) that are:
 - (a) screened and separated from adjoining areas
 - (b) located to avoid impacting on adjoining sensitive environments or land uses
 - (c) designed to ensure that wastes do not contaminate stormwater or enter the stormwater collection system
 - (d) located on an impervious sealed area graded to a collection point in order to minimise the movement of any solids or contamination of water

- (e) protected from wind and stormwater and sealed to prevent leakage and minimise the emission of odours
- (f) stored in such a manner that ensures that all waste is contained within the boundaries of the site until disposed of in an appropriate manner.

Wastewater

- 7 The disposal of wastewater to land should only occur where methods of wastewater reduction and reuse are unable to remove the need for its disposal, and where its application to the land is environmentally sustainable.
- 8 Wastewater lagoons should not be sited in any of the following areas:
 - (a) within land subject to a 1-in-100 year average return interval flood event
 - (b) within 50 metres of the top of the bank of a watercourse
 - (c) within 500 metres of the coastal high water mark
 - (d) where the base of the lagoon would be below any seasonal water table.
- 9 Artificial wetland systems for the storage of treated wastewater, such as wastewater lagoons, should be:
 - (a) sufficiently separated from adjoining sensitive uses to minimise potential adverse odour impacts
 - (b) sited and designed to minimise potential public health risks arising from the breeding of mosquitoes.

Waste Treatment Systems

- 10 Development that produces any sewage or effluent should be connected to a waste treatment system that complies with (or can comply with) the relevant public and environmental health legislation applying to that type of system.
- 11 The methods for, and siting of, effluent and waste storage, treatment and disposal systems should minimise the potential for environmental harm and adverse impacts on:
 - (a) the quality of surface and groundwater resources
 - (b) public health
 - (c) the amenity of a locality
 - (d) sensitive land uses.
- 12 Waste treatment should only occur where the capacity of the treatment facility is sufficient to accommodate likely maximum daily demands including a contingency for unexpected high flows and breakdowns.
- 13 Any on-site wastewater treatment system/ re-use system or effluent drainage field should be located within the allotment of the development that it will service.
- 14 A dedicated on-site effluent disposal area should not include any areas to be used for, or could be reasonably foreseen to be used for, private outdoor open space, driveways, car parking or outbuildings.
- 15 The spreading or discharging of treated liquid or solid waste onto the ground should only occur where the disposal area consists of soil and vegetation that has the capacity to store and use the waste without contaminating soil or surface or ground water resources or damaging crops.

**Salisbury Council
General Section
Waste**

- 16 Stock slaughter works, poultry processors, saleyards, piggeries, cattle feedlots, milking sheds, milk processing works, fish processing works, wineries, distilleries, tanneries and fellmongeries, composting works, waste or recycling depots and concrete batching works should have a wastewater management system that is designed so as not to discharge wastes generated by the premises:
 - (a) into any waters
 - (b) onto land in a place where it is reasonably likely to enter any waters by processes such as:
 - (i) seepage
 - (ii) infiltration
 - (iii) carriage by wind, rain, sea spray, or stormwater
 - (iv) the rising of the watertable.
- 17 Winery waste management systems should be designed to ensure:
 - (a) surface runoff does not occur from the wastewater irrigation area at any time
 - (b) wastewater is not irrigated onto waterlogged areas, land within 50 metres of a creek, or swamp or domestic or stock water bore, or land subject to flooding, steeply sloping land, or rocky or highly permeable soil overlaying an unconfined aquifer
 - (c) wastewater is not irrigated over an area which is within 50 metres of any residence on neighbouring land or 10 metres of any type of publicly owned land
 - (d) wastewater is released using low trajectory low pressure sprinklers, drip irrigators or agricultural pipe, and is not sprayed more than 1.5 metres into the air or in fine droplets if there is a potential for the spread of diseases from the wastewater
 - (e) stormwater run-off from areas which are contaminated with grape or grape products is drained to winery waste management systems during vintage periods
 - (f) stormwater from roofs and clean hard paved surfaces is diverted away from winery waste management systems and disposed of in an environmentally sound manner or used for productive purposes.

