



AGENDA

FOR COUNCIL ASSESSMENT PANEL MEETING TO BE HELD ON

26 FEBRUARY 2019 AT 6:00 PM

IN THE COUNCIL CHAMBER, 12 JAMES STREET, SALISBURY

MEMBERS

Mr D Wallace (Presiding Member)
Mr R Bateup
Ms S Johnston
Mr J Watson
Mr B Brug

REQUIRED STAFF

General Manager City Development, Mr T Sutcliffe
Manager Development Services, Mr C Zafirooulos (Assessment
Manager)
Team Leader – Planning, Mr A Curtis
Development Officer – Planning, Mr C Carrey

APOLOGIES

LEAVE OF ABSENCE

ENSORED MINUTES FROM PREVIOUS MEETING

Copy of the Endorsed Minutes of the Council Assessment Panel Meeting held on 4 December 2018.

DECLARATIONS OF CONFLICTS OF INTEREST

REPORTS

Development Applications

5.1.1 361/1728/2018/2B 23

Demolition of car park, transportable building, three (3) dwellings and associated outbuildings, construction of two storey school building, car park with associated access from Countess Street and egress to Blaess Drive and increase in school capacity to 580 students for Temple Christian College at 9-25 Countess Street, 5 Countess Street, 7 Countess Street and 18 Blaess Drive, Paralowie SA 5108.

5.1.2 Development Application 361/1144/2016 219

Applicant Appeal to Environment, Resources and Development Court, Town Planning Advisors v City of Salisbury (ERD 17-263)

Mixed use development comprising Prayer Hall, Dining Hall and Library/Museum with associated facilities, including playground, carpark, caretakers residence, community garden and horse enclosure, and the removal of a regulated tree at 701-709 Port Wakefield Road, Globe Derby Park for Town Planning Advisors.

OTHER BUSINESS

5.2.1 Status of Current Appeal Matters and Deferred Items 589

5.2.2 Policy Issues is Arising from Consideration of Development Applications

5.2.3 Future Meetings & Agenda Items

CLOSE

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

4 DECEMBER 2018

MEMBERS PRESENT

Mr D Wallace (Presiding Member)
Mr J Watson
Ms S Johnston
Mr B Brug

STAFF

General Manager City Development, Mr T Sutcliffe
Manager Development Services, Mr C Zafirooulos (Assessment Manager)
Team Leader – Planning, Mr A Curtis
Development Officer – Planning, Mr C Carrey
Development Officer – Planning, Ms K Brown
Planning Consultant, Mr M Atkinson

The meeting commenced at 6.00pm

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

APOLOGIES

Apology was received from Mr R Bateup.

LEAVE OF ABSENCE

Nil

DECLARATIONS OF CONFLICTS OF INTEREST

Mr B Brug declared a conflict for items 5.1.3 and 5.1.4 due his previous engagement on these applications as an Elected Member of Council prior to his appointment on the Council Assessment Panel.

REPORTS

Development Applications

At the request of the representor, the Presiding Member brought forward item 5.1.5.

- 5.1.5 361/1755/2018/2T**
Removal of a regulated tree on road reserve at Adjacent 3 Weemala Road, Salisbury East SA 5109 for City of Salisbury

REPRESENTORS

Mr J J Monaghan represented by Cr A Duncan, and spoke to their representation.

APPLICANT

Mr K Davey, City of Salisbury

Mr Watson moved and the Council Assessment Panel resolved that:

- A. The proposed development is not considered to be seriously at variance with the Salisbury Development Plan – Consolidated 15 December 2016.
- B. Pursuant to Section 33 of the *Development Act 1993*, Development Approval is **GRANTED** to application number 361/1755/2018/2T for Removal of a regulated tree on road reserve 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.	Document Type	Date	Prepared By
File Number: DA 361/1755/2018/2T	Tree Assessment 3 Weemala Road, Salisbury East	Date Received Stamped by Council 31 October 2018	Symatree

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

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2. That semi-mature native tree species (>1m in height) indigenous to the local area shall be planted on a two for one basis to compensate for the removal of the regulated tree. The replacement tree planting shall be maintained in good condition at all times and replaced if necessary.

Reason: To comply with requirements of Regulation 117 (2) of the Development Regulations 2008.

5.1.1 361/1720/2018/3B

Child care centre comprising new building, signage, boundary acoustic fencing and associated car parking at 158-160 and 162 Salisbury Highway, Salisbury for AO Salisbury Pty Ltd

REPRESENTORS

R Tedesco and G Prince, represented by Mr G Bivone spoke to their representations.

Mr J Readings, spoke to his representation.

Ms K Woolger represented by Mr Peter Ludtke, spoke to their representation.

N & A Bivone represented by Mr C Bivone, spoke to their representation.

M Banks & T Williams, Ms Williams spoke to their representation.

L Ghimire represented by Ms R Ghimire, spoke to their representation.

Mr G Bivone, spoke to his representation.

Mr Tinkler, was not present at the meeting.

APPLICANT

Mr Phil Harrett, URPS
Mr Ashley Greiner, AO Salisbury Pty Ltd
Mr Jason Turner, Sonus
Mr David Kwong, GTA Consultants

Ms Johnston moved and Mr Watson seconded and the Council Assessment Panel resolved that:

- A. The proposed development is not considered to be seriously at variance with the Salisbury Development Plan – Consolidated 15th December 2016.
- B. Pursuant to Section 33 of the *Development Act 1993*, Development Plan Consent is **GRANTED** to application number 361/1720/2018/3B for Child care centre comprising new building, signage, boundary acoustic fencing and associated car parking in accordance with the plans and details submitted with the application and subject to the following Reserved Matter 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. Civil Plan, prepared by a qualified and experienced civil engineer which shall include all of the following:
 - a) Finished floor level for buildings, driveways and impervious surfaces, noting that the finished floor level of the building shall be at least 300mm above top of kerb;
 - b) Cut/fill details;
 - c) Retaining walls (if required);
 - d) Kerbing and driveway crossovers, noting that all inverts and driveway crossovers shall comply with Council Design Details;
 - e) Closure of all redundant inverts and crossovers and reinstatement with upright kerb in accordance with Council Design Details;
 - f) Pavement design details and gradients;
 - g) Car parking dimensions and aisle widths;
 - h) Water quality treatment systems including primary treatment (ie. gross pollutant transports) and secondary treatment using water sensitive design elements;
 - i) Pedestrian paths, widths, surface treatments and grades;
 - j) Stormwater management system including all sumps, drains, pipes etc., their sizes and fall to ensure appropriate stormwater management and discharge of stormwater from the site.
2. Final Landscaping Plan, noting the following changes should be adopted:
 - Location of all climbing structures, sited clear of fencelines so as to avoid direct overlooking into yards and/or transmission of noise over fences;
 - *Syzygium australe* should be replaced by a smaller species (to avoid overgrowth/encroachment into the verge) such as hybrids of *Syzygium australe* ‘Tiny Trev’ or ‘Winter Lights’;
 - The area dedicated for planting of *Ca – Cupaniopsis* should be considered, noting the garden area depth is less than 1m thus providing limited capacity for the trees to reach their mature size;
 - Boundary hedge plantings need to be maintained at a low height such that pedestrians and footpath users are not concealed (particularly in the immediate area adjacent

driveways), especially on Salisbury Highway with the opportunity for cyclists to be on the footpath and traffic sight lines when entering Salisbury Highway.

- The Eucalyptus Leucoxylon adjacent the property boundary should be replaced by a species that's is appropriate for the location and which does not compromise adjacent resident safety, children in the play space or the structural integrity of the proposed acoustic fencing.

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
Ref 2018/0349 dated 07.11.18	Response to Info Request and Reps	Received by Council dated 07.11.18	URPS
Dwg No. 3522.SK01 Rev B	Location and Site Plan	Received by Council dated 07.11.18	Flightpath
Dwg No. 3522.SK02 Rev B	Proposed Site Plan	Received by Council dated 07.11.18	Flightpath
Dwg No. 3522.SK03 Rev B	Proposed Roof Plan	Received by Council dated 07.11.18	Flightpath
Dwg No. 3522.SK04 Rev B	Elevations 01	Received by Council dated 07.11.18	Flightpath
Dwg No. 3522.SK05 Rev B	Elevations 02	Received by Council dated 07.11.18	Flightpath
Dwg No. 3522.SK06 Rev B	Streetscape Elevations and Renders	Received by Council dated 07.11.18	Flightpath
Dwg No. 3522.SK07 Rev B	Signage Details	Received by Council dated 07.11.18	Flightpath
06/11/2018 Rev C	Cover Page	Received by Council dated 07.11.18	Birdseye Studios
Dwg No. 18045 SK01	Concept Plan	Received by Council dated 07.11.18	Birdseye Studios
Dwg No. 18045 SK02	Planting Plan	Received by Council dated 07.11.18	Birdseye Studios
Dwg No. 18045 SK03	Reference Images	Received by Council dated 07.11.18	Birdseye Studios
Dwg No. 18045 SK04	Plant Palette	Received by Council dated 07.11.18	Birdseye Studios
S5660C3 November 2018	Environmental Noise Assessment	Received by Council dated 07.11.18	Sonus
S159600 dated 06.11.18	Transport Impact Assessment	Received by Council dated 07.11.18	GTA Consultants
20505 20.09.18 Revision 00	Stormwater Management Report	Received by Council dated 07.11.18	PT Design
20505 20.09.18 Revision 00	Stormwater Calculations	Received by Council dated 07.11.18	PT Design

20505-C1 Issue B26.09.18	Stormwater Management Plan	Received by Council dated 07.11.18	PT Design
2018-0349 27 September 2018	Planning Statement	Received by Council dated 27.09.18	URPS

* *The approved documents referred to above may be subject to change by minor variations permitted under the Building Rules Consent process.*

* *Except where otherwise stated, the development shall be completed prior to the commencement of use.*

* *Documents approved under Reserved Matters 1 and 2 also form part of this consent.*

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

2. Site work, demolition work and building work shall be limited to the hours of 7:00am to 7:00pm Monday to Saturday and 9:00am to 5:00pm Sunday.

Reason: To limit the effect of construction on the amenity of the locality.

3. The facility shall operate between the hours of 6:30am to 6:30pm, Monday to Friday.

Reason: To ensure the use operates in accordance with the approval.

4. 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.

5. The facility shall not exceed:
 - a) 114 children at any one time;
 - b) 16 staff at any one time.

Reason: To ensure the number of children and staff on-site does not exceed the intended maximum capacity for which the facility (including associated car parking and children's play areas) is designed.

6. The advertisements and advertising structures shall be maintained in good repair at all times.

Reason: To maintain the visual amenity of the locality.

7. All boundary fencing shall be maintained in good repair at all times to the reasonable satisfaction of Council. Any graffiti shall be removed within 24 hours.

Reason: To maintain the visual amenity of the locality.

8. Except where otherwise approved, the external finishes of the building shall:

- (a) Be of new non-reflective materials; and
- (b) Be finished in colours/tones as shown on the Approved Plans; and
- (c) Be maintained in good condition at all times.

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

9. Any roof mounted plant or equipment shall be sited to avoid being visible to street view or otherwise be screened in a manner that forms an integral part of the building design.

Reason: To ensure roof mounted plant and equipment is appropriately designed.

10. All open sided structures (ie. verandahs) shall remain open and unobstructed at all times.

Reason: To maintain the open appearance of these structures.

11. All of the recommendations contained in the acoustic report, prepared by Sonus Acoustic Consultants, received by Council dated 7th November 2018, shall be implemented in full, prior to commencement of use and shall remain in place at all times thereafter.

Reason: To ensure the number of children on-site does not exceed the intended maximum capacity for which the facility (including associated car parking and children's play areas) is designed.

12. 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.

13. No amplified devices of any type shall be used outside of the building on the site at any time.

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

14. All waste and other rubbish shall be contained and stored pending removal in covered containers, in an area screened from public view.

Reason: To maintain the amenity of the locality.

15. Outside 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 floodlighting 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.

16. All landscaping as shown on the Landscaping Plan, Approved by Council under Reserved Matter 2, shall be completed prior to commencement of use. 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.

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

17. 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 site 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.

18. The car parking layout including car parking spaces and aisle widths 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 that the development complies with Standards and Best Engineering Practice.

19. All driveways and car parking areas as shown on the Approved Site Plan, prepared by Flightpath, received by Council dated 7th November 2018, shall be constructed with either 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 thereafter 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.

20. The stormwater system shall be designed and constructed to cater for minor storm flows (Residential ARI = 5 years). The design of the stormwater system shall ensure that no stormwater is discharged onto any adjoining land. Surface stormwater shall 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 development.

21. The new stormwater infrastructure (junction box in Evan Avenue) shall be vested in Council following installation and shall be completed to the reasonable satisfaction of Council.

Reason: To ensure the stormwater infrastructure satisfies Council requirements.

Commissioner of Highways Conditions

22. All vehicles shall enter and exit the site in a forward direction at all times.
23. All on-street car parking areas shall be designed in accordance with AS/NZS 2890.1: 2004 and AS/NZS 2890.6:2009. Additionally, clear sightlines, as shown in Figure 3.3 ‘Minimum Sight Lines for Pedestrian Safety’ in AS/NZS 2890.1:2004, shall be provided at the property line to ensure adequate visibility between vehicles leaving the site and pedestrians on the adjacent footpath.
24. The largest vehicle permitted on-site shall be a 10 metre rigid truck, which shall only be permitted to access the site outside of business operating hours.

Advice Notes

1. Except where otherwise approved, no other advertisements or advertising displays shall be displayed on or about the site.
2. Waste collection arrangements for the site by the Northern Adelaide Waste Management Authority (NAWMA) does not extend to on-site collection. Should on-site collection be desired, an agreement must be signed between the applicant and NAWMA to facilitate this service.
3. 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.
4. 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>.

The Presiding Member adjourned the meeting at 8.05pm.

The meeting recommenced at 8.11pm.

5.1.2 361/334/2018/3B

Amendment to Development Approval 361/2876/2005/1B (Increase Student Number Cap From 335 to 440 Students) and New Classroom at 346-354 Wright Road, Para Vista SA 5093 and 130-144 Nelson Road, Para Vista SA 5093 for Kilpatrick Architecture

REPRESENTORS

S & S Mamo, Mr S Mamo spoke to their representation.

T F & G A Fielder, Mr Fielder spoke to their representation.

APPLICANT

Mr David Kilpatrick, Kilpatrick Architects

Mr M Morrison, Principal Prescott (Northern) Primary School

Mr Watson moved and the Council Assessment Panel resolved that:

- A. The proposed development is not considered to be seriously at variance with the Salisbury Development Plan – consolidated 15 December 2016.
- B. Pursuant to Section 33 of the *Development Act 1993*, Development Plan Consent is **GRANTED** to application number 361/334/2018/3B for an Amendment to Development Approval 361/2876/2005/1B (Increase Student Number Cap From 335 to 440 Students) and New Classroom 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
17101-SD01B	Site Plan	Received by Council dated 4 October 2018	Kilpatrick Architecture
17101-SD02	Demolition Plan	Received by Council dated 4 October 2018	Kilpatrick Architecture
17101-SD03	Floor Plan	Received by Council dated 4 October 2018	Kilpatrick Architecture
17101-SD04	Roof Plan	Received by Council dated 4 October 2018	Kilpatrick Architecture

17101-SD05	Sections	Received by Council dated 4 October 2018	Kilpatrick Architecture
17101-SD06	Elevations	Received by Council dated 4 October 2018	Kilpatrick Architecture
17101-SD08	Canopy Plan and Framing	Received by Council dated 4 October 2018	Kilpatrick Architecture
17101-SD20	Perspectives	Received by Council dated 4 October 2018	Kilpatrick Architecture

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

- The maximum number of enrolled students shall not exceed 440.

Reason: To ensure that sufficient car parking is provided commensurate with the existing demand for the site.

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

Reason: To maintain the amenity of the locality.

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

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

- The proposed new car parking and internal driveways shown on site plan 17101-SD01B by Kilpatrick Architecture shall be completed prior to any increase in students numbers above 335 students.

Reason: To ensure adequate car parking and onsite manoeuvring is provided for the increase in student numbers.

Advice Notes

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

Mr Brug left the meeting at 8.58pm.

5.1.3 361/1223/2017/3B

Change of use to truck parking depot and associated signage at 108 Levels Road, Cavan SA 5094 for Ace Bitumen Contractors Pty Ltd

REPRESENTORS

Mr D Golley, spoke to his representation.

A Bailey, was not present at the meeting.

APPLICANT

Mr Tony Berbec & Ms Jan Jarrett, ACE Bitumen

Mr Watson moved and the Council Assessment Panel resolved that:

- A. The proposed development is not considered to be seriously at variance with the Salisbury Council Development Plan – Consolidated 15 December 2016.
- B. Pursuant to Section 33 of the *Development Act 1993*, Development Plan Consent is **GRANTED** to application number 361/1223/2017/3B for Change of use to truck parking depot and associated signage 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
18/08-A01 Revision C	Site Plan	Date Received Stamped by Council 26 October 2018	David W. Pound Project Design
S5789C1	Environmental Noise Assessment	Date Received Stamped by Council 2 November 2018	Sonus Acoustic Engineers
N/A	Supporting cover letter	Date Received by Council Stamped 10	Ace Bitumen Contractors

		August 2017	
N/A	Response to Representations	10 October 2017	Masterplan

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

2. The development shall be carried out in accordance with the Environmental Noise Assessment (“Acoustic Report”) approved by Council under Development Plan Condition 1, and shall be adhered to at all times to the reasonable satisfaction of Council. In particular:
 - a. Trucks shall not reverse while on site during night time hours (10.00pm to 7.00am)
 - b. No loading or unloading shall occur onsite, with the exception of occasional hitching and unhitching of trailers during day time hours only (7.00am to 10.00pm)
 - c. Truck idling shall be restricted to no more than 5 minutes after entering or before leaving the site
 - d. Trucks shall only park to the rear (south west) of the site, on that area of the site identified on page 13 of the Acoustic Report, when entering or exiting during night time hours (10.00pm to 7.00am)

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

3. All vehicles shall enter and exit the site in a forward direction.

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

4. Noise from the subject site, when measured at the nearest residential property boundary shall remain within the requirements of the Environment Protection Authority (EPA) Guidelines for development adjacent a residential area.

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

5. No materials, goods or containers shall be stored in the designated parking areas, driveways or manoeuvring areas.

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.

6. All driveways and car parking areas 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 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.

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7. 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.

8. Outside 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 floodlighting 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. The designated landscaping areas shall be planted with shade trees, shrubs and ground covers as appropriate to complement the approved buildings and site layout and achieve a high level of amenity. All landscaping shall be maintained (including the replacement of diseased or dying plants and the removal of weeds and pest plants) to the reasonable satisfaction of Council. All landscaping is to be completed within three (3) months of the approved use commencing.

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

10. All waste and other rubbish shall be contained and stored pending removal in covered containers and waste containers and must not be located within designated car parks or maneuvering areas.

Reason: To maintain the amenity of the locality.

11. All waste shall be collected between the hours of 7.00am and 7.00pm Monday to Saturday. Waste collection times shall be limited to between 9.00am and 7.00pm on Sundays and Public Holidays, in accordance with the *Environment Protection (Noise) Policy 2007*.

Reason: To maintain the amenity of the locality.

5.1.4**361/1246/2018/3B**

Change of Use to Truck Parking Depot at 106 and 108 Levels Road, Cavan SA 5094 for Medalstone Pty Ltd - M & J Beattie

REPRESENTORS

Mr D Golley, spoke to his representation.