Deferred Urban Zone

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

OBJECTIVES

- 1 A zone accommodating a restricted range of uses that are not prejudicial to development of the land for urban purposes and maintain the appearance of the zone.
- 2 Development within Precinct 2 Deferred Urban that supports the continuation of land use activities that are required for one of the following:
 - (a) servicing and repair of commercial vessels and recreational boats
 - (b) effective stormwater drainage of the adjacent parts of the metropolitan area
 - (c) generation and supply of electricity
 - (d) waste disposal and salt production in the short to medium-term, in a manner that is consistent with the future urban land use of the zone and the protection of the adjoining estuarine environments and adjoining residential areas.
- 3 The Precinct 3 Deferred Industry developed for agricultural purposes until required for future industrial expansion.
- 4 Prevention of development likely to be incompatible with long-term urban development, or likely to be detrimental to the orderly and efficient servicing and conversion of the land for urban use.
- 5 Development that is considerate of areas that provide significant habitat for shorebirds.

PRINCIPLES OF DEVELOPMENT CONTROL

Land Use

- 1 The following forms of development are envisaged in the zone:
 - facilities within the Precinct 2 Deferred Urban that are required for the harvesting and storage of salt after its crystallisation
 - salt evaporation pans within the Precinct 2 Deferred Urban
 - agricultural development within the Precinct 3 Deferred Industry, except where it will be incompatible with the potential future use of the land as an industrial area.
- 2 Development listed as non-complying is generally inappropriate.
- 3 Development should not be undertaken if it will be prejudicial to the orderly and economic development of future urban land uses within the zone.

Land Division

- 4 Land division should not occur unless it is in the form of an alteration to the boundaries of an allotment and no additional allotments are created in the zone.
- 5 The alteration of allotment boundaries should only occur in order to achieve one or more of the following:

Salisbury Council
Zone Section
Deferred Urban Zone

- (a) correct an anomaly in the placement of allotment boundaries with respect to the location of existing buildings or structures
- (b) improve the management of the land for the purpose of primary production
- (c) enable the provision of public infrastructure.

PRECINCT SPECIFIC PROVISIONS

Refer to the [Map Reference Tables](#) for a list of the maps that relate to the following precinct(s).

Precinct 2 Deferred Urban

- 6 Development within the precinct should allow for the harvesting and storage of salt after its crystallisation.
- 7 Development within the precinct should support the continuation of existing land use activities that are required for one of the following:
 - (a) servicing and repair of commercial vessels and recreational boats
 - (b) effective stormwater drainage of the adjacent parts of the metropolitan area
 - (c) generation and supply of electricity
 - (d) waste disposal and salt production in the short to medium-term, in a manner that is consistent with the future urban land use of the zone and the protection of the adjoining estuarine environments and adjoining residential areas.

Precinct 3 Deferred Industry

- 8 Development within the precinct should be for agricultural purposes until required for future industrial expansion.
- 9 Development within the precinct should not occur where it is likely to be incompatible with the potential future use of the land as an industrial area.

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 consist 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	

Form of development	Exceptions
Commercial forestry	
Community centre	
Consulting room	
Crematorium	
Dairy	
Dwelling	Except where it is a detached dwelling and it achieves both of the following: (a) it is located within the Precinct 2 Deferred Urban (b) it does not result in more than one dwelling on an allotment.
Educational establishment	
Fuel depot	
Hospital	
Hotel	
Indoor recreation centre	
Industry	Except where it is located within the Precinct 2 Deferred Urban and it is in the form of an extractive industry or an associated development.
Intensive animal keeping	
Land division	Except where no additional allotments are created partly or wholly within the zone.
Motel	
Motor repair station	
Nursing home	
Office	
Petrol filling station	
Place of worship	
Pre-school	
Residential flat building	
Road transport terminal	
Service trade premises	
Shop	
Stock sales yard	
Stock slaughter works	
Store	

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Zone Section
Deferred Urban Zone

Form of development	Exceptions
Tourist accommodation	
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*.

Further, the following forms of development (except where the development is non-complying) are designated:

Category 1	Category 2
The following land uses where located within Precinct 3 Deferred Industry:	
(a) farming	
(b) farm building	
(c) horticulture	
(d) horticultural building.	

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 meters 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 2 machines
Gaming room	1 space per 25 square metres, with a minimum of 4 spaces per office
Office	Greater of 1 space for every 3 seats or 1 space for every 15 square metres of dining area
Restaurant	3 spaces per 100 square metres
Service trade premises	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
Shop	
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	1 space per 30 square metres
Plus	Plus
Non-office component	
Up to 200 square metres	1 space per 50 square metres
Plus 200-2000 square metres	1 additional space for every 75 square metres
Plus greater than 2000 square metres	1 additional space for every 150 square metres
Or	Or
For labour intensive industries, inclusive of office component (whichever ever is greater)	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



Primary Arterial Roads
Secondary Arterial Roads

Overlay Map Sal/16 TRANSPORT

SALISBURY COUNCIL
Consolidated - 7 July 2016