APPLICANT

Julie Frost (All Trans)

Mr Watson moved and the Council Assessment Panel resolved that:

- A. The proposed development is not considered to be seriously at variance with the Salisbury Council Development Plan – Consolidated 15 December 2016.
- B. Pursuant to Section 33 of the *Development Act 1993*, Development Plan Consent is **GRANTED** to application number 361/1246/2018/3B for Change of Use to Truck Parking Depot 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
18/08-A02 Revision B	Site Plan	Date Received Stamped by Council 26 October 2018	David W. Pound Project Design
18/08-A03 Revision B	Site Plan	Date Received Stamped by Council 26 October 2018	David W. Pound Project Design
S5789C2	Environment al Noise Assessment	Date Received Stamped by Council 2 November 2018	Sonus Acoustic Engineers
N/A	Supporting cover letter	Date Received by Council Stamped 8 January 2018	Medalstone Pty Ltd

N/A	Supporting Cover Letter	Date Received by Council Stamped 26 October 2018	AllTrans
N/A	Letter agreeing to use of 108 Levels Road	Date Received by Council Stamped 26 October 2018	Ace Bitumen
N/A	Letter agreeing to use of 79 Cavan Road	Date Received by Council Stamped 26 October 2018	K & L Profiling

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

2. The development shall be carried out in accordance with the Environmental Noise Assessment (“Acoustic Report”) approved by Council under Development Plan Condition 1, and shall be adhered to at all times to the reasonable satisfaction of Council. In particular:
 - a. Trucks shall not reverse while on site during night time hours (10.00pm to 7.00am)
 - b. No loading or unloading shall occur onsite, with the exception of occasional hitching and unhitching of trailers during day time hours only (7.00am to 10.00pm)
 - c. Truck idling shall be restricted to no more than five (5) minutes after entering or before leaving the site
 - d. Trucks shall only park to the rear (south west) of the site, on that area of the site identified on page 13 of the Acoustic Report when entering or exiting during night time hours (10.00pm to 7.00am)

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

3. All vehicles shall enter and exit the site in a forward direction.

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

4. Noise from the subject site when measured at the nearest residential property boundary shall remain within the requirements of the Environment Protection Authority (EPA) Guidelines for development adjacent a residential area.

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

5. No materials, goods or containers shall be stored in the designated parking areas, driveways or manoeuvring areas.

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.

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6. All driveways and car parking areas 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 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.

7. 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 does not cause disruption or danger to vehicles on adjoining public roads.

8. Outside 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 floodlighting 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 waste and other rubbish shall be contained and stored pending removal in covered containers and waste containers and must not be located within designated car parks or maneuvering areas.

Reason: To maintain the amenity of the locality.

10. All waste shall be collected between the hours of 7.00am and 7.00pm Monday to Saturday. Waste collection times shall be limited to between 9.00am and 7.00pm on Sundays and Public Holidays, in accordance with the *Environment Protection (Noise) Policy 2007*.

Reason: To maintain the amenity of the locality

Mr Brug re- entered the meeting at 9.48pm

OTHER BUSINESS

5.2.1 Appointment of an Acting Presiding Member

Mr Watson moved and the Council Assessment Panel resolved that:

Ms Johnston be appointed as the Acting Presiding Member to the Council Assessment Panel for the term to 31 May 2019, and the General Operating Procedures be updated to reflect the appointment.

5.2.2 Planning Reforms - Accredited Professionals Scheme Draft Regulations

Ms Johnston moved and the Council Assessment Panel resolved that:

The report on the *Accredited Professionals Scheme Draft Regulations* be noted and the submission on behalf of the Assessment Panel dated 22 October 2018 forming an attachment to the agenda report be endorsed.

5.2.3 Status of Current Appeal Matters and Deferred Items

The Panel noted the verbal advice that the Sikh Community of SA has not finalised its amended plan for the Panels consideration. It is expected that the amended plan will be presented at the meeting to be held 22 January 2019.

5.2.4 Policy Issues is Arising from Consideration of Development Applications

Nil

5.2.5 Future Meetings & Agenda Items

Next meeting scheduled for Tuesday 22 January 2018.

5.2.6 CAP Annual Report 2018 (endorsed 28 August 2018)

The Panel was verbally advised of an error in paragraph 2.14 of the 2017/18 Annual Report which referenced the total number of development applications for the previous financial year. The correct figure of 2,276 applications was corrected in the report for Council's consideration.

5.2.7 Acknowledgement of Ms Linda Caruso

Mr Wallace moved and the Council Assessment Panel unanimously resolved that:

The significant contribution of Ms Linda Caruso to the Council Assessment Panel be acknowledged.

ADOPTION OF MINUTES

Mr Watson moved, and the Council Assessment Panel resolved that the Minutes of the Council Assessment Panel Meeting be taken and read as confirmed.

The meeting closed at 9.58 pm.

PRESIDING MEMBER: Mr D Wallace

DATE: 4 December 2018
(refer to email approving minutes registered in Dataworks Document Number 5156141)

ITEM	5.1.1
	COUNCIL ASSESSMENT PANEL
DATE	26 February 2019
APPLICATION NO.	361/1728/2018/2B
APPLICANT	Temple Christian College
PROPOSAL	Demolition of car park, transportable building, three (3) dwellings and associated outbuildings, construction of two storey school building, car park with associated access from Countess Street and egress to Blaess Drive and increase in school capacity to 580 students for Temple Christian College
LOCATION	Temple Christian College, 9-25 Countess Street, 5 Countess Street, 7 Countess Street and 18 Blaess Drive, Paralowie SA 5108
CERTIFICATE OF TITLE	CT-6027/49; CT-5261/493; CT-5261/494; CT-5261/490
AUTHOR	Chris Carrey, Development Officer, City Development

1. DEVELOPMENT APPLICATION DETAILS

Zone/Policy Area	Neighbourhood Centre Zone
Application Type	Merit Category 2
Public Notification	Representations received: Six (6) Representations to be heard: Six (6)
Referrals - Statutory	Nil
Referrals – Internal	Development Engineering / Infrastructure and Traffic
Development Plan Version	Salisbury Council Development Plan Consolidated 15 December 2016
Assessing Officer	Chris Carrey – Development Officer - Planning
Recommendation	Grant Development Plan Consent subject to Reserved Matters and Conditions
Meeting Date	26 February 2019

2. REPORT CONTENTS

Assessment Report

Attachment 1:	Proposal Plans and supporting documentation
Attachment 2:	Notice of Category 2 application and representations received
Attachment 3:	Applicant's Response to Representations
Attachment 4:	Relevant Development Plans Extracts and Location Maps consolidated 15 December 2016

3. EXECUTIVE SUMMARY

The proposed development is to be delivered in stages and seeks to expand and upgrade the existing Temple School and incorporates a number of elements including;

- demolition of the existing school staff car park, transportable building, three (3) dwellings and associated outbuildings;
- construction of a two storey school building;
- construction of a staff car park with access from Countess Street and egress via Blaess Drive;
- landscaping and fencing; and
- an increase in school capacity to 580 students.

The subject site is located within the Neighbourhood Centre Zone adjacent the Residential Zone. The site is also identified as being within a 'commercial' area within Concept Plan Map Sal/13 (Whites Road Neighbourhood Centre).

The application was assessed 'on-merit' and was subject to Category 2 public notification. Six (6) representations were received during the notification period with all representors in opposition to the proposal and wishing to be heard by Council's Assessment Panel.

This report provides a detailed assessment of the application against the relevant provisions of the Salisbury Council Development Plan (consolidated 15 December 2016). The assessment found that:

- a. The upgrade and expansion of the school is an appropriate form of development within the Neighbourhood Centre Zone.
- b. The building is of a contemporary architectural design and presents well to the street and adjoining properties.
- c. The building height, setbacks from property boundaries and the location of the car park are acceptable and have been designed to mitigate their impact on adjoining sites.
- d. Privacy of adjoining dwellings will be achieved through the design and siting of the building, landscaping and screening treatments.
- e. Interface considerations including noise, dust, odour, light spillage, glare, hours of operation and waste management have been appropriately addressed and will not have a negative impact on adjoining properties or the locality.
- f. While the impact of peak traffic movements on the local road network are high, and of concern to some of the residents in the locality, the increased vehicle movements are within acceptable capacity of the road network.
- g. Adequate onsite car parking has been provided to support the increase in student numbers.
- h. The proposal adequately addresses the concerns raised during public notification.

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

4. BACKGROUND

Temple Christian College (the applicant) and the adjacent Bethany Christian School operate as two separate educational entities. Temple Christian College caters for years 7-12, while Bethany Christian School caters for reception to year 6, with an early learning centre also included within the Bethany campus. The schools have a collaborative approach and share the car park area fronting Countess Street (between Byron Bay Drive and Caroline Drive) as well as the oval and recreational area located behind the Byron Bay Drive car parking area.

The schools have also collaborated to stagger start and finish times to reduce traffic congestion associated with peak periods. Temple School starts at 8.30am and finishes at 3.00pm, while Bethany School starts at 8.45am and finishes at 3.15pm.

As will be discussed later in this report, a key concern of the representors is the traffic movement and congestion associated with *existing* school conditions and the potential for the proposal to exacerbate this further.

Outside of this development proposal, Council's Traffic and Infrastructure Sections are aware of the pressures which surround some school sites. Council, in partnership with both school campuses, obtained approval for a shared car park to be constructed within the Fairbanks Drive Reserve to the north-west of the schools. That approval also included a reconfiguration of access and movements directly associated with Bethany School. The car park has been constructed and is now in operation and has improved traffic flows along Fairbanks Drive and Byron Bay Drive to the west of the school site.

This development proposal relates to Temple Christian College only.

The school has recently acquired three (3) allotments which form part of this proposal - 5 and 7 Countess Street and 18 Blaess Drive. These allotments are currently used for residential purposes with single storey detached dwellings and associated outbuildings located thereon. The proposal will see the school expand onto these sites.

With regards to student numbers, two (2) previous development approvals have imposed development plan conditions to limit overall student numbers at Temple Christian College.

- Under DA 361/3482/2006/2B development approval was granted for '*additions to an existing secondary school comprising a two storey building fronting Countess Street to be used for administration, offices and general classrooms*'.
 - o Development plan condition 2 of that approval limited student numbers to a maximum of 225 students.

- Under DA 361/1479/2011/2B development approval was granted for a '*multi-purpose two storey education building comprising theatre (172 seats), performing arts rooms, four classrooms, staffroom and amenities in association with existing school*'.
 - o Development plan condition 2 of that approval sought to limit student numbers to 170 students.

A recent review of the supporting correspondence provided by the school with DA 361/1479/2011/2B indicated that the school had 300 students at the time of application (2011) and the application contained clear documentation that enrolments were expected to increase to 500 students by 2016. The condition attached to that approval, limiting student numbers to 170, therefore appears to have been applied in error or strictly in relation to the theatre that was subject of the application.

Since the 2011 approval, the school has been operating under the assumption that student numbers were capped at 500. At the current time, the school has around 490 students.

Legal advice has been sought which identified these earlier conditions are invalid and unenforceable. The 2011 condition could not validly limit student numbers to 170 when the approved documents clearly identified that student numbers were proposed to increase to 500. By virtue of the documents contained within the 2011 application, the 2006 condition is also rendered invalid.

While these conditions cannot be unilaterally removed by Council, this application seeks to resolve the matter and the school seeks to increase the capacity to 580 students.

5. SUBJECT SITE

9-25 Countess Street

This is the current site of Temple Christian College and is an irregular shaped allotment of 1.016 hectares. It has frontage to Countess Street with two (2) existing points of access and egress. The driveway access to the south-west, opposite Caroline Drive (in front of the main school administration building) is shared with Bethany School and contains 24 car parking spaces. The driveway access further to the north-east provides access to a dedicated staff car park which contains 31 car parking spaces. In total, there are 55 formalised car parking spaces on the site.

The site comprises four (4) main school buildings, transportable buildings, outbuildings and outdoor areas including courtyard and recreational areas.

The site is bounded by Bethany School to the north and west, with four (4) adjoining residential properties to the north-east. One (1) of these adjoining residential properties to the north-east is part of this proposal (7 Countess Street). Numerous residential properties encircle the site to the south, east and north.

The Countess Street frontage consists of open, tubular type fencing with landscaping located behind the fencing, in front of the school buildings and car park.

There are four (4) easements registered to the Certificate of Title. Easement A, a drainage easement in favour of the City of Salisbury, is affected by the proposal, however there is no infrastructure located within the easement. This is subject of separate discussions with Council's Engineering and Property sections to arrange for the easement to be relocated (as shown on the supporting plans contained within Attachment 1).

7 Countess Street

This site is a rectangular shaped allotment of 836m². The site is relatively flat, with frontage to Countess Street and contains a single storey detached dwelling and associated outbuildings.

It is bounded by Temple School to the south-west and a residential allotment to the north-west. There are two (2) adjoining residential allotments to the north-east which are also part of this proposal (5 Countess Street and 18 Blaess Drive).

The site is serviced by an existing single width crossover with rollover kerb. A public footpath is located in front of the site oriented in a north-east / south-west direction.

There are no easements.

5 Countess Street

This site is a rectangular shaped allotment of 547m². The site is relatively flat, with frontage to Countess Street and contains a single storey detached dwelling and associated outbuildings.

It is bounded by 7 Countess Street to the south-west, 18 Blaess Drive to the north-west (both are part of this proposal) and 3 Countess Street (a separate residential allotment) to the north-east.

The site is serviced by an existing single width crossover with rollover kerb. A public footpath is located in front of the site oriented in a north-east / south-west direction.

There are no easements.

18 Blaess Drive

This site is a rectangular shaped allotment of 870m². The site is relatively flat, with frontage to Blaess Drive and contains a single storey detached dwelling and associated outbuilding.

It is bounded by 7 Countess Street to the south-west and 5 Countess Street to the south-east (both part of this proposal). In addition, two (2) other residential allotments (1 and 3 Countess Street) adjoin to the south-east, with a further residential allotment (20 Blaess Drive) adjoining to the north-west.

The site is serviced by a double width crossover with rollover kerb. A public footpath is located in front of the site oriented in a north-west / south-east direction.

There are no easements.

Site photos are provided below.

Photo 1.

Looking north east along Countess Street with the Temple School Administration Building and student/visitor car park entry on the left and entry to Caroline Drive on the right



Photo 2

Looking north-east along Countess Street with the Temple School Science and Resource Building on the left, staff car park close to centre and intersection with Blaess Drive in the distance



Photo 3

Looking south-west along Countess Street from Blaess Drive, with 5 and 7 Countess Street on the right and the Temple School Science and Resource Building in the centre



Photo 4

Looking south-west along Countess Street with the Temple School Science and Resource Building on the right and entry to Caroline Grove on the left.



Photo 5

Looking into the staff car park from Countess Street



Photo 6

Looking north-west along Blaess Drive (from its junction with Countess Street) viewing the 'slow point' traffic treatment



Photo 7

Looking at the front of 5 and 7 Countess Street



Photo 8

Looking at the front of 18 Blaess Drive with the 'slow point' traffic treatment on the left



6. LOCALITY

All allotments forming part of this proposal are located within the Neighbourhood Centre Zone of Council's Development Plan. They are also identified as being within a 'commercial' area within Concept Plan Map Sal/13 (Whites Road Neighbourhood Centre).

The Neighbourhood Centre Zone also includes other residential properties which do not form part of this proposal (1 and 3 Countess Street and 20-30 Blaess Drive) which are also located within the 'commercial' area as identified in Concept Plan Map Sal/13.

The Residential Zone is located to the north-east across Blaess Drive and to the south and south-east across Countess Street.

The locality is generally characterised by educational and residential land uses. Temple Christian College and Bethany Christian School and their associated built form of one and two storey buildings, car parking and landscaped/open areas are the dominant visual components with the remainder of the locality generally consisting of single storey detached dwellings at relatively low density.


Both Countess Street and Blaess Drive allow for two way vehicle movement and carry a 50km/h speed limit. On Countess Street, a ‘school zone’ is in place which restricts the speed limit to 25km/h when children are present and sections of ‘no parking’ restrictions apply during ‘peak’ school hours between 8.00am and 9.00am and 2.30pm to 3.30pm (Monday to Friday).

There is an existing two-way ‘Slow Point’ traffic treatment on Blaess Drive adjacent the south-east boundary of 18 Blaess Drive (see photographs 6 and 8 above).

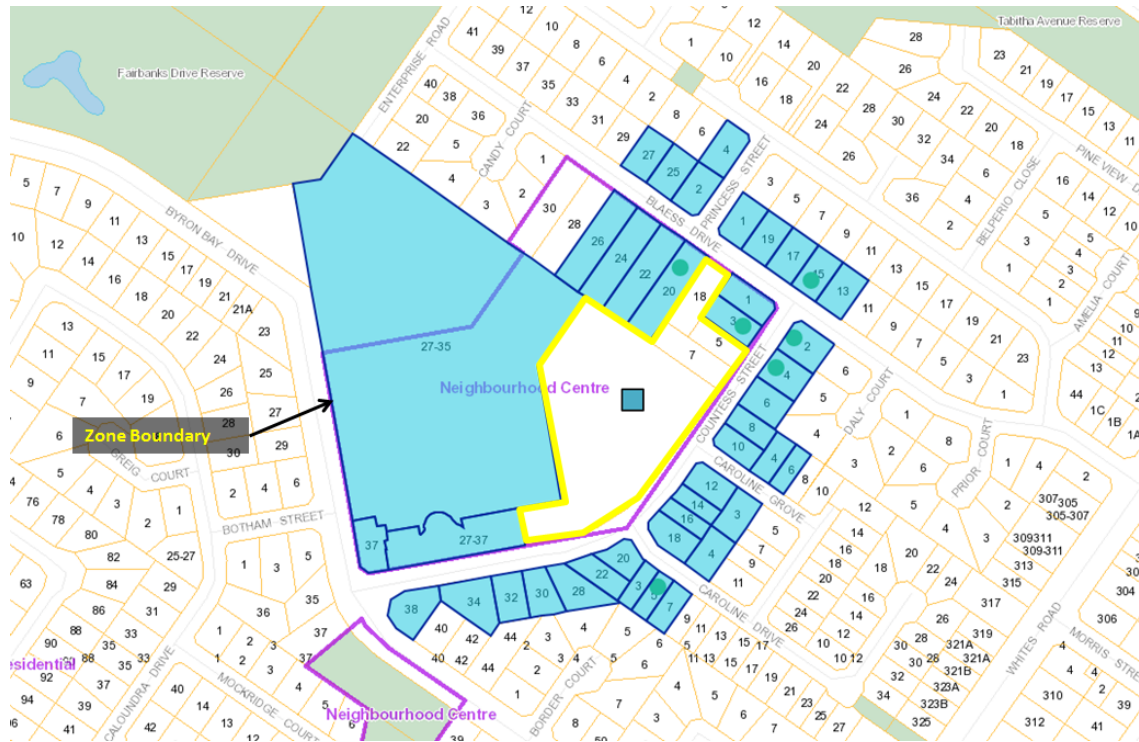
Aerial and contextual plans are provided below.




Aerial View



Legend (Source: NearMap)	
	Subject site

Locality Plan – Cadastre



Legend (Source: Geocortex)	
	Subject site
	Locality and properties notified during Category 2 public notification
	Representations Received during Category 2 public notification

Close Up Aerial View



Source: NearMap

7. DESCRIPTION OF THE PROPOSED DEVELOPMENT

The proposed development seeks to expand and upgrade the existing Temple School and incorporates a number of elements including;

- demolition of the existing staff car park (the 31 space car park to the north-east of the school buildings, adjacent 7 Countess Street);
- demolition of existing transportable buildings located to the north-east of the main school buildings;
- demolition of three (3) existing dwellings and their associated outbuildings located on 5 and 7 Countess Street and 18 Blaess Drive;
- construction of a two storey school building which will include (but not limited to) ten (10) teaching spaces, communal learning and break out areas, storage areas, offices and amenities. The new building will be linked at both levels to the existing Science and Resource building located immediately to the south-west;
- construction of a 50 space dedicated staff car park with entry only from Countess Street and exit only via 18 Blaess Drive. The car park is designed for one way vehicle movement and is proposed to be gated to prevent unauthorised use;

- reconfiguration of the existing shared car park (adjacent Caroline Drive) to provide two (2) accessible (disability) parking spaces. The reconfiguration will reduce the number of car parks from 24 to 23.
- open, tubular fencing in front of the new building along the Countess Street frontage to match existing fencing and 2.1m high 'good neighbour' colorbond fencing around the external boundaries of the car park;
- landscaping along the Countess Street frontage, in and around the car park and within internal recreational/courtyard spaces;
- dedicated waste bin storage area located within the car park, enclosed with 1.5m high slatted screens and double gates; and
- an increase in school capacity to 580 students. While student numbers are proposed to increase, this will be absorbed within the existing class structure and there will be no increase in the existing FTE staff numbers (55 FTE staff).

The development is to be delivered in stages which the applicant has described as 'early works stage', 'stage 1' and 'stage 2' in their supporting documentation (see Attachment 1).

The stages are summarised as follows:

- Early Works: This stage will include demolition of the existing dwellings and establishment of the new car park area. The new car park area will not be fully formalised during these early stages, however it is proposed it will act as an offset car parking area (once demolition of the existing car park commences) and provide a portion of space for the contractors compound during stage 1 and 2 building works.
- Stage 1: This stage will include the demolition of the existing staff car park and the first stage of construction works. This will establish the 'front' portion of the new two storey building fronting Countess Street. At the conclusion of the building works, the transportable buildings will be removed and the new car park will be line marked and surfaced with bitumen. The applicant hopes to commence stage 1 by March 2019 with completion by early 2020.
- Stage 2: This stage will include the second stage of construction works, which will include a two storey extension of the Stage 1 building. During this stage, all landscaping will be completed along with finalisation of the car park. The applicant proposes to commence Stage 2 in early March 2021 and be substantially completed in early 2022. However, the applicant has requested that a development plan condition be included which identifies that Stage 2 be substantially completed by December 2023.

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

8. CLASSIFICATION

The site is located in the Neighbourhood Centre Zone of the Salisbury Council Development Plan (consolidated 15 December 2016). Development of the kind proposed is neither listed as being a Complying or Non-Complying form of development in the Neighbourhood Centre 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 within the Neighbourhood Centre Zone. Therefore, pursuant to section 38 of the *Development Act 1993* (“the Act”), consideration must be given to Schedule 9 of the *Development Regulations 2008* (“the Regulations”).

Schedule 9, Part 1, Clause 6 (1) (h) of the Regulations states:

Any development which consists of any of the following, other than where the site of the 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 or where the development is classified as non-complying under the relevant Development Plan:

(h) any kind of development within a Local Shopping, District Shopping, Specialty Goods Centre, Local Centre, Town Centre, City Centre, Neighbourhood Centre, District Centre, Regional Centre, Regional Town Centre, District Business, Local Town Centre or District Town Centre zone as delineated in the relevant Development Plan;

As the subject site is located adjacent to the Residential Zone Clause 6(1)(h) does not apply.

Therefore, consideration must be given to Schedule 9, Part 2, Clause 19 of the Regulations which 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, a change of use of land 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.

Therefore the application is a Category 2 form of development for public notification purposes.

Public notification took place between 4 December and 17 December 2018. Council received six (6) representations during the public notification period. All representors opposed the development. The representors are listed in the table below.

Representations received			
Representations received		Support / Oppose	Wish to be Heard
1	F & G Valenzuela 2 Countess Street Paralowie SA 5108	Oppose	✓
2	J Atai 3 Countess Street Paralowie SA 5108	Oppose	✓
3	M Munro 4 Countess Street Paralowie SA 5108	Oppose	✓
4	L & M Depares 20 Blaess Drive	Oppose	✓

	Paralowie SA 5108		
5	F Simcik 15 Blaess Drive Paralowie SA 5108	Oppose	✓
6	R Grunwald 5 Caroline Drive Paralowie SA 5108	Oppose	✓

Note - Council received an additional three (3) 'invalid' responses from nearby residents - all in opposition to the proposal.

A copy of the Category 2 public notice and the valid submissions received are contained in Attachment 2. The applicant's response is contained in Attachment 3.

The content of the representations and the applicant's response are summarised in the table below.

Summary of Representations	
Representation	Applicant's Response
The expansion of the school is not appropriate within a residential area	<ul style="list-style-type: none"> - An educational land use is a desired activity within a centre zone. - Within the (adjacent) Residential Zone, a primary or secondary school that services the local community is also an envisaged land use. - As this is the expansion of an existing school, the school should have a reasonable level of confidence that it can expand its operations within a centre zone (subject to compliance with a number of planning guidelines). - The two storey building is appropriately located in line with the existing Countess Street setback and away from nearby residents within the Neighbourhood Centre Zone. - The car park provides a buffer or transition to the new buildings and nearby residential sites.
There is already existing traffic congestion and the development will exacerbate this further	<ul style="list-style-type: none"> - An increase of 80 students will not have a significant impact on existing traffic flows. - The proposal is supported by advice from Phil Weaver and Associates (traffic engineers) which notes that congestion issues associated with schools occur over relatively short periods of times. - The increase in trip generation rates is considered to be within the capacity of the adjoining road network. - One way movement within the staff car park will result in improved traffic movement without compromising traffic movements on Blaess Drive. - The proposal will result in a net gain of 18 onsite car parks. - To address existing traffic congestion, the school has no objections if Council chooses to place time limit parking restrictions on adjoining streets (with affected landowners support). - The school is willing to work with Council, to establish a

	<p>working group, to consider options to address existing community concerns.</p> <ul style="list-style-type: none"> - Temple School has collaborated with Bethany School to stagger start and finish times to further reduce traffic congestion at peak times.
There will be excessive noise as a result of increased traffic and activities within the car park	<ul style="list-style-type: none"> - The school will ensure the proposal complies with the Environment Protection Authority (EPA) Noise Policy. - The increase in student numbers from 500 to 580 is unlikely to substantially (if at all) increase noise emissions from the school. - Activities within the school grounds will generally be limited to school hours only. - 2.1m high solid fencing is proposed along the boundaries of the car park which will minimise noise emissions. - Private waste contractors will continue to collect bins on weekdays between 7.30am to 8.00am (as is the current arrangement). - Any potential noise associated with the development is considered to be appropriate in a centre zone that incorporates an existing educational land use.
There will be excessive air pollution as a result of increased traffic generation	<ul style="list-style-type: none"> - An increase in 80 students, with no increase in staff levels, will mean that any increase in air pollutants associated with traffic movements will be marginal.
There will be a loss of privacy to adjoining residential properties as a result of the two storey development	<ul style="list-style-type: none"> - All upper level windows facing the north-east will be screened/obscured to a height of 1.5m above floor level to address any overlooking concerns.
There will be a reduction in property values	<ul style="list-style-type: none"> - No independent expert opinion has been provided regarding the impact on property values. - In any event, the impact on property values (whether positive or negative) is not a relevant town planning consideration.

NOTE: With the exception of reduction in property values, the Assessing Officer's consideration of the above representations are addressed within the assessment section of this report.

The impact of a proposal on property valuation should not form part of a planning assessment and this is a view which has been supported in the Environment, Resources and Development Court. For example, in the matter of *Boswell v Mid Murray Council & Ors (2012) SAERDC 31*, the Commissioner made the following remarks with respect to property values:

'A peripheral issue raised by the appellant – of the impact of the proposal on the re-sale prospects and value of his adjoining property – is to be given no consideration or weight. Values of other property in a locality may fall (or rise) as a result of the outcome of planning decisions and new development or redevelopment. It is an outcome, not criteria to judge a development proposal upon, nor founded in the primary Development Plan guide for assessing development and decision making'

10. REFERRALS – STATUTORY

The application was not subject to any referrals under Schedule 8 of the Regulations.

11. REFERRALS – INTERNAL

DIVISION	COMMENT
<i>Development Engineering & Traffic and Infrastructure</i>	<ul style="list-style-type: none"> - Accept the advice of the Applicant's Traffic Engineer that the traffic increase from the increase in student numbers will not have a detrimental impact to the performance of the road network. - The suggestions put forward by the applicant to improve <i>existing</i> traffic conditions will be further considered by Council's Traffic Section outside the scope of this development proposal. - Vehicles exiting the staff car park will be required to turn across the painted median associated with the slow point traffic treatment on Blaess Drive. This is permissible under the Australian Road Rules and acceptable to Council. - The proposed stormwater methodology and water quality treatments are accepted.

12. DEVELOPMENT DATA

Site Characteristics	Proposed	
Site Area and Dimensions	No change to existing allotment areas or dimensions, however it is recognised that the applicant may choose to amalgamate these allotments in the future.	
Site Gradient	The site is relatively flat with a general fall towards the north-west.	
Design Characteristics	Guideline	Proposed
<i>Floor Area</i>		
Buildings only	Qualitative provisions only	Stage 1 Building - 789 m ² (ground and first floor combined) Stage 2 Building - 634 m ² (ground and first floor combined)
<i>Building Height</i>		
Storeys	Qualitative provision only <i>See discussion under the section Buildings Heights and Setbacks below</i>	Two storey – 8.125m to top of parapet

<i>Set-backs</i>		
Primary street	Qualitative provision only <i>See discussion under the section Buildings Heights and Setbacks below</i>	7.463m from Stage 1 building to the Countess Street frontage
Side (right)	Qualitative provision only	Approximately 18m from Stage 2 building component to the south-west (side) boundary of 3 Countess Street
Rear	Qualitative provision only	Approximately 15m from Stage 2 building component to the south-east (side) boundary of 20 Blaess Drive
<i>Boundary Walls</i>		
Length / Height	N/A	There is no on boundary development
<i>Car Parking</i>		
Number of parks	Council's Development Plan does not specify a minimum car parking rate for a 'secondary school'	Existing: 55 car parks (24 visitor/student and 31 dedicated staff spaces) Proposed: 73 car parks (50 dedicated staff spaces and 23 shared spaces)
<i>Street Infrastructure</i>		
Crossover	Nil	The proposal will include removal of the existing driveways to the staff car park and 5 and 7 Countess Street. The new car park will be serviced via a new driveway/crossover from Countess Street (access) and modification/new driveway/crossover at 18 Blaess Drive (exit)
SEP	Nil	There is one SEP located to the north-west of 18 Blaess Drive. The applicant proposes to connect stormwater from the car park to this SEP. Its location is not affected by the proposal.
Street trees and other infrastructure	Nil	No street trees or other infrastructure are affected by the proposal.
<i>Flooding</i>	Nil – Council's Development Plan does not identify any flood zone areas.	The finished floor level of the buildings is to match the floor level of the adjacent school building on the site (Science and Resource Centre)

13. 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 Council Development Plan, consolidated 15 December 2016. The proposal is for the expansion of an existing and approved land use and is fully contained within a Neighbourhood Centre Zone where a range of community and business related activities are contemplated as being appropriate.

Assessment

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

An extract of the relevant Development Plan is contained in Attachment 4. The relevant provisions are also highlighted in the Attachment.

Zoning and Land Use

The following Objectives and Principles of Development Control (PDCs) of the Neighbourhood Centre Zone are noted as follows:

- Objective 1* *A centre providing a range of shopping, community, business, and recreational facilities for the surrounding neighbourhood.*
- PDC 1* *The following forms of development are envisaged in the zone:*
- *child care facility*
 - *pre-school*
 - *primary school*
- PDC 3* *Development should be undertaken in accordance with Concept Plan Map Sal/11 - Waterloo Corner Road Neighbourhood Centre, Concept Plan Map Sal/12 - Bolivar Road Neighbourhood Centre, Concept Plan Map Sal/13 - Whites Road Neighbourhood Centre, Concept Plan Map Sal/14 - Shepherdson Road Neighbourhood Centre, Concept Plan Map Sal/15 - Kings Road Neighbourhood Centre and Concept Plan Map Sal/16 – Saints Road Neighbourhood Centre and should comply with the following:*
- (a) retail and commercial development should not be undertaken in the areas marked 'Community'*
 - (b) residential development should:*
 - (i) be established at medium density*
 - (ii) not provide vehicular access or egress to the non-residential areas of the centre*
 - (iii) not inhibit the provision of community facilities that are located in areas marked 'Community'.*

Objective 1 of the *General Section: Centres and Retail Development* module states:

- Objective 1* *Shopping, administrative, cultural, community, entertainment, educational, religious and recreational facilities located in integrated centres.*

While a 'secondary school' is not specifically envisaged within the Neighbourhood Centre Zone, a range of community, educational and business related land uses are considered appropriate. It is considered that the intent of the Development Plan is to encourage educational and community related facilities within centre zones where they are accessible by the local and wider community alike.

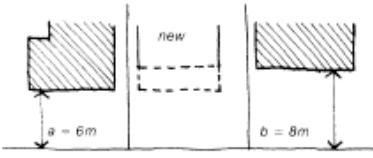
Further, it is recognised that Temple School is an established and approved land use and the expansion of such a land use entirely within the Zone is considered to be an acceptable form of development subject to design and impact based considerations.

Building Setbacks and Heights

PDCs 22(a) and 23 of the *General Section: Design and Appearance module* states:

- PDC 22 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*
- PDC 23 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:



When $b - a \leq 2$, setback of new dwelling = a or b

Regard is also given to the adjacent Residential Zone, and the following excerpt from the Desired Character statement is noted:

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..... 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.

The two storey building is to be setback 7.463m from its Countess Street frontage. This will match the existing two storey Science and Resource Centre school building located immediately to the south-west and will be set behind the dwelling at 3 Countess Street which has a front setback of around 6m.

The north-east side of the building will be setback around 18m from the south-west (side) boundary of 3 Countess Street, behind the proposed car park. This is considered to be an appropriate setback with the car park offering an appropriate transition between the two storey school building and the single storey dwelling located on 3 Countess Street.

The rear of the building will be located around 15m from the south-east (side) boundary of 20 Blaess Drive, aligned with its rear yard. It will be setback around 30m from the dwelling of 20 Blaess Drive, with the car park again serving as a transitional space.

Given the above, the front, rear and side setbacks are considered to be appropriate.

With regards to building height - the Neighbourhood Centre Zone does not specify a maximum building height. However, the proposed building has been designed to match the height of the existing two storey school buildings located to the south-west.

The adjacent Residential Zone contemplates dwelling heights of 1 and 2 storeys and up to 4 storeys in appropriate locations. While surrounding residential properties generally comprise single storey dwellings, there is a two storey dwelling located at 15 Blaess Drive.

For these reasons and having regard to the location and setbacks of the building, it is considered that two storey development is appropriate and already established within the locality.

Design and Appearance

The following provisions contained within the *General Section: Design and Appearance* module are of particular relevance:

- *Objective 1 - Development of a high architectural standard that responds to and reinforces positive aspects of the local environment and built form.*
- *PDC 2 - Buildings should be designed and sited to avoid creating extensive areas of uninterrupted walling facing areas exposed to public view.*
- *PDC 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.*

The building has been architecturally designed to match and complement the existing design features of the school.

In terms of its street presentation (the south-east elevation of Stage 1 and 2), the design utilises complementary contrasting materials and colours; appropriate vertical and horizontal components including window shading and hoods, steel columns and roof overhangs; elements of articulation and appropriate placement of windows.

It is also noted that a sense of space will be retained between the proposed building and the Science and Resource Centre building to the south-west due to the presence of an existing roof overhang and void area (with landscaping underneath) at the north-east corner of the Science and Resource Centre building. This will ensure a break in the building line when viewed from the street.

The north-east elevation (Stage 2) which will face 3 Countess Street and be visible from Countess Street has been similarly designed with contrasting materials and colours; appropriately placed windows and elements of design – all of which will ensure the building presents to a high standard.

The north-west elevation of Stage 1 will present to internal courtyard areas and it has been appropriately designed as discussed above.

The north-west elevation of Stage 2 has been similarly well designed and includes an upper floor balcony/deck area accessible from proposed art room spaces. The deck will be screened with horizontal and vertical screens (to address any overlooking) which will integrate with the overall building design.

The south-west (side) elevation is acceptable and will be located adjacent to the existing Science and Resource Centre building and the majority of this building will not be visible from the street. The prominent corner portion has been appropriately designed in line with the above design comments.

Overall it is considered that the development is well designed and includes a number of architectural elements, articulation and features to ensure it will present well to the street while being sympathetic towards adjoining properties with generous setbacks provided.

Overshadowing

PDC 19 a) and c) of the *General Section: Design and Appearance* module state:

- PDC 19 The design and location of buildings should enable direct winter sunlight into adjacent dwellings and private open space and minimise the overshadowing of:*
- (a) windows of habitable rooms*
 - (c) solar collectors (such as solar hot water systems and photovoltaic cells).*

Having regard to the location and orientation of the proposed building, it is considered that there will be no overshadowing impact and the proposal will comply with PDC 19 a) and c).

The majority of overshadow will be internal to the school grounds with the car park area acting as an appropriate separation to those residential properties to the north-east and north-west.

Visual Privacy

PDCs 20 and 21 of the *General Section: Design and Appearance* module provide:

- PDC 20 Development should minimise direct overlooking of habitable rooms and private open spaces of dwellings through measures such as:*
- (a) off-setting the location of balconies and windows of habitable rooms with those of other buildings so that views are oblique rather than direct*
 - (b) building setbacks from boundaries (including building boundary to boundary where appropriate) that interrupt views or that provide a spatial separation between balconies or windows of habitable rooms*

(c) screening devices (including fencing, obscure glazing, screens, external ventilation blinds, window hoods and shutters) that are integrated into the building design and have minimal negative effect on residents' or neighbours' amenity.

PDC 21 Permanently fixed external screening devices should be designed and coloured to complement the associated building's external materials and finishes

It is considered there will be no unreasonable overlooking impact from any single storey element of the development.

The issue of overlooking was raised by the representor from 3 Countess Street during the public notification period. In response to this concern, the applicant amended the building design to provide for screened upper levels to a height of 1.5m above finished floor level on the north-east elevation. It is considered this will adequately address any concern of overlooking from the north-east elevation, along with the spatial separation of around 18m offered between the building and south-west side boundary of 3 Countess Street and the 2.1m high boundary fencing proposed around the perimeter of the car park.

The north-west elevation includes a deck/balcony area and upper floor windows which are around 15m from the rear yard and 30m from the dwelling of 20 Blaess Drive. To address any overlooking concern, the deck is to be screened with horizontal and vertical screening and landscaping is to be included along the rear portion of 20 Blaess Drive.

The proposal is therefore considered to comply with PDC 20 and 21 and there are no anticipated overlooking concerns.

Landscaping and Fencing

Objectives 1 and 2 of the *General Section – Landscaping, Fences and Walls* module state:

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.

A detailed landscaping plan has not been provided with the application. However, the supporting site plans identify proposed landscape areas along the Countess Street frontage, within and around the car park and within internal courtyard spaces.

The applicant has advised that landscaping along the Countess Street frontage will be designed to match and complement the existing landscape treatments along the school frontage. This is considered to be appropriate and existing landscaping is well maintained and presents well to the street.

The applicant has advised that internal courtyard spaces will consist of *'unit pavers, exposed aggregate concrete paving, built in and loose furniture, grassed areas including some grass mounds with integrated planting and furniture, appropriate planting to offer shade and interest to the space'*. This will adequately address the internal amenity of the school.

Landscaping types have not been identified within the car park area, however a development plan condition has been recommended to ensure that the car park is appropriately landscaped with a mix of shade trees, shrubs and grasses with landscaping maintained on an ongoing basis to ensure the car park presents well to the street.

With regards to fencing, it is proposed that open, tubular style fencing will be continued along the Countess Street frontage to match existing fencing, while 2.1m high colorbond 'good neighbour' fencing ('woodland grey' colour) will be installed around the external perimeter of the car park. A low fence will be installed between the car park and the proposed building and access to the car park will be gated.

These fencing treatments are functional and appropriate.

Interface Between Land Uses

General Section: Interface Between Land Uses module PDC 1 states:

- 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;*

An analysis has been undertaken of the likely impacts of the proposed development on adjacent land and locality, using Interface Between Land Uses PDC 1 as a guide. The commentary has been provided under relevant headings.

Air quality

A number of representors raised concern of additional air pollution associated with traffic fumes from increased vehicle movements. However, any increase in traffic related air pollutants is likely to be negligible and it is considered that other than during the construction phase, the proposal is not anticipated to generate any unreasonable levels of dust, odour or other airborne pollutants.

A reserved matter has been recommended that a Construction Environmental Management Plan (CEMP) be provided prior to issue of any development approval to ensure that dust, drag out and any other construction related activities are appropriately managed. In addition, a development plan condition has been recommended to reinforce that construction occur during appropriate days/hours with dust managed at all times.

Noise

The majority of operational and vehicle related noise is expected to occur during school hours which is unlikely to have an unreasonable effect on the amenity of the locality.

The increase in student numbers is unlikely to generate any substantial increase in noise emissions from the school and it is considered that 'student noise' is already established within the locality.

Air conditioning units are located within the roof well, which will be screened from property boundaries and address noise associated with their operation.

The 2.1 metre high boundary fencing surrounding the car park will also assist in reducing noise levels to the adjoining properties.

Notwithstanding the above, a Development Plan condition has been recommended that any noise generated must be managed to ensure that the development complies with requirements of the Environment Protection Authority (EPA) guidelines for development adjacent a residential area at all times.

Vibration and Electrical Interference

Other than during the construction phase (where there may be some vibration associated with machinery and equipment) the development does not include any activities that could cause any discernible vibration or electrical interference to surrounding properties.

Light Spill and Glare

Lighting within the car parking area is likely to have the greatest potential for light spillage to adjoining properties to the north-east (3 Countess Street) and north-west (20 Blaess Drive).

The development proposes two (2) lights within the car park. These lights are proposed to be 6m in height and either pole or wall mounted with backlighting control shields.

The applicant has advised:

- Lighting systems will comply with *Australian Standard 4282 – Control of the obtrusive effects of outdoor lighting*;
- Car park lights will be designed to switch off via a timer and not operate later than 11.00pm and will not switch on earlier than 6.00am; and
- Light fittings will only switch on via a photoelectric sensor at dusk until the nominated off time.

Given the above, light spillage associated with the proposal is unlikely to have a negative impact on the amenity of the locality.

Notwithstanding, a Development Plan condition has been recommended that all lighting associated with the proposal be appropriately shielded and directed and operated in a manner to avoid unreasonable light spillage to adjoining properties or distraction to drivers.

With regards to glare, and having regards to the building design, there is no anticipated glare from the building itself and given the hours of operation, there is unlikely to be unreasonable headlight glare from vehicles accessing/exiting the car park.

Hours of Operation

As the building and car park will generally operate in line with standard school hours there are no anticipated unreasonable amenity impacts. While it is noted there may be some after school activity, for example, parent/teacher information nights, it is expected such events will be infrequent and occur during reasonable time periods so as not to be a nuisance to surrounding properties.

Having considered all of the above impacts, the proposed development is not considered to unreasonably affect the amenity of the locality, consistent with Interface Between Land Uses module PDC 1 as listed above.

Impact on the local road network and traffic movement

PDC 1(h) of the *General Section – Interface Between Land Uses* is of relevance:

*1 Development should not detrimentally affect the amenity of the locality or cause unreasonable interference through any of the following:
(h) traffic impacts*

There will be some level of congestion and amenity impact as a consequence of drop off and pick up times associated with *any* school. Such impacts are generally confined to relatively short periods of time. In addition, some level of traffic impact is to be expected within and adjacent to a Neighbourhood Centre Zone, where a range of ‘people generating’ activities are anticipated. As such the level of residential amenity adjacent a centre zone, is likely to differ to that which is found within a residential zone comprised exclusively of housing.

However, the impact of the proposal on the local road network has the potential to affect the amenity of the locality and this concern was echoed by the representors during the public notification period. The representors indicated a concern with traffic movement and congestion associated with *existing* conditions and the potential for the proposal to exacerbate this further.

This development application is not able to be used as a mechanism to retrospectively address existing problems; rather it must ensure that the proposal does not further worsen conditions and ideally it will offer some improvement to these conditions.

The applicant supported the proposal with two (2) reports prepared by their traffic consultant (Phil Weaver and Associates). The reports included an assessment of theoretical trip generation rates (based on a 2014 report prepared by Parsons Brinckerhoff entitled ‘*Trip generation rates for assessment of development proposals*’), use of previous traffic count data from 2012 and 2017 and traffic surveys undertaken during ‘peak’ periods on 6 February 2019 between 2.30pm and 3.30pm and 7 February 2019 between 8.00am and 9.00am.

A summary of the Phil Weaver and Associates advice is included below.

- Traffic volumes within the locality are low, other than during the peak school drop off and collection times which are between 8.05am and 8.35am and 3.00pm to 3.30pm.
- The existing (theoretical) trip generation rate (based on 490 students) is for 515 daily vehicle trips and 162 peak hour vehicle trips¹.
- The proposed (theoretical) trip generation rate (based on 580 students) will be for 610 daily vehicle trips and 191 peak hour vehicle trips.
- The increased generation rate (95 daily vehicle trips and 29 peak hour vehicle trips) are within the capacity of the road network, and while there will be some traffic congestion it will occur over a relatively short period of time.
- There will be an increase of 18% in the volumes of traffic entering / exiting Countess Street during the peak arrival and departure periods.
- However, the increase will be spread out over various surrounding collection points and roadways i.e. not all people will attend; drop off/collect; and depart the school area in the same direction.
- It is likely that the Blaess Drive / Countess Street intersection will be the primary intersection affected by the proposal. However, there will be minimal change to the operation or efficiency of the intersection and it will continue to deliver an acceptable level of service.
- Staff members generally arrive before the morning peak period and leave after the afternoon peak period and there are minimal movements to/from the staff car park during school hours.
- Traffic flows will be improved due to the relocation of the staff car park and change to one way movement which will relocate exit vehicles away from the busier section of Countess Street onto Blaess Drive.
- The net gain in staff car parking spaces will allow all staff to park within the designated staff car park. This will increase the capacity for parking associated with drop off / pick up (i.e. 23 spaces available within the existing shared car park) which will outweigh the forecast increase in short term parking demand generated by the student number increase.
- The schools have already collaborated to stagger their start and finish times (Temple School starts at 8.30am and finishes at 3.00pm, whereas Bethany School starts at 8.45am and finishes at 3.15pm) and this appears to have had a positive impact on peak volume movements.
- In conclusion, the development will not have an adverse impact on traffic demands.

As part of the traffic survey work, it was noted that there is a small amount of existing congestion during the afternoon collection period at the Blaess Drive / Countess Street intersection. This appears to be the result of vehicles parking on both sides of Countess Street in close proximity to the intersection which restricts the road width to one way movement. To address this issue it has been suggested that Council consider extending the existing 'no stopping' restrictions further along Countess Street to within 10m of the Blaess Drive intersection.

¹ The Phil Weaver and Associates Report bases their assessment on there being 490 existing students, whereas the assessing officer considers the existing student number to be 500 (see earlier discussion regarding student numbers under the 'Background' section of this report).

Council's Traffic and Engineering sections have reviewed the Phil Weaver and Associates traffic advice and broadly agree with the assessment. It is considered that the development will not have a detrimental impact on the road network and that road network has sufficient capacity to cater for any increased traffic movements.

Notwithstanding this, Council's Traffic and Infrastructure sections recognise there are opportunities for improvement to existing conditions and will further consider the suggestions raised by the applicant. This includes the possible extension of 'no stopping' restrictions along Countess Street (noting that community consultation would be required); working with the school to identify increased efficiencies, such as the operation of their existing kiss and drop function; identifying specific school travel initiatives to reduce car dependence and education of parents and visitors to improve overall driver behavior.

Car Parking

The following objectives and principles of the *General Section: Transportation and Access* module provide:

- Objective 2 Development that:*
- (a) provides safe and efficient movement for all motorised and non-motorised transport modes*
 - (c) provides off street parking*
- PDC 33 Development should be consistent with Australian Standard AS 2890 Parking facilities.*
- PDC 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*
 - (c) not inhibit safe and convenient traffic circulation*
 - (f) minimise the number of vehicle access points to public roads*
 - (g) avoid the necessity for backing onto public roads*

Council's Development Plan does not specify a minimum car parking rate for a 'secondary school'. Therefore, in considering overall parking provision, consideration is given below to the existing and proposed situation relative to the report entitled *Parking Spaces for Urban Places: Car Parking Study – Guideline for Greater Adelaide* (Aurecon, 2013).

	<i>Parking Spaces for Urban Places: Car Parking Study – Guideline for Greater Adelaide (Aurecon, 2013)</i>
Suggested car parking rate for a 'secondary school'	One space per FTE; plus 0.1 space per FTE for visitors with a minimum of 5 spaces; plus either 0.16 space per student; or

	provide an area wide traffic management plan to accommodate the drop off/pick up demand at 0.16 spaces per child
<u>Comparison with existing situation</u> 500 students; 55 FTE staff 55 car parks	55 (1 per FTE) + 5.5 (0.1 per FTE) + 80 (0.16 per student) = 140.5 spaces required 55 spaces provided = existing shortfall of 85.5 spaces
<u>Comparison with proposed situation</u> 580 students; 55 FTE staff 73 car parks	55 (1 per FTE) + 5.5 (0.1 per FTE) + 92.8 (0.16 per student) = 153.3 spaces required 73 spaces provided = proposed shortfall of 80.3 spaces
<u>Assessment of student increase only</u> 80 students 18 additional spaces provided	0.16 spaces per student 80 students x 0.16 = 12.8 spaces required

Based on the 2013 guide, the school has an existing shortfall.

Car parking assessment for previous development applications at the school did not have the benefit of the 2013 guide. These were assessed against the 2001 Planning SA Bulletin *Parking provisions for selected land uses (Suburban Metropolitan Adelaide)* which applies a different approach to determining the car parking rate for secondary schools.

This application cannot retrospectively require parking for uses that were previously approved.

The above table however demonstrates that by providing an additional 18 spaces onsite, the theoretical shortfall improves from the existing situation of 85.5 to the proposed situation of 80.3 spaces.

Furthermore, the increase in student numbers is adequately covered by provision of 18 additional spaces.

It is also likely that most, if not all staff will be accommodated within the 50 space dedicated car park which will leave the majority of the 23 spaces available within the existing car park available for visitors and students. This is a significant improvement compared to the existing situation where only 31 dedicated staff car parking spaces are provided.

The applicant's Traffic Consultant (Phil Weaver and Associates) also assessed the impact of the development on car parking. They concluded that the development will be '*an improvement over the existing situation with regards to onsite car parking provision, as the theoretical onsite car parking requirements associated with staff will now be fully met*'.

The car park has been appropriately designed to allow for one way vehicle movement, with entry and exit in a forward direction. It includes provision of a pedestrian linkage for users of the car park to the school, while discouraging wider pedestrian use via provision of electronic gates at the Countess Street entry and Blaess Drive exit. The car park design complies with Australian Standard AS 2890.

In conclusion, while it is understood there remains an overall theoretical parking shortfall based on the 2013 guide, it is considered that car parking provision has been adequately addressed relative to the proposed development and sufficiently complies with the above objectives and principles.

Waste Management

General Section: Waste module Objective 1 states:

- 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.*

The proposed development is unlikely to result in the generation of any significant additional amounts of waste. A dedicated waste storage area is proposed within the car park enclosed with a 1.5m high slatted screen which will ensure its visual presentation to the street and car park are acceptable.

The storage area is to be located adjacent to the rear yard of 20 Blaess Drive, however it will be separated from the fence line by landscaping, set behind 2.1m high colorbond fencing with a reasonable separation distance from the dwelling itself.

The applicant has advised that existing waste collection arrangements will continue with collection on a weekly basis between 7.30am and 8.00am. The waste collection vehicle will be able to enter and exit the site in a forward direction. As a result, it is considered that waste management arrangements have been appropriately addressed and there are no anticipated amenity impacts.

14. CONCLUSION

The Applicant seeks Development Plan Consent for the staged upgrade and expansion of the existing Temple School. This report has provided a detailed assessment of the application against the relevant provisions of the Salisbury Council Development Plan. The assessment found that:

- a. The upgrade and expansion of the school is an appropriate form of development within the Neighbourhood Centre Zone.
- b. The building is of a contemporary architectural design and presents well to the street and adjoining properties.
- c. The building height, setbacks from property boundaries and the location of the car park are acceptable and have been designed to mitigate their impact on adjoining sites.
- d. Privacy of adjoining dwellings will be achieved through the design and siting of the building, landscaping and screening treatments.

- e. Interface considerations including noise, dust, odour, light spillage, glare, hours of operation and waste management have been appropriately addressed and will not have a negative impact on adjoining properties or the locality.
- f. While the impact of peak traffic movements on the local road network are high, and of concern to some of the residents in the locality, the increased vehicle movements are within acceptable capacity of the road network.
- g. Adequate onsite car parking has been provided to support the increase in student numbers.
- h. The proposal adequately addresses the concerns raised during public notification.

Therefore, it is recommended that Development Plan Consent be granted, subject to reserved matters and conditions.

15. STAFF RECOMMENDATION

That the Council Assessment Panel resolve that:

- A. The proposed development is not considered to be seriously at variance with the Salisbury Council Development Plan – consolidated 15 December 2016.
- B. Pursuant to Section 33 of the *Development Act 1993*, Development Plan Consent is **GRANTED** to application number 361/1728/2018/2B for *Demolition of car park, transportable building, three (3) dwellings and associated outbuildings, construction of two storey school building, car park with associated access from Countess Street and egress to Blaess Drive and increase in school capacity to 580 students for Temple Christian College* in accordance with the plans and details submitted with the application and subject to the following reserved matters and 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. A Construction Environmental Management Plan (CEMP) which shall include:
 - a) Hours of operation
 - b) Arrangement for management of stormwater, noise and dust
 - c) Measures to eliminate drag out from the site during wet weather events
 - d) A Soil Erosion and Drainage Management Plan

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
PL01 Revision A	Drawing Schedule and Location Plan	Date Received by Council Stamped 8 February 2019	Hodgkison
PL02	Demolition Plan	Date Received by Council Stamped 8 February 2019	Hodgkison
PL03 Revision C	Car Parking – Early Works	Date Received by Council Stamped 8 February 2019	Hodgkison
PL04 Revision A	Site Plan – Stage 1	Date Received by Council Stamped 8 February 2019	Hodgkison
PL05 Revision A	Site Plan – Stage 2	Date Received by Council Stamped 8 February 2019	Hodgkison
PL06 Revision A	Ground Floor Plan – Stage 1	Date Received by Council Stamped 8 February 2019	Hodgkison
PL07	First Floor Plan – Stage 1	Date Received by Council Stamped 8 February 2019	Hodgkison
PL08 Revision A	Ground Floor Plan – Stage 2	Date Received by Council Stamped 8 February 2019	Hodgkison
PL09 Revision A	First Floor Plan – Stage 2	Date Received by Council Stamped 8 February 2019	Hodgkison
PL10 Revision B	Roof Plan – Stage 1 and 2	Date Received by Council Stamped 8 February 2019	Hodgkison
PL11 Revision B	Elevations – Stage 1	Date Received by Council	Hodgkison

		Stamped 8 February 2019	
PL12 Revision C	Elevations – Stage 2	Date Received by Council Stamped 8 February 2019	Hodgkison
PL13	Streetscape elevations and materials	Date Received by Council Stamped 8 February 2019	Hodgkison
PL14 Revision B	Perspectives – Stage 1	Date Received by Council Stamped 8 February 2019	Hodgkison
PL15 Revision B	Perspectives – Stage 2	Date Received by Council Stamped 8 February 2019	Hodgkison
16128 Council-02- PlanningApp lication.docx	Planning Application – Cover Letter	Date Received by Council Stamped 28 September 2018	Hodgkison
18-132	Traffic and Parking Assessment	Date Received by Council Stamped 28 September 2018	Phil Weaver and Associates
18-132	Traffic and Parking Assessment – Further Information	Date Received by Council Stamped 8 February 2019	Phil Weaver and Associates
180132	Stormwater Management Plan	Date Received by Council Stamped 28 September 2018	CPR
180132- C100 Revision D	Siteworks and Drainage Plan	Date Received by Council Stamped 12 February 2019	CPR
2018-0440	Additional information	Date Received by Council Stamped 23 November 2018	URPS
2018-0440	Reply to Representations	Date Received by Council Stamped 29 January 2019	URPS

- *All plans and details approved by Council under Reserved Matter 1 form part of this consent and are in addition to those plans and details listed in the table above.*

- *The approved documents referred to above may be subject to change by minor variations permitted through the Building Rules Consent process.*
- *Except where otherwise stated, the development shall be completed prior to the commencement of use. This extends to documents approved as Reserved Matters.*

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

2. The development shall be completed in stages (Early Works, Stage 1 and Stage 2) in accordance with the plans and correspondence approved by Council under Development Plan Condition 1.

Reason: To ensure the development is completed in stages in accordance with the submitted plans.

3. The development shall be substantially completed by 31 December 2023, unless further extended by Council.

Reason: To ensure the development is substantially completed within a reasonable timeframe and in accordance with the submitted plans.

4. Student numbers for Temple Christian College shall be limited to a maximum of 580 students at any one time, unless otherwise approved by Council.

Reason: To ensure student numbers do not exceed the proposed capacity.

5. The Developer shall employ measures to eliminate dust emission from the site during construction period so as not to cause nuisance to adjoining residents.

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

6. Site work, demolition work and building work shall be carried out only between the hours of 7.00am to 7.00pm Monday to Saturday and 9.00am to 5.00pm Sunday.

Reason: To limit the effect of construction on the amenity of the locality.

7. No materials, goods or containers shall be stored in the designated car parking 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.

8. All waste and other rubbish shall be contained and stored pending removal in covered containers which shall be kept within the designated bin enclosure area, screened from public view as shown on the plans approved by Council under Development Plan Condition 1.

Reason: To maintain the amenity of the locality.

9. The designated landscaping areas, as shown on the plans approved by Council under Development Plan Condition 1, shall be planted with shade trees, shrubs and ground covers as appropriate to complement the approved buildings and site layout and achieve a high level of amenity. Shade trees shall be planted throughout the car park and screening shrubs shall be located to obscure views of large blank walls and less attractive elements of the development. All landscaping shall be maintained (including the replacement of diseased or dying plants and the removal of weeds and pest plants) to the reasonable satisfaction of Council. All landscaping is to be completed within three (3) months of the completion of Stage 2.

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

10. Outside lighting shall be installed in accordance with the correspondence and plans approved by Council under Development Plan Condition 1 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 floodlighting 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.

11. 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 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.

12. Noise measured at the nearest residential property boundary shall remain within the requirements of the Environment Protection Authority (EPA) guidelines for development adjacent to a residential area.

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

13. 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. Individual carparking bays shall be clearly linemarked. Driveways and carparking areas shall be established in accordance with the staging plans approved by Council under Development Plan Condition 1 and shall be maintained at all times to the reasonable satisfaction of Council's Principal Development Engineer.

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

Advice Notes

The applicant shall ensure that the process to realign Easement A (drainage easement in favour of the City of Salisbury), is completed prior to construction works commencing. Council's Property Section can provide further information if required and it is the applicant's responsibility to prepare the relevant extinguishment and grant of easement documents and provide these to Council for approval.

CO-ORDINATION

Officer:	GMCID	MDS
Date:	14.02.19	12.02.19

ATTACHMENTS

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

1. Proposal Plans and supporting documentation
2. Notice of Category 2 application and representations received
3. Applicant's Response to Representations
4. Relevant Development Plans Extracts and Location Maps consolidated 15 December 2016

Attachment 1

Proposal Plans and Supporting Information

DEVELOPMENT APPLICATION FORM

361/ 1728 /2018/



Please use BLOCK LETTERS and Black or Blue Ink

Item 5.1.1 - Attachment 1 - Proposal Plans and supporting documentation

I wish to apply for (tick only one): <input checked="" type="checkbox"/> Development Plan Consent <input type="checkbox"/> Building Rules Consent	
<input type="checkbox"/> Full Development Approval (consists of both consents, which is required prior to any work commencing)	
APPLICANT: COMPANY / FIRST NAME TEMPLE CHRISTIAN COLLEGE	SURNAME TOSHI UMEHARA
POSTAL ADDRESS: 5 HENLEY BEACH ROAD	
OWNER NAME: (This must be completed) TEMPLE CHRISTIAN COLLEGE	EMAIL: carolinea@hodgkison.com.au <input type="checkbox"/> as above
OWNER POSTAL ADDRESS: AS ABOVE	<input type="checkbox"/> as above
OWNER PHONE NO: 8405 0900	OWNER EMAIL: toshi.umehara@tcu.sa.edu.au
CONTACT PERSON FOR FURTHER INFORMATION <input type="checkbox"/> as above	
NAME: CAROLINE ADAMS	TELEPHONE (W): 8236 2900 (M):
EMAIL: carolinea@hodgkison.com.au	Information from Council will be given by electronic communication to the nominated email address.
BUILDER NAME: TBC	BUILDERS EMAIL:
BUILDER POSTAL ADDRESS:	CONTACT NO.:
	LICENCE NO.:
CURRENT USE OF PROPERTY: School	
DESCRIPTION OF PROPOSAL: carpark and 2 stages of building works for new GLAS	DEVELOPMENT COST \$ 2,700,000.-
LOCATION OF PROPOSAL	
Street No: 17	Street: COUNTESS STREET
	Suburb: PARALOWIE
Lot No:	Section: Plan: Volume: 6027 Folio: 49
OFFICE USE ONLY	
Registration Date: 1 /2018	Zone: Ward:
BUILDING RULES CLASSIFICATION	
Classification sought: 9B	
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: C Adams

DATE: 27/09/18

**FORM OF DECLARATION
BUILDING SAFELY NEAR POWERLINES**
(Pursuant to Schedule 5 Clauses 2A of the Development Act 2008)

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

FROM Name HODGKISON
Address 189 WARFIELD STREET
ADELAIDE SA 5000
Phone No 8236 2900 Mobile _____

DATE OF APPLICATION 27.09.18

LOCATION OF PROPOSED DEVELOPMENT

House No 17 Lot No _____ Street COUNTESS STREET
Town/Suburb PARALOWIE SA 5108
Section No (full/part) _____ Hundred _____
Volume 6027 Folio 49

NATURE OF PROPOSED DEVELOPMENT

NEW STAFF CARPARK
STAGE 1 BUILDING WORKS INCLUDING TEACHING & BREAKOUT SPACES
STAGE 2 BUILDING WORKS INCLUDING TEACHING & BREAKOUT SPACES

I (insert full name) CAROLINE ADAMS FOR HODGKISON

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 C Adams DATE 27.09.18

PLEASE NOTE THAT THE FORM CONTINUES OVER

Bethany Campus

CERTIFICATE OF TITLE

REAL PROPERTY ACT, 1886



VOLUME 6027 FOLIO 49

Edition 2
Date Of Issue 02/01/2009
Authority RTC 11046571

South Australia

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

BPI



ACTING REGISTRAR-GENERAL

WARNING: BEFORE DEALING WITH THIS LAND, SEARCH THE CURRENT CERTIFICATE

REGISTERED PROPRIETOR IN FEE SIMPLE

TEMPLE CHRISTIAN COLLEGE INC. OF 2 HENLEY BEACH ROAD MILE END SA 5031

DESCRIPTION OF LAND

ALLOTMENT 2 DEPOSITED PLAN 76920
IN THE AREA NAMED PARALOWIE
HUNDRED OF MUNNO PARA

EASEMENTS

SUBJECT TO THE EASEMENT OVER THE LAND MARKED G FOR THE TRANSMISSION OF ELECTRICITY BY UNDERGROUND CABLE (RTC 11046571)

SUBJECT TO THE EASEMENT FOR SEWERAGE PURPOSES AS PROVIDED FOR BY SECTION 223 lg (1) OF THE REAL PROPERTY ACT 1886 OVER THE LAND MARKED E

SUBJECT TO THE EASEMENT FOR DRAINAGE PURPOSES AS PROVIDED FOR BY SECTION 223 lg (2) OF THE REAL PROPERTY ACT 1886 OVER THE LAND MARKED A

SUBJECT TO THE EASEMENT FOR ELECTRICITY SUPPLY PURPOSES AS PROVIDED FOR BY SECTION 223 lg (3) OF THE REAL PROPERTY ACT 1886 TO DISTRIBUTION LESSOR CORPORATION (SUBJECT TO LEASE 8890000) OVER THE LAND MARKED F(T/F)

SCHEDULE OF ENDORSEMENTS

NIL

PAGE 1 OF 2

End of Text.

16128 COUNCIL-02-PlanningApplication.docx



27th September 2018

Planning Department
City of Salisbury
PO Box 8
Salisbury SA 5108

Directors
City of Salisbury
Council Chambers
Salisbury



Attention: Chris Carrey

Dear Chris

TEMPLE CHRISTIAN COLLEGE – NEW TEACHING SPACES
PLANNING APPLICATION

On behalf of our Client, Temple Christian College, we hereby lodge an application for Planning Consent for the construction of new teaching spaces at 17 Countess Street, Paralowie. Attached herewith are;

- This Statement of Effect
- Development Application Form
- Powerlines Declaration Form
- Drawings PL01 – PL15
- Certificate of Title

Please advise the undersigned of the required fee and we will have the College forward payment to Council.

1. INTRODUCTION

1.1. Background

Temple Christian College is a member of Adelaide Christian Schools, a ministry of Adelaide Christian Centre. The College has two campuses which cater for years 7 to 12, one at Mile End and the other in Paralowie.

The Paralowie campus opened adjacent to Bethany Christian School, a Christian Primary School, in 2001. The two schools share ovals and cater for reception to year 12.

The original campus consisted of a brick building containing four learning spaces and a number of transportable buildings.

Hodgkison Pty Ltd

A series of significant upgrades and extensions have been undertaken over the last 10 years and the school now accommodates a dedicated Administration building, performing arts facility, science and resource centre and has reduced the number of transportable buildings on site.

Current enrolments at the College are in the order of 490 with a predicted maximum of 580 to be achieved at the completion of these works. Staff numbers are anticipated to equate to 55 FTE to cater for this number of students. We understand the student numbers have been incorrectly represented in the past and this application seeks to clarify the intended growth and address the required carparking associated with staffing numbers.

1.2. Existing Facility

The campus currently consists of four clusters of buildings radiating from a central courtyard. The buildings consist of:

- South
 - 2 storey building
 - Administration on the ground floor
 - 4 classrooms upstairs
- East
 - 2 storey building
 - 3 laboratories, 2 language rooms and art on the ground floor
 - Resource Centre, year 12 study and several classrooms on the first floor
 - Four transportable buildings located along the eastern fence
- West
 - Performing Arts Building and associated teaching spaces
- North
 - Single storey brick building containing hospitality kitchen
Home Economics and Technical Studies
 - 3 transportable buildings containing drama, music, student and staff toilets and classrooms

The College has now outgrown the remaining inadequate transportable buildings and requires additional flexible teaching, break out study and specialist facilities to cope with the student numbers and 21st century pedagogy. The principal issues to be addressed are;

- i). Senior Students
 - Dedicated spaces for student teaching, breakout, communal learning and quiet study
- ii). Diverse Learning

- The school offers some students additional support in the formation of life skills that assist in their personal development and suit their external circumstances
- This can range from dedicated study groups, basic domestic care including cooking and laundry, health, personal care and support
- iii). Communal and General Learning
 - A range of flexible learning environments that are able to cater for smaller class sizes, can be configured to suit different teaching and investigation styles and opened up to form larger spaces for presentations, peer review and shared learning opportunities
- iv). Physical Education
 - Dedicated space for group fitness, theory and connection to external courtyard for use of larger equipment
 - Change room and toilet facilities to cater for students with unisex accessible toilet provided for staff
 - This function is currently housed in the transportable building
- v). Art Rooms
 - Dedicated space for the teaching and practice of art, flexibility to have 2 separate spaces or one large gallery with shared storage for supplies and materials

It is proposed to re-purpose the existing Art Rooms for Science in the future\

1.3. Site Description And Locality

The site is located on Countess Street with Bethany Christian School to the west and dwellings to the east and north.

The school has recently purchased 3 adjoining parcels of land and the increased site areas are noted below. The amalgamation of these titles and realignment of the boundaries is being undertaken by a licensed surveyor and will form part of a separate application to Council.

Details of the existing site are as follows;

Item	Description
Site Area	10,186m ²
Existing Building Footprint	3,052m ²
Total Building Area	4,819m ²
Car Parking	55 cars

The site is flat and contains no significant trees. Visitor entry is via the reception in the South Building (administration) and the students enter from the main Countess Street carpark. The front car park is for visitors and staff park in the eastern car park.

The site has one existing easement that is effected by the proposed works, this has been discussed with Council and is understood to be nominated for stormwater use however does not currently contain any services. As part of a separate Planning Application to Council the easement is being proposed for relocation to ensure the built form will not impact any future potential stormwater infrastructure. The new location of the easement is indicated on the site plans for reference in this application.

1.4. The Development Plan

The following details were taken from the City of Salisbury's Development Plan dated 15th December 2016

Zoning:

- Neighbourhood Centre Zone

Policy Area:

Setbacks:

- None stated for a school however the proposed new building is set back further from the road than the existing buildings.

Car Parking:

- There is no mention of specific carpark requirement, for schools however car parking will be increased as much as possible.

2. THE PROPOSAL

2.1. Location of The New Building

The proposed new building will be situated to the North East of the existing Science and Resource Centre located along Countess Street.

2.2. Design

The College's brief was to provide the following new facilities;

- Diverse Learning Suite including office, interactive zone, teaching space, tea point and chill out zone
- Communal Learning and Break Out Spaces for a variety of teaching and study function
- 10 additional teaching spaces of various areas (GLAs and Learning Studios)
- Senior Study area including quiet zone and teapoint
- Art Rooms and associated storage
- Physical Education spaces
- Student Change Rooms
- Meeting Rooms
- Staff Preparation / Office n each level and for each stage of works
- Storage

The resultant design is a 2 storey building linked at both levels to the existing Science and Resource Centre building. Disability access will be available to the first floor via the lift located in the existing Science and Resource Centre building. The staging of the works allows for the maximum teaching benefit to be gained up front with the addition of specialist spaces in the following stage of works. The internal planning of spaces considers the flexible learning practices of the diverse learning team, senior students and the school generally and helps to support the current facilities by offering a variety of teaching spaces that can accommodate different class sizes and reflect the needs of a contemporary education environment.

Aesthetically, the aim of the design is to create a cohesive streetscape which takes reference from the existing design features of the school. The design philosophy was to book end the site by using materials that were utilised in the performing arts building which defines the boundary between the 2 schools, this includes metal cladding and red brick. To reduce the mass of the proposed staged extension and again emphasis some of the existing characteristics of the school the elevation has been separated in to elements of solid linked to more formalised teaching spaces and elements of void linked to the communal learning spaces and to assist in bringing more natural light in to the facility. The existing Science and Resource Centre has a feature roof overhang with a void cut out for a tree located below which will be retained as part of the proposed development. This is an important design consideration to separate the 2 structures and maintain open / green space to the Countess Street elevation. Complimentary colours have chosen to continue the palette to this street elevation with the green providing an earthy, rich tone to tie in with the existing purple and red. The building parapet heights have been matched to the adjoining Science and Resource Centre with reference also taken for the roof canopy projections and sunshading devices proposed for continuity.

The following is the proposed site configuration

Item	Description
Site Area	12,439m ²
New Building Footprint Stage 1	385m ²
New Building Footprint Stage 2	276m ²
Total New Building Footprint	661m ²
Total New Building Floor Area S1	789m ²
Total New Building Floor Area S2	634m ²
Proposed Total Building Footprint	3,713m ²
Total New Floor Area	6,242m ²
Proposed Total Car Parking	73 Cars

2.3. Material Schedule

As noted in the design principles above the approach for the material selection was to take reference to the existing palette of materials. This not only helps with the continuity of the streetscape design but also provides the school with relatively low maintenance products for the upkeep of the school's appearance.

The proposed design incorporates the following materials:

- Red brick
- Colorbond metal cladding in an anodised look finish and dark grey
- Fibre cement sheet with expressed joints and painted finish
- Steel and aluminium sunshades with a powdercoated or painted finish
- Aluminium window frames with solar glazing
- Colorbond metal roof profile and associated flashing, downpipes and rainheads

2.4. Landscaping

The existing landscaping and fenceline fronting Countess Street will be continued to create a cohesive streetscape for the front of the school. The area to the north of the new development will become a landscaped courtyard, a concept for this design has been provided in the Planning drawing set. This will include areas of unit pavers, exposed aggregate concrete paving, built in and loose furniture, grassed areas including some mounds with integrated planting and furniture, appropriate planting to offer shade and interest to the space will also be selected. The landscaping will be established as part of the Stage 1 works however the area that is located within the Stage 2 building footprint will contain unit pavers, grass and loose furniture in order to minimise the demolition required at the commencement of Stage 2. A low fence will be included between the staff carpark and new buildings and courtyard area to define this space. The stormwater management has been reviewed and report has been prepared by Combe Pearson Reynolds which is included as part of this application.

2.5. Carparking

Car parking will be extended from 55 to 73 spaces. Included as part of this application is a detailed traffic report prepared by Phil Weaver and Associates.

2.6. Staging

Early Works: the demolition of the existing houses and establishment of the carpark is proposed to be undertaken as an Early Works Package. This will provide an offset to the carparking spaces which will be lost during construction however it is not proposed to formalise or seal the carpark until the completion of Stage 2 so as to avoid any unnecessary damage to the newly prepared asphalt surface of the carpark. A portion of the carpark will also need to be dedicated to the contractors' compound during construction of the Stage 1 and 2 scope of works.

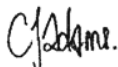
Stage 1: the drawings indicate the scope of works for Stage 1 which will include a 2 storey development of 789sqm containing teaching spaces, flexible learning environments, staff preparation and offices, the diverse learning suite and senior study spaces. Landscaping will be completed as part of Stage 1 that can easily be modified during the works associated with Stage 2. On the completion of Stage 1 works the existing transportable to the north of the works will be removed. The carpark will be returned for staff use at the end of this stage of construction and remain fully operational until the start of Stage 2.

Stage 2: the drawings indicate the scope of works for Stage 2 which will include a 2 storey extension of 634sqm to the Stage 1 building, containing teaching spaces, flexible learning environments, staff preparation and offices, physical education areas and student change rooms and amenity and art room with storage and external deck. Landscaping will be modified to suit the footprint of the Stage 2 building. The carpark will be sealed and formalised at the completion of Stage 2.

In summary, Bethany Christian School and Temple Christian College serve an essential community function to Paralowie and the surrounding suburbs. The quality education and Christian standards provided by both schools has seen them grow substantially over the years with many students coming from the local area. Temple Christian College is now well established and aims to better the quality of facility provided to the community through the construction of this flexible teaching facility including dedicated arts and physical education functions. The new building will continue the architectural language of the site, creating a cohesive streetscape along Countess Street. The new building will be set back a similar distance from Countess Street to the building adjacent on the College campus and carparking numbers will be substantially increased.

We look forward to a favourable response to this application.

Yours faithfully
HODGKISON



Caroline Adams
Principal Architect

cc Toshi Umehara – Temple Christian College
Marcel Rijken – Temple Christian College

16128 COUNCIL-03-Revised Drawings.docx

8th February 2019

Planning Department
City of Salisbury
PO Box 8
Salisbury SA 5108

hodgkison
architecture
interiors

Directors
Peter Goern RIAA
Dario Salvatore RIAA
Kristy McMillan RIAA



Attention: Chris Carrey

Dear Chris

TEMPLE CHRISTIAN COLLEGE – NEW TEACHING SPACES
PLANNING APPLICATION – REVISED DRAWINGS

Further to recent correspondence with Council and Grazio Maiorano, URPS, Hodgkison have updated the Planning Drawings to reflect the response to representations and information requested from Council. Below lists the revisions made.

- PL01 Rev A:** Cover page updated to reflect the latest drawing revisions
- PL03 Rev C:** Clarification of bitumen surface to be completed at the end of stage 1 works, indication of carparking dimensions included on this plan
- PL04 Rev A:** Landscaping design updated to reflect latest plan
- PL05 Rev A:** Landscaping design updated to reflect latest plan
- PL06 Rev A:** Landscaping removed from floor plan for clarity
- PL08 Rev A:** Landscaping removed from floor plan for clarity
- PL09 Rev A:** Horizontal and vertical screening added to the art room deck to limit overlooking to neighbouring properties
- PL10 Rev B:** Horizontal and vertical screening added to the art room deck to limit overlooking to neighbouring properties
- PL11 Rev B:** Our client has found another location for external signage to be relocated internal to the school, this has been removed from the North East elevation
- PL12 Rev C:** External signage removed from North East elevation as noted above, horizontal and vertical screening added to the art room deck
- PL14 Rev B:** Signage removed
- PL15 Rev B:** Signage removed, horizontal and vertical screening added to the art room deck

Hodgkison Pty Ltd
ABN 78 006 271 876

169 Wakefield Street
Adelaide SA 5000

For 2016 2019
admin@hodgkison.com.au
www.hodgkison.com.au

page 2

hodgkison

To address the queries raised in relation to the stormwater and civil documentation issued to Council, please find attached the updated Civil plan from CPR Engineers.

This includes an alternative selection for the Gross Pollutant Trap as agreed with Council, indicates kerbs surrounding carpark and coordinates the revised landscaping surfaces with the architectural plans. Please note the carpark dimensions are indicated on PL03 Rev C.

We hope this clarifies the minor amendments made to address the queries raised.

Yours faithfully
HODGKISON



Caroline Adams
Principal Architect



Consultant Traffic Engineers
ABN 67 093 665 680
204 Young Street
Unley SA 5061
P: 08 8271 5999
F: 08 8271 5666
E: mail@philweaver.com.au

File: 18-132

27 September 2018

Ms Caroline Adams
Principal Architect
Hodgkison
189 Wakefield Street
ADELAIDE SA 5000



Dear Caroline,

PROPOSED EXTENSIONS - TEMPLE CHRISTIAN COLLEGE, PARALOWIE - TRAFFIC AND PARKING ASSESSMENT

I refer to our recent discussions with respect to the proposed extensions to the above school.

As requested I have undertaken the following review of the traffic and parking related aspects of the proposed development.

EXISTING SITUATION

Temple Christian College is located in Paralowie on the north-western side of Countess Street. The school has a frontage of approximately 132m to Countess Street.

The school borders Bethany Christian School to the west and residential properties to the north-east. A set down / collection area is located by the entrance to the south-western car park (which is shared with Bethany Christian School), opposite Caroline Drive, with 23 standard car parking spaces and an accessible (disability) space located within Temple Christian College land.

The subject site also accommodates: -

- Various school buildings and outbuildings,
- Outdoor areas including a quadrangle, courts and sealed area, and
- A dedicated staff car park with capacity to accommodate 31 vehicles.

The subject site and surrounding locality are shown in *Figure 1* below.

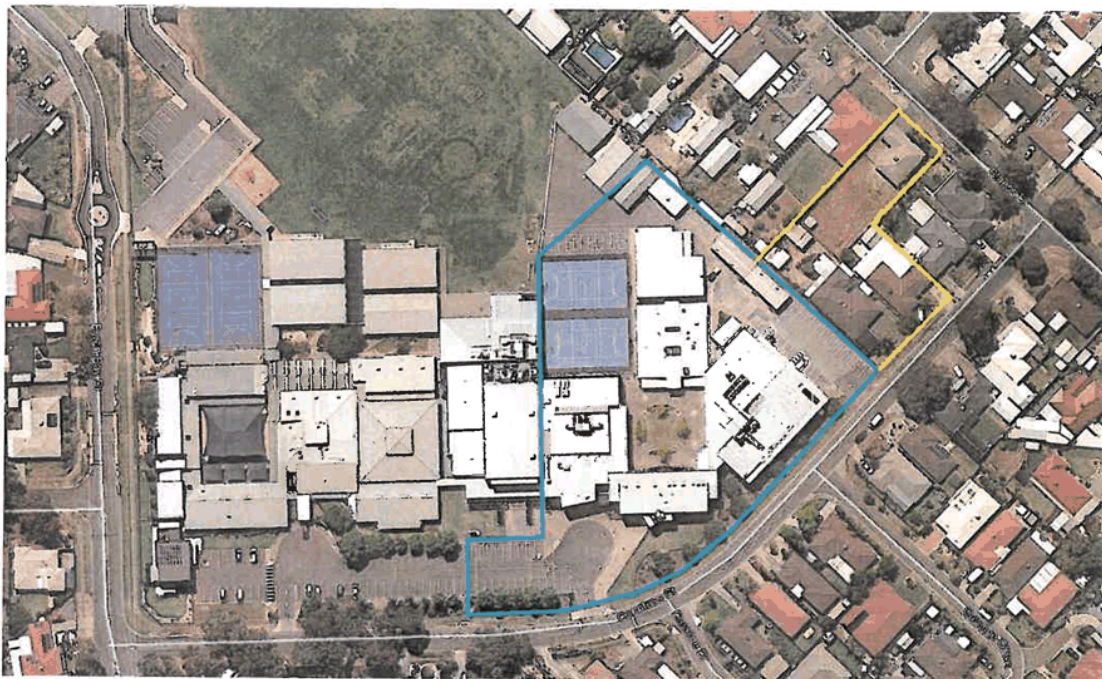


Figure 1: Temple Christian College, Paralowie, outlined in blue

Countess Street has a kerb to kerb width of approximately 7.4m. A school (Emu) crossing is located on Countess Street, to the immediate west of the intersection of Caroline Drive, i.e. within the section of roadway between this intersection and the entry point associated with the car parking area shared with Bethany Christian School.

School zones, which restrict the legal speed limit to 25 km/h when children are present, are provided on Countess Street adjacent to the subject school.

School start time is 8:30am and finish time is 3:00pm. 'No Parking' restrictions apply on the north-west side of Countess Street adjacent to the subject school from 8.00am to 9.00am, and 2:30pm to 3:30pm Monday to Friday. On the south-eastern side of Countess Street, 'No Stopping' restrictions apply between the same time periods.

Temple Christian College accommodates 490 students from Years 7 to 12. There are currently 55 Full-Time Equivalent (FTE) staff on-site, including both teaching and non-teaching staff.

Vehicular access into the existing staff car park is controlled by means of an electronic gate. Traffic movements associated with this car park typically occur before the peak am drop-off period and after the peak pm collection period.

Typically, between 10 and 15 senior students drive to and from the school each day, although no on-site parking is provided for students.

PROPOSED DEVELOPMENT

The proposed development is identified on a series of plans prepared by your office including Drawing Number PL03 (Carparking Early Works) dated September 2018.

The proposed development will provide: -

- A new building to be constructed in two stages which will accommodate: -
 - General learning spaces,
 - Administration areas,
 - Breakout spaces,
 - Physical education facilities,
 - Student amenities, and
 - Art facilities.
- Removal of the existing car parking area to accommodate the above building, and
- A new staff car park to accommodate 50 spaces. However, it is proposed to slightly modify the existing car parking area shared with Bethany Christian School in order to provide two accessible (disability) parking spaces on either side of a shared area. On this basis the design of these spaces will conform to the relevant off-street car parking standard associated with disability parking namely AS/NZS 2890.6:2009.

Consequently the proposed development will result in a total of 73 car parking spaces within the grounds of Temple Christian College.

The purchase of three adjoining residential properties (outlined in yellow in *Figure 1* above) will facilitate the proposed development. These properties include: -

- No. 7 Countess Street,
- No. 5 Countess Street, and
- No. 18 Blaess Drive.

The proposed new staff carpark has been designed with an **entry only** access from Countess Street and an **exit only** access onto Blaess Drive and consequently will have a one-way internal traffic flow. The car park will provide an L shaped arrangement. The design of the proposed at-grade car parking area provides: -

- 90-degree car parking spaces of 2.5m in width,
- 90-degree car parking spaces of 4.8m in length with provision for 0.6m kerb overhang, and

- Aisle widths of at 6.2m.

As such, I consider that the design of the proposed on-site car parking area would conform to the requirements of the relevant off-street car parking standard (AS/NZS 2890.1:2004).

The proposed car park will also accommodate a waste storage area for servicing by waste contractor.

TRAFFIC ASSESSMENT

The '**Guide to Traffic Generating Developments**' report produced by the (former) Roads and Traffic Authority of NSW does not identify trip generation rates for secondary schools. As such, the '**Trip generation rates for assessment of development proposals**' report prepared by Parsons Brinckerhoff, dated 20 January 2014, has been considered. The above report identifies the following weighted average rates for secondary schools: -

- Daily trips: 1.05 per student
- Peak hour trips: 0.33 per student

On the basis of the above, the existing school and proposed development would generate the following vehicle trips:

	Enrolment (students)	Daily Vehicle Trips (per student)	Peak hour vehicle trips (per student)
Existing School	490	515	162
Proposed School	580	610	191
Difference	+90	+95	+29

This increase in trip generation rates is considered to be within the capacity of the adjoining road network, noting that traffic congestion issues associated with schools typically occur over relatively short periods of time (approximately 20 minutes post-school dismissal).

Whilst there are short-term traffic congestion issues associated with the dismissal periods of the subject and nearby schools, I understand that the existing conditions have been refined over time through consultation between the relevant schools and Council in order to alleviate more significant issues that have been addressed (e.g. left turn entry movements into the shared car park which are no longer allowed).

The transformation of the staff car parking area to a one-way traffic flow will relocate traffic entering the road network from this car park onto Blaess Drive i.e. away from the busiest area on Countess Street. As such, I consider that the proposed development provides an improved design from a traffic flow perspective, without compromising traffic movements in Blaess Drive. Given the use of the proposed car park as a staff only car park during school days, together with the proposed one-way nature of this car park, there will be: -

- Almost no turnover of the various car parking spaces in this area throughout the day,

- Minimal if any exit movement generated by this car park in the morning (school arrival periods), and
- Exit movements from a staff car park will mostly occur well after the afternoon collection period, with these movements typically staggered over a two-hour period, i.e. from approximately 4.00pm to 6.00pm, thereby minimising any traffic capacity or amenity impacts on the adjoining road network.

As previously identified the proposed new car park will provide an exit only access onto Blaess Drive. This exit point will be located at the north-eastern corner of the land, in essentially the same location as the existing residential driveway access point associated with 18 Blaess Drive. The proposed location of this access point will maximise the separation from the traffic control device (two-way slow point). Despite a solid centre line adjacent to this access, right turn movements are permitted as per the Australian Road Rules. Hence, this access point location will allow both left and right turn exit movements onto Blaess Drive. Due to the nature of the adjoining road network, it is anticipated that almost all exit movements will be right turn movements.

The centre line at this location on Blaess Drive prohibits parking on either side of the roadway as 3.0m of clearance would not be provided between a potential parked vehicle and the centre line. As such, vehicular exit movements would not be constrained by vehicles parked in nearby on-street areas.

The subject car park could potentially be used for after-hours extra-curricular activities and other infrequent events occurring on-site, which are typical of such schools. These activities and events generate traffic which are generally less severe than that occurring during weekday pick-up periods.

Deliveries to the school are typically conducted by vans (B99) or small trucks (SRV), occurring during the day outside of school start and finish times. These vehicles currently utilise the drop-off area in the south-western corner of the site which is not in use during these times and is close to the reception desk for receipt. On rare occasions when larger deliveries are made, the school is made aware in advance and allows these deliveries to occur within the staff car park. Currently, this requires these larger vehicles to be reversed out of this car park as there is not sufficient area to turn around. As part of the proposed development, these trucks would be able to utilise the one-way nature of the proposed car park and exit in a forward direction onto Blaess Drive.

General recycling bins are collected on-street adjacent to the eastern gate on Countess Street by Councils waste collection vehicles on Tuesdays. These collections typically occur between 10:00am and 12:00pm. Cardboard is collected by contractor on request every 6 weeks by trucks prior to 8:00am within the staff car park. These vehicles will no longer have to reverse out of this car park as they will be able to drive forwards out onto Blaess Drive. Hard general waste is collected weekly on Fridays before 8:00am in the same manner. Confidential bins are collected within the drop-off area approximately 3 to 4 times a year.

Only a minor increase in the on-request collection services is anticipated, all other waste will be collected at the same rate. These on-site collections will potentially be safer as these vehicles will now be able to enter and exit the site in a forward direction. A typical waste collection delivery movement is shown in *Figure 2* below.

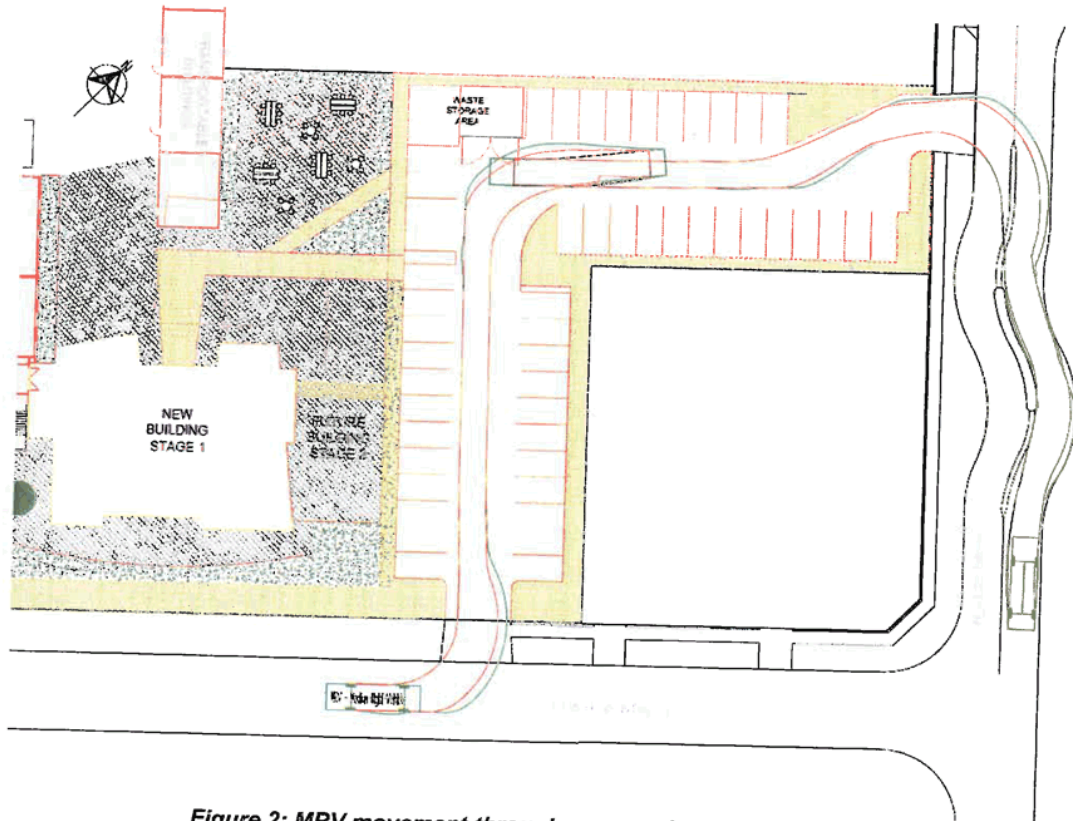


Figure 2: MRV movement through proposed new car parking area

Pedestrian access between Blaess Drive and the school via the new carparking area will be discouraged as the carpark will be controlled by electronic gates at both access points in the same manner as the existing staff car park is currently controlled. Footpaths are proposed between the new building and car parking area to provide convenient access to users of the carpark, including a pedestrian access path into the new carpark located between spaces labelled '4' and '5' in Figure 2 above. Bin storage will be provided in the western corner of the staff car park.

Additional linemarking is recommended between the existing shared car park access point and the drop-off / collection area adjacent to the pedestrian (Emu) crossing. The 6m wide 'driveway' could be linemarked to provide two lanes, the north-eastern of which would lead to the drop-off / collection area and the south-western of which would lead directly into the car park. This could further reduce congestion as traffic waiting to enter the car park could bypass the queue of vehicles waiting by the collection zone, which is all currently condensed into a single lane.

Pedestrian movements across Countess Road will continue to be encouraged via the existing pedestrian (Emu) crossing near the Caroline Drive intersection as this facility is supervised by a staff member during school arrival and dismissal periods and there are no other nearby locations in which DDA compliant pram ramps are provided at likely pedestrian crossing points.

PARKING ASSESSMENT

The Salisbury Council Development Plan does not include a specific car parking requirement for secondary schools. Hence, consideration has been given to the '*Parking Spaces for Urban Places*' report produced by Aurecon (dated 28 October 2013) identifies the following car parking requirements for secondary schools:

Recommended Rate	
1	Per Full Time Equivalent (FTE) employee
PLUS	
0.1	Per FTE employee for visitors (minimum 5 spaces)
PLUS EITHER	
0.16	Per student
OR	
An area wide traffic management plan to accommodate the drop-off / pick-up demand at 0.16 spaces per child	

Based on a car parking rate of 0.16 spaces per child for 580 students, the surrounding area would in theory generate an existing car parking requirement for 78 spaces associated with set-down / collection of students. The proposed increase in the capacity of the school to 580 students would result in a theoretical requirement for 93 such spaces, i.e. an increase of 15 spaces. As the proposed car parking arrangement will provide 18 more spaces compared to the current car parking areas, this theoretical increase has therefore been met.

Drop-off movements generally occur more quickly than collection movements, with more frequent turnover of both on-site and on-street parking areas. On this basis and as per my previous experience with schools, the drop off period is not considered to be the peak period associated with the school.

On the basis of 55 FTE employees, there would be a theoretical requirement for 61 on-site car parking spaces associated with the school. This theoretical requirement will be met with the provision of 73 on-site parking spaces, including 50 dedicated staff car parking spaces and a further 23 parking spaces within the existing car parking area. As the staff car park is controlled by gates, the additional accessible space is recommended to be located within the existing car parking area where it is accessible to both staff and visitors to the school. Such a configuration is shown in *Figure 3* below, which would also bring the existing accessible space to the current off-street car parking standard for people with disabilities (AS/NZS 2890.6:2009).

Hence, I consider that the proposed development will be an improvement over the existing situation with regards to on-site car parking provision, as the theoretical on-site car parking requirements associated with staff will now be fully met.

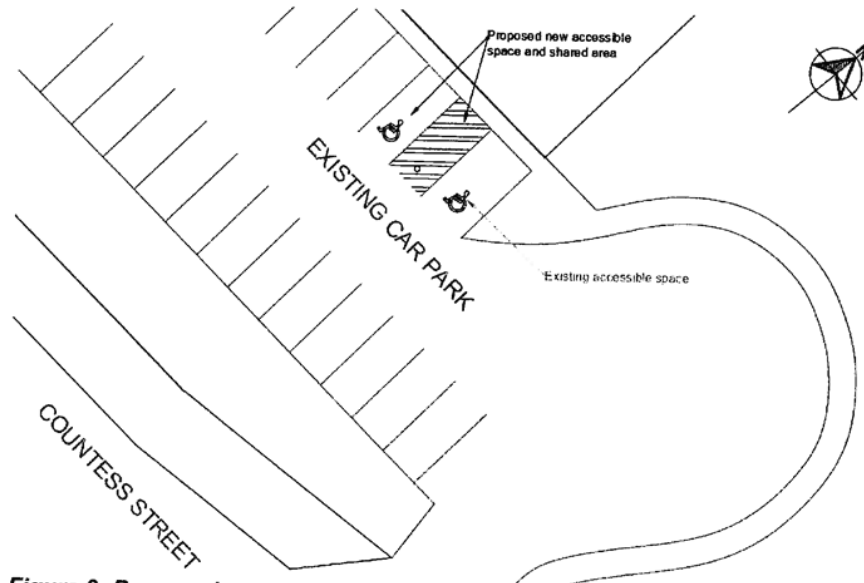


Figure 3: Proposed accessible parking arrangement within the existing car park

BICYCLE PARKING

The Salisbury Council Development Plan does not require a specific bicycle parking requirement for secondary schools. A covered, lockable enclosure is provided which facilitates up to 20 bicycles to be securely parked on-site is currently provided on-site. Existing levels of demand for bicycle parking is typically 3 to 4 bicycles on school days. There is no proposed change to the on-site bicycle parking provision, which is considered appropriate based on the low existing level of use of this facility.

SUMMARY AND CONCLUSIONS

The proposed development of the Temple Christian College on Countess Street, Paralowie, will provide: -

- Additions to the existing school buildings which will accommodate: -
 - General learning spaces,
 - Administration areas,
 - Breakout spaces,
 - Physical education facilities,
 - Student amenities, and
 - Art facilities.

- Removal of the existing staff car parking area to accommodate the above building, and
- A new staff car park to accommodate 50 spaces. However, the capacity of existing car park near along Countess Street will reduce to 23 spaces (on school land) given the proposal to provide two fully compliant disability car parking spaces in this area.

Therefore the proposed development will provide a total of 73 spaces on the school site.

The purchase of three adjoining residential properties will facilitate the proposed development.

The proposed new staff carpark has been designed with an **entry only** access from Countess Street and an **exit only** access onto Blaess Drive and consequently will have a one-way internal traffic flow. The design of this proposed on-site car parking area will fully conform to the dimensional requirements of the relevant off-street car parking standard (AS/NZS 2890.1:2004).

The proposed car park design will also accommodate a waste storage area for servicing by waste contractor. The design will permit waste contract vehicles to service this facility totally within the subject site and to enter and exit the site in forward direction, thereby ensuring that these vehicles will not be required to reverse onto the adjoining road network.

The proposed development will provide a capacity to increase the current capacity of the school from 490 to 580 students. However, it is anticipated that there will be no increase in the staffing levels of the school which will remain at the current level of 55 FTE staff.

The transformation of the staff car parking area to a one-way traffic flow will relocate traffic entering the road network from this car park onto Blaess Drive, i.e. away from the busiest area on Countess Street.

As such, it is considered that the proposed development provides an improved design from a traffic flow perspective, without compromising traffic movements in Blaess Drive. Given the use of the proposed car park as a staff only car park during school days, together with the proposed one-way nature of this car park, there will be: -

- Almost no turnover of the various car parking spaces in this area throughout the day,
- Minimal if any exit movement generated by this car park in the morning (school arrival periods), and
- The exit movements from the staff car park will mostly occur well after the afternoon collection period, with these movements typically staggered over a two-hour period, i.e. from approximately 4.00pm to 6.00pm, thereby minimising any traffic capacity or amenity impacts on the adjoining road network.

On the basis of 55 FTE employees, there would be a theoretical requirement for 61 on-site car parking spaces associated with the school. This theoretical requirement will be met with the provision of 73 on-site parking spaces, including 50 dedicated staff car parking spaces and a further 23 parking spaces within the existing car parking area.

Hence, the proposed development will improve the existing situation with regards to on-site car parking provision, as the theoretical on-site car parking requirements associated with staff will now be fully met within the off-street car parking areas within the school.

In summary, it is considered that the proposed development will: -

- Provide a total of 73 on-site car parking spaces, 18 more than is currently provided despite no anticipated increase in FTE staff. This includes 50 spaces specifically dedicated for use by staff. However, staff will also be able to park within the existing car parking area off Countess Street,
- Not result in adverse traffic impacts on the adjacent road network, particularly given that drivers exiting the staff car park will now do so via Blaess Drive and no longer exit directly onto Countess Street as currently occurs, and
- Provide a design standard which is appropriate and essentially meets the requirements of the relevant Australian / New Zealand Standard for off-street car parking areas.

Yours sincerely,



Phil Weaver
Phil Weaver and Associates Pty Ltd



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E: mail@philweaver.com.au

File: 18-132

8 February 2019

Mr Grazio Maiorano
Director
URPS
12 / 154 Fullarton Road
ROSE PARK SA 5067



ADELAIDE SA 5000

Dear Grazio,

PROPOSED EXTENSIONS - TEMPLE CHRISTIAN COLLEGE, PARALOWIE - COUNCIL REQUEST FOR FURTHER INFORMATION

I refer to our recent discussions with respect to the proposed extensions to the above school and in particular an email from Mr Chris Carrey, Development Officer – Planning Development Services, City of Salisbury, dated Tuesday 5th February 2019 requesting further information in relation to the traffic related aspects of the proposed development.

The subject email included the following comments from Council's traffic and engineering staff:

- *"Whilst the Traffic Report refers to trip generation rates established by Parsons Brinckerhoff (2014), the capacity of the road to cater for the existing (and additional) traffic volume is not considered in sufficient detail. A traffic impact assessment should be provided which demonstrates compliance with the Guide to Traffic Management: Traffic Impacts of Developments in order to satisfy that, with increase student numbers, the traffic performance (movement degree of saturation, average delay, queue length etc.) are no worse than existing conditions. If the assessment determines that there is a reduction in traffic performance, mitigating treatments will need to be investigated.*
- *With regards to the staggering of start times – there is no data to confirm that this is effective – the traffic impact assessment should also consider this and provide evidence of its impact/effectiveness.*
- *While I understand there is a net gain of car parks – the additional car parks are all identified as designated staff car parks and do not address any student number increase."*

As requested, we have provided the following additional assessment of the matters raised with the above email. This has included discussions with Councils traffic engineering staff and comprehensive surveys of traffic movements on the adjoining road network. This included traffic surveys undertaken in the school dismissal period on Wednesday 6th February 2019 and the school arrival period on Thursday 7th February 2019.

We have also referred to our previous report (dated 27 September 2018) which addressed both the proposed redevelopment and the anticipated increase in student enrolment.

We have also compared the results of the above analysis to traffic data provided by Council.

1.0 PREVIOUS TRAFFIC AND PARKING REPORT

1.1 Existing Situation

Temple Christian College is located in Paralowie on the north-western side of Countess Street, Paralowie. The school has a frontage of approximately 132m to Countess Street.

The school borders Bethany Christian School to the west and residential properties to the north-east. A set down / collection area is located by the entrance to the south-western car park (which is shared with Bethany Christian School). In total, 23 standard car parking spaces and one accessible (disability) space are located within Temple Christian College land. However, in practice there is an opportunity for shared use of the car parking area by both schools. Inspection of both the school arrival and dismissal periods has identified that this car parking area is used by both staff and parents / carers associated with both schools.

The subject site and surrounding locality are identified in *Figure 1* below.

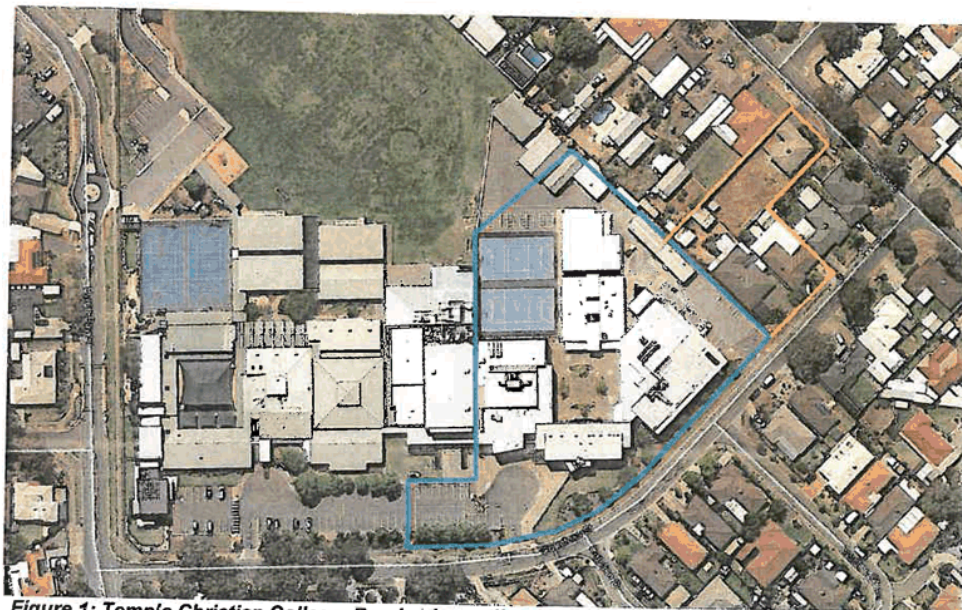


Figure 1: Temple Christian College, Paralowie, outlined in blue

Countess Street has a kerb to kerb width of approximately 7.4m. Such a road width would ordinarily accommodate parking on both sides of this road while still maintaining access for a vehicle between parked cars.

A school (Emu) crossing is located on Countess Street, to the immediate west of the intersection of Caroline Drive, i.e. within the section of roadway between this intersection and the entry point associated with the car parking area shared with Bethany Christian School.

School zones, which restrict the legal speed limit to 25 km/h when children are present, are provided on Countess Street adjacent to the subject school.

In order to minimise overlap, school arrival and dismissal periods have been staggered with those of Bethany Christian School, i.e. the school start time associated with **Temple Christian College** is 8:30am and finish time is 3:00pm whereas the school start time for Bethany Christian School is 8:45am and finish time is 3:15pm. This has reduced the potential for peak traffic and parking demands of both schools to coincide.

Parking restrictions (No Parking) restrictions apply on the north-west side of Countess Street adjacent to the subject school from 8.00am to 9.00am, and 2:30pm to 3:30pm Monday to Friday, with these periods essentially encompassing the school arrival and departure periods.

On the south-eastern side of Countess Street, 'No Stopping' restrictions apply between the same time periods.

Temple Christian College currently accommodates 490 students from Years 7 to 12. There are currently 55 Full-Time Equivalent (FTE) staff on-site, including both teaching and non-teaching staff.

Vehicular access into the existing staff car park is controlled by means of an electronic gate. Traffic movements associated with this car park typically occur before the peak am drop-off period and after the peak pm collection period. Reviews of the locality on Wednesday 6th and Thursday 7th February 2019 identified that there were 25 vehicles parked within the staff car park during both periods and very few movements into and out of this car park during both survey periods.

Typically, between 10 and 15 senior students drive to and from the school each day, although no on-site parking is provided for students.

1.2 Proposed Development

The relevant aspects of the proposed development are summarised as follows:

- A new building to accommodate 90 additional students on the subject site, increasing the total capacity from 490 students to 580 students,
- No anticipated increase in the existing 55 FTE staff numbers, and
- Removal of the existing staff car park (31 spaces) and installation of a new staff car park (50 spaces) with a modified traffic flow to accommodate one-way traffic with entry via Countess Street and exit onto Blaess Drive (currently entry and exit via Countess Street).

1.3 Parking Assessment

On-site car parking provisions will increase from 54 spaces (31 dedicated staff and 23 other) to 73 spaces (50 dedicated staff and 23 other), despite no anticipated increase in FTE staff. Under this scenario all staff parking demand will be accommodated within the proposed staff parking area, allowing a greater proportion of the remaining 23 spaces to be utilised for drop-off / collection and other parking requirements.

An assessment based on existing car parking standards has identified that for 90 additional students and no additional FTE staff, there would be a theoretical requirement to provide 15 additional car parking spaces. Such a requirement will be satisfied with the provision of 19 additional spaces.

Existing bicycle parking facilities were identified as satisfactory for the anticipated increase in student numbers given the very low current level of usage associated with the existing bicycle storage facility. No students were observed riding to or from the school during periods of traffic surveys undertaken at the school arrival and departure periods respectively.

1.4 Traffic Assessment

The previously completed traffic assessment identified daily and peak hour trip generation rates based on the '*Trip generation rates for assessment of development proposals*' report prepared by Parsons Brinckerhoff, dated 20 January 2014. The following table related to the subject site was provided, using the rates identified within the above report of 1.05 daily trips per student and 0.33 peak hour trips per student:

	Enrolment (students)	Daily Vehicle Trips	Peak hour vehicle trips
Existing School	490	515	162
Proposed School	580	609	191
<i>Difference</i>	+90	+94	+29

It was noted that staff movements generally do not coincide with school arrival and departure periods (i.e. peak periods associated with the school) and this was verified by the recent traffic surveys.

Due to the proposed changes to the traffic flow of the staff car parking area, exit movements associated with this car park will be relocated to Blaess Drive, away from the busier Countess Street.

It was identified that existing traffic concerns in the locality primarily related to short-term collection periods after school finishes at 3:00pm. The anticipated increase of 29 vehicle movements during this peak hour period would be spread out over the various surrounding collection points / roadways and would also not result in all vehicles travelling in the same direction away from the school.

2.0 ADDITIONAL INFORMATION

2.1 Council Traffic Data

Details of traffic counts undertaken by the traffic and engineering section of the City of Salisbury on Countess Street and Blaess Drive, either adjacent to or within close proximity to the school have been obtained from Council. These counts were undertaken in the periods between:

- Friday 25th August 2017 and Thursday 31st August 2017 on Countess Street, and
- Thursday 26th July 2012 and Wednesday 1st August 2012 on Blaess Drive.

A summary of the volumes recorded at each location is provided for the busiest recorded days (Tuesday) below:-

	Peak daily traffic volume (vehicles)	AM peak hour traffic volume (vehicles)	PM peak hour traffic volume (vehicles)
Countess Street (Opposite No. 7)	839 vehicles	240 (7:45am – 8:45am)	161 (2:45pm – 3:45pm)
Countess Street (Opposite No. 32)	1004 vehicles	178 (7:45am – 8:45am)	137 (3:00pm – 4:00pm)
Blaess Drive (Opposite No. 29)	311 vehicles	38 (8:15am – 9:15am)	34 (4:15pm – 5:15pm)

2.2 Traffic Surveys

Traffic surveys were conducted by this office during peak periods associated with the subject school on Wednesday 6th February 2018 from 2:30pm to 3.30pm and on Thursday 7th February from 8.00am to 9:00am corresponding with school arrival and dismissal periods. These surveys were conducted in 5-minute intervals at the intersection of Blaess Drive with Countess Street, the staff car park access point and the entry point of the car parking area shared with Bethany Christian School on Countess Street. The results of these surveys are summarised in the table below and are provided in full as an appendix to this report:

	Blaess Drive / Countess Street intersection	Staff car park / Countess Street entry / exit	Shared car park / Countess Street entry
AM peak half-hour total movements (8:05-8:35)	194	12	140
PM peak half-hour total movements (3:00-3:30)	147	4	111

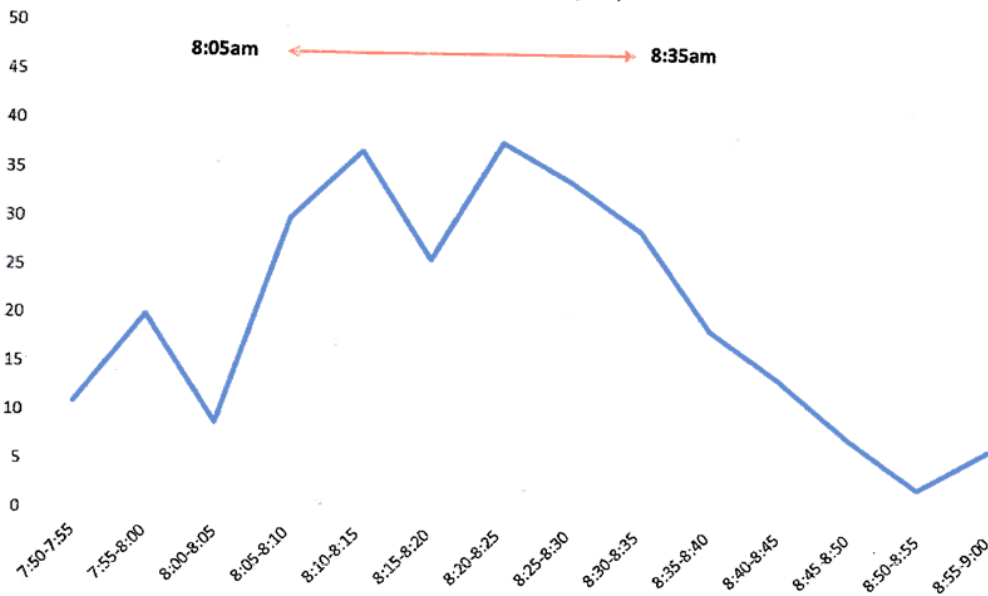
Comparison of the am and pm peak hour traffic volumes recorded on Countess Street, on the approach to the intersection with Blaess Drive, with the traffic counts previously recorded by Council, identify that:

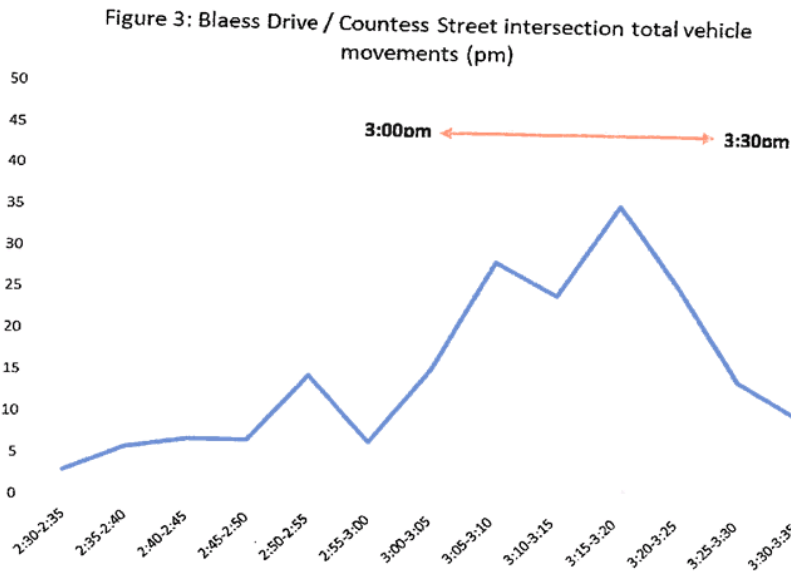
- The am peak hour volume (7:50am to 8:50am) of 244 vph was consistent with that recorded by Council (240vph) in August 2017, and
- The volume recorded in the pm peak hour period (2:35pm to 3:35pm) was slightly less than that recorded in 2017 (178).

Given the right turn only entry into the shared car park, a high correlation was noticed between traffic movements at the Countess Street / Blaess Drive intersection and the car park entry movements. On this basis it is considered that the Countess Street / Blaess Drive intersection is the primary intersection which would be affected by an increase in enrolment numbers.

The am and pm peak period movements at the intersection of Blaess Drive and Countess Street are identified in *Figures 2 and 3* below.

Figure 2: Blaess Drive / Countess Street intersection total vehicle movements (am)





The above figures identify that peak traffic volumes associated with the school are experienced over an approximately half-hour period in both the morning and afternoon periods.

2.3 SIDRA Assessment

An assessment of the operation of the intersection of Countess Street with Blaess Drive has been undertaken as part of this study. This assessment has considered both the current volumes accessing this intersection within the above surveys during school arrival and departure periods and also the anticipated forecast increases in traffic movements at this intersection as a result of the proposed increase in the school enrolment from 490 students to 580 students.

In undertaking this assessment, a conservative approach has been adopted, namely that there will be an increase of 18% in the volumes of traffic entering / exiting Countess Street during the school arrival and departure periods. This increase (18%) represents the anticipated increase of up to 90 enrolled students associated with the subject school.

In reality, the increase in traffic should be less given that not all of the traffic accessing the shared Countess Street car park relates to Temple Christian College, as this car park is used by Bethany Christian School as well.

Given that the majority of traffic movements in both arrival and departure periods occurs over an approximately 30-minute period (impact loading), our assessment of the volume of traffic in the peak hour period of both the arrival and departure periods has been factored up (doubled) to represent equivalent hourly periods in both the school arrival and departure periods.

Figure 4 (below) identifies both the equivalent hourly traffic volumes entering the above intersection during the morning arrival period and the forecast equivalent hourly traffic volumes based on a pro-rata increase in the volume of traffic anticipated to use this intersection on the understanding that the overall enrolment at the school will increase by approximately 18 percent.

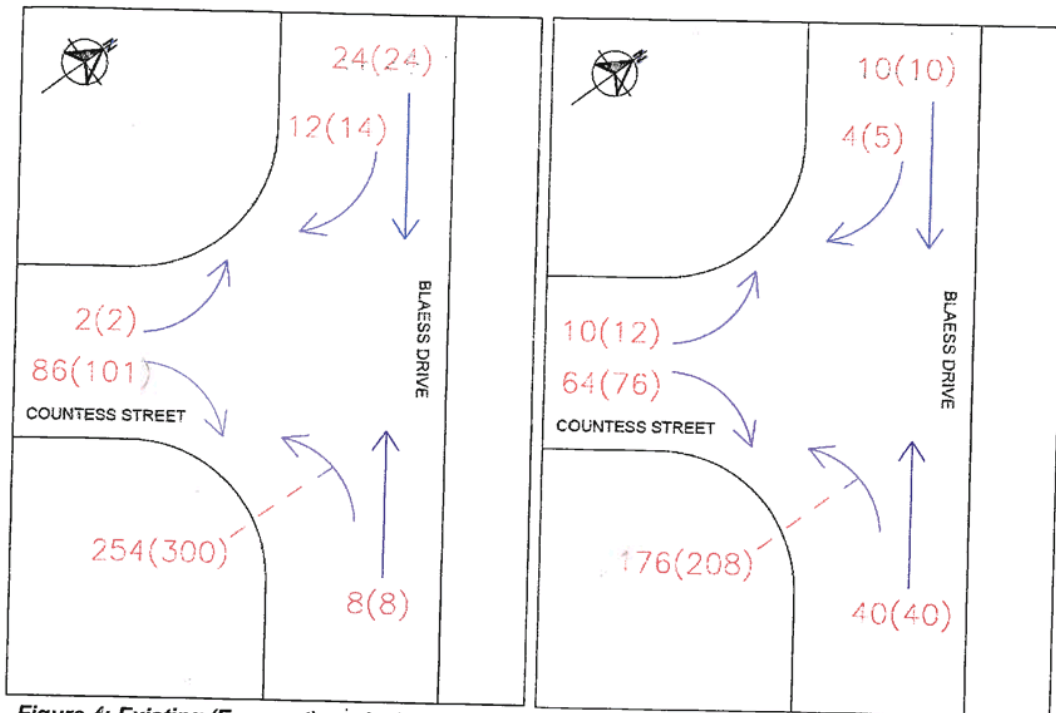


Figure 4: Existing (Forecast) equivalent am peak hour traffic volumes at the Countess Street / Blaess Drive intersection, Parolwie

Figure 5: Existing (Forecast) equivalent pm peak hour traffic volumes at the Countess Street / Blaess Drive intersection, Parolwie

Figure 5 (above) identifies both the equivalent hourly traffic volumes entering the above intersection during the afternoon departure period and the forecast equivalent hourly traffic volumes based on a pro-rata increase in the volume of traffic anticipated to use this intersection.

Copies of the movement summaries based upon the Sidra analysis of both the existing and forecast traffic volumes during the school arrival period are included within the appendix to this report. Furthermore, a summary of the key performance indicators provides with a comparison between the existing and forecast scenarios is identified within the following table:

Countess Street / Blaess Drive intersection	Degree of Saturation (v/c)	Average Delay (sec)	Level of Service	95% Back of Queue (veh)
Current AM	0.146	5.3	LOS A	0.3
Forecast AM	0.172	5.4	LOS A	0.3
Current PM	0.119	4.8	LOS A	0.2
Forecast PM	0.137	4.9	LOS A	0.3

Analysis of the above results indicates that there would be minimal change to the operation of this intersection as a result of the potential pro-rata increase in traffic using this intersection.

2.4 Traffic Impacts

The above assessment has identified that the existing Level of Service (A) of the Blaess Drive / Countess Street intersection would remain, notwithstanding the conservative methodology adopted for this assessment, i.e. that essentially all traffic entering and exiting Countess Street to and from Blaess Drive during school arrival and dismissal periods is directly related to Temple Christian College and that this would therefore increase by 18%. In reality a proportion of this traffic would relate to Bethany Christian School and even unrelated traffic.

Some slight congestion was intermittently observed during the pm collection period at the Blaess Drive and Countess Street intersection as a result of vehicles parked on both sides of Countess Street in close proximity to this intersection, restricting the road width to one-way movements at this location.

In order to alleviate this minor existing issue, it is recommended that Council could extend the existing No Stopping 8:00am to 9:00am and 2:30pm to 3:30pm Monday to Friday restriction on at least one side of Countess Street on the approach to the intersection with Blaess Drive and could also apply standard No Stopping restrictions for 10m from the perpendicular kerb lines on all legs of this intersection. This would provide clarity regarding illegal parking areas close to such an intersection and allow continuous two-way movements to occur on Countess Street during peak periods.

Outside of the student arrival and departure periods, traffic volumes on the adjoining road network are particularly low. Furthermore, it is apparent that traffic generated by staff of both schools does not significantly coincide with the peak periods of traffic movement on Countess Avenue.

3.0 SUMMARY AND CONCLUSIONS

In summary the above assessment has identified that:

- **Peak** traffic volumes generated by the current operation of Temple Christian College are restricted to two relatively small periods of the day (each of approximately half an hour duration) consisting of the periods immediately before school commences in the period immediately following class dismissal. This is typical of most schools,
- The volumes of traffic on the road network outside of the school arrival and departure periods is otherwise minimal,
- Staff traffic movements do not coincide to any significant degree with traffic generated by student arrivals and collections. For example, the surveys identified only 8 vehicle movements into and out of the staff car park in the period between 2:30pm and 3:30 pm on the Wednesday afternoon and 12 vehicle movements into and out of this car park between 8:00am and 9:00am on the Thursday. This reflects the generally earlier start times and later departure times of staff compared to students and this will continue to occur under the proposed redevelopment. Consequently, there will be minimal traffic impact on the road network as a result of the expansion and relocation of the existing staff car parking area,
- The traffic surveys undertaken by this firm correlate closely with the data previously collected by Council,

- An assessment of the operation of the intersection of Countess Street and Blaess Drive using Sidra intersection software has identified that:
 - There is not any significant capacity issue at this location even during school arrival and departure periods, and
 - There will be minimal change to the operation of this intersection based upon the forecast increases in traffic movements associated with the proposed increase in the enrolment of the subject school. For example, the existing level of service (LOS A) on each approach of the intersection will be maintained. This is notwithstanding the conservative nature of this assessment which assumes a proportional increase in all traffic entering and exiting Countess Street to and from Blaess Drive.
- School arrival and dismissal periods have been staggered. The school start time associated with **Temple Christian College** is 8:30am and finish time is 3:00pm whereas the school start time for Bethany Christian School is 8:45am and finish time is 3:15pm. It does appear that staggering of the start and finish times of the two schools has reduced the peak volume of traffic movements in the morning and the overall parking demand in the locality, and
- The net gain (increase from 31 spaces to 50 spaces) in staff parking spaces associated with the proposed redevelopment will essentially allow all staff to park within the dedicated staff parking area, given that there is no proposed increase to the 55 FTE staff currently on-site. Hence, there would therefore be a reduced staff parking demand (up to 19 vehicles) in the south-western car park, thereby increasing the capacity for parking associated with pick-up / collection movements. This will outweigh the forecast increase in short term parking (15 spaces) to be generated by proposed increased enrolment capacity of 90 students (90 students by 0.16 spaces per child).

On the above basis I remain of the opinion that the proposed minor redevelopment of the existing school which will accommodate a relatively small proportional increase in the enrolment capacity of the school and will not result in adverse traffic or parking demands.

I therefore suggest that the proposed development warrants favourable consideration by Council.

Yours sincerely,



Phil Weaver
Phil Weaver and Associates Pty Ltd

Enc.

MetroCount Traffic Executive Vehicle Counts

VehicleCount-42 – English (ENA)

Datasets:

Site: [1003507] 36, **COUNTESS STREET,7 Countess Street**
Attribute: Paralowie B152
Direction: 5 - South bound A>B, North bound B>A. Lane: 0
Survey Duration: 10:09 Friday, 25 August 2017 => 9:33 Thursday, 31 August 2017,
Zone:
File: 1003507 0 2017-08-31 0929.EC0 (Plus)
Identifier: B1525QYC MC56-1 [MC55] (c)Microcom 07/06/99
Algorithm: Factory default axle (v5.02)
Data type: Axle sensors - Paired (Class/Speed/Count)

Profile:

Filter time: 0:00 Tuesday, 29 August 2017 => 0:00 Wednesday, 30 August 2017 (1)
Included classes: 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12
Speed range: 10 - 160 km/h.
Direction: North, East, South, West (bound), P = North, Lane = 0-16
Separation: Headway > 0 sec, Span 0 - 100 metre
Name: Default Profile
Scheme: Vehicle classification (AustRoads94)
Units: Metric (metre, kilometre, m/s, km/h, kg, tonne)
In profile: Vehicles = 839 / 4147 (20.23%)

*** Tuesday, 29 August 2017 - Total=839, 15 minute drops**

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300
4	1	2	3	4	9	11	40	238	37	37	25	17	33	30	160	64	47	23	21	14	10	7	2
3	1	0	1	0	1	3	6	58	11	15	4	3	10	4	50	26	14	8	4	3	3	2	1
0	0	1	0	1	1	4	6	82	9	8	10	3	9	3	74	19	9	1	6	3	3	3	0
1	0	1	0	2	1	1	6	78	8	7	7	6	6	14	28	13	12	5	6	5	0	2	1
0	0	0	2	1	6	3	22	20	9	7	4	5	8	9	8	6	12	9	5	3	4	0	0

AM Peak 0745 - 0845 (240), AM PHF=0.73

MetroCount Traffic Executive
Vehicle Counts

VehicleCount-43 -- English (ENA)

Datasets:

Site: [1003501] 36, **COUNTESS STREET,32 Countess Street**
Attribute: Paralowie A501
Direction: 5 - South bound A>B, North bound B>A. Lane: 0
Survey Duration: 10:01 Friday, 25 August 2017 => 9:29 Thursday, 31 August 2017,
Zone:
File: 1003501 0 2017-08-31 0924.EC0 (Plus)
Identifier: A5018YTK MC56-1 [MC55] (c)Microcom 07/06/99
Algorithm: Factory default axle (v5.02)
Data type: Axle sensors - Paired (Class/Speed/Count)

Profile:

Filter time: 0:00 Tuesday, 29 August 2017 => 0:00 Wednesday, 30 August 2017 (1)
Included classes: 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12
Speed range: 10 - 160 km/h.
Direction: North, East, South, West (bound), P = North, Lane = 0-16
Separation: Headway > 0 sec, Span 0 - 100 metre
Name: Default Profile
Scheme: Vehicle classification (AustRoads94)
Units: Metric (metre, kilometre, m/s, km/h, kg, tonne)
In profile: Vehicles = 1004 / 5494 (18.27%)

*** Tuesday, 29 August 2017 - Total=1004, 15 minute drops**

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300
4	1	0	3	5	8	19	77	178	48	60	33	39	52	44	137	98	70	45	33	18	16	12	4
3	1	0	1	0	1	2	13	47	12	24	9	9	16	8	36	34	21	14	10	5	4	3	1
0	0	0	0	2	1	6	13	53	11	15	10	10	8	11	46	29	12	12	8	4	7	3	1
1	0	0	0	2	1	5	17	57	12	14	7	7	15	10	34	21	19	9	8	5	0	5	2
0	0	0	2	1	5	6	34	21	13	7	7	13	13	15	21	14	18	10	7	4	5	1	0

AM Peak 0745 - 0845 (191), AM PHF=0.84

MetroCount Traffic Executive Vehicle Counts

VehicleCount-44 -- English (ENA)

Datasets:

Site: [1003499] 36, BLAESS DRIVE, 29 Blaess Drive
Attribute: Paralowie T566
Direction: 8 - East bound A>B, West bound B>A. Lane: 0
Survey Duration: 10:09 Thursday, 26 July 2012 => 9:38 Wednesday, 1 August 2012,
Zone:
File: 100349901Aug2012.EC0 (Plus)
Identifier: T5661ZG4 MC56-L5 [MC55] (c)Microcom 19Oct04
Algorithm: Factory default axle (v5.02)
Data type: Axle sensors - Paired (Class/Speed/Count)

Profile:

Filter time: 0:00 Tuesday, 31 July 2012 => 0:00 Wednesday, 1 August 2012 (1)
Included classes: 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12
Speed range: 10 - 160 km/h.
Direction: North, East, South, West (bound), P = East, Lane = 0-16
Separation: Headway > 0 sec, Span 0 - 100 metre
Name: Default Profile
Scheme: Vehicle classification (AustRoads94)
Units: Metric (metre, kilometre, m/s, km/h, kg, tonne)
In profile: Vehicles = 311 / 1793 (17.35%)

* Tuesday, 31 July 2012 - Total=311, 15 minute drops

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
1	0	1	4	1	4	8	10	37	14	10	11	18	16	22	31	30	26	28	21	4	4	7	6	1
0	0	0	1	0	0	5	1	6	7	4	3	2	2	4	6	6	10	10	4	3	4	0	0	
1	0	0	0	0	1	0	3	14	4	1	3	4	4	5	9	11	5	5	4	1	0	3	0	
0	0	1	3	1	0	1	4	10	1	4	5	5	4	7	9	7	8	7	9	0	2	3	1	
0	0	0	0	0	3	2	2	7	2	1	0	7	6	6	7	6	3	6	4	0	1	0	0	

AM Peak 0815 - 0915 (38), AM PHF=0.68

MOVEMENT SUMMARY

Site: **Countess Avenue and Blaess Drive, Paralowie**

Existing am peak hour - impact loading with equivalent hourly volumes
 Giveaway / Yield (Two-Way)

Movement Performance - Vehicles											
Mov. ID	Control	Dist. Road (m)	Flows (veh/h)	Delay (s/veh)	Average Delay (s)	Level of Service	50% Break of Queue (veh)	80% Break of Queue (veh)	Prop. Adjusted	Effective Stop Rate per Veh	Average Speed (km/h)
SouthEast: Blaess Drive - south-eastern leg											
4	L2	267	0.0	0.146	5.6	LOS A	0.0	0.0	0.00	0.56	52.8
5	T1	8	0.0	0.146	0.0	LOS A	0.0	0.0	0.00	0.56	53.3
Approach		276	0.0	0.146	5.4	NA	0.0	0.0	0.00	0.56	52.8
NorthWest: Blaess Drive - north-western leg											
11	T1	25	0.0	0.022	0.5	LOS A	0.1	0.6	0.25	0.20	56.2
12	R2	13	0.0	0.022	6.3	LOS A	0.1	0.6	0.25	0.20	52.1
Approach		38	0.0	0.022	2.4	NA	0.1	0.6	0.25	0.20	55.0
SouthWest: Countess Avenue											
1	L2	2	0.0	0.083	5.6	LOS A	0.3	1.9	0.18	0.59	48.7
3	R2	91	0.0	0.083	6.1	LOS A	0.3	1.9	0.18	0.59	51.6
Approach		93	0.0	0.083	6.1	LOS A	0.3	1.9	0.18	0.59	51.6
All Vehicles		406	0.0	0.146	5.3	NA	0.3	1.9	0.06	0.53	52.7

Level of Service (LOS) Method: Delay (HCM 2000).

Vehicle movement LOS values are based on average delay per movement

Minor Road Approach LOS values are based on average delay for all vehicle movements.

NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.

SIDRA Standard Delay Model is used. Control Delay includes Geometric Delay.

Gap-Acceptance Capacity: SIDRA Standard (Akcelik M3D).

HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

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MOVEMENT SUMMARY

Site: **Countess Avenue and Blaess Drive, Paralowie**

Forecast am peak hour - impact loading with equivalent hourly volumes
 Giveaway / Yield (Two-Way)

Movement Performance - Vehicles											
Mov ID	Opp	Designated Flow	Flow %	Req. Sat	Average Delay (s)	Level of Service	% of Total Vehicles	% of Total Distance	Prop. Queue	Filtering Stop Rate per Veh	Average Speed (km/h)
SouthEast: Blaess Drive - south-eastern leg											
4	L2	316	0.0	0.172	5.6	LOS A	0.0	0.0	0.00	0.56	52.8
5	T1	8	0.0	0.172	0.0	LOS A	0.0	0.0	0.00	0.56	53.3
Approach		324	0.0	0.172	5.4	NA	0.0	0.0	0.00	0.56	52.8
NorthWest: Blaess Drive - north-western leg											
11	T1	25	0.0	0.024	0.6	LOS A	0.1	0.7	0.29	0.22	55.8
12	R2	15	0.0	0.024	6.5	LOS A	0.1	0.7	0.29	0.22	51.6
Approach		40	0.0	0.024	2.8	NA	0.1	0.7	0.29	0.22	54.4
SouthWest: Countess Avenue											
1	L2	2	0.0	0.100	5.6	LOS A	0.3	2.4	0.20	0.60	48.6
3	R2	106	0.0	0.100	6.3	LOS A	0.3	2.4	0.20	0.60	51.5
Approach		108	0.0	0.100	6.2	LOS A	0.3	2.4	0.20	0.60	51.5
All Vehicles		473	0.0	0.172	5.4	NA	0.3	2.4	0.07	0.54	52.6

Level of Service (LOS) Method: Delay (HCM 2000).

Vehicle movement LOS values are based on average delay per movement

Minor Road Approach LOS values are based on average delay for all vehicle movements.

NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.

SIDRA Standard Delay Model is used. Control Delay includes Geometric Delay.

Gap-Acceptance Capacity: SIDRA Standard (Akcelik M3D).

HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

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MOVEMENT SUMMARY

▽ **Site: Countess Avenue and Blaess Drive, Paralowie**

Existing pm peak hour - impact loading with equivalent hourly volumes
Giveaway / Yield (Two-Way)

Movement Performance - Vehicles												
MOV. ID	OP. Mov.	Direction	Flow	Disg. Satn	Average Delay	Level of Service	SAW	SAW of Vehicles	SAW of Distance	Prop. Capacity	SAW of Stop Rate	Average Speed
			veh/hr	%	sec		veh	m			per veh	km/hr
SouthEast: Blaess Drive - south-eastern leg												
4	L2		185	0.0	0.119	5.6	LOS A	0.0	0.0	0.00	0.48	53.6
5	T1		42	0.0	0.119	0.0	LOS A	0.0	0.0	0.00	0.48	54.3
Approach			227	0.0	0.119	4.5	NA	0.0	0.0	0.00	0.48	53.7
NorthWest: Blaess Drive - north-western leg												
11	T1		11	0.0	0.008	0.3	LOS A	0.0	0.2	0.19	0.17	56.8
12	R2		4	0.0	0.008	6.1	LOS A	0.0	0.2	0.19	0.17	52.7
Approach			15	0.0	0.008	2.0	NA	0.0	0.2	0.19	0.17	55.8
SouthWest: Countess Avenue												
1	L2		11	0.0	0.066	5.7	LOS A	0.2	1.6	0.18	0.58	48.7
3	R2		67	0.0	0.066	6.0	LOS A	0.2	1.6	0.18	0.58	51.6
Approach			78	0.0	0.066	5.9	LOS A	0.2	1.6	0.18	0.58	51.3
All Vehicles			320	0.0	0.119	4.8	NA	0.2	1.6	0.05	0.49	53.2

Level of Service (LOS) Method: Delay (HCM 2000).

Vehicle movement LOS values are based on average delay per movement

Minor Road Approach LOS values are based on average delay for all vehicle movements.

NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.

SIDRA Standard Delay Model is used. Control Delay includes Geometric Delay.

Gap-Acceptance Capacity: SIDRA Standard (Akcelik M3D).

HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

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MOVEMENT SUMMARY

Site: **Countess Avenue and Blaess Drive, Paralowie**

Forecast pm peak hour - impact loading with equivalent hourly volumes
Giveaway / Yield (Two-Way)

Movement Performance - Vehicles											
Mov. ID	Ph	Designated Rate	Flows HV %	Delay Ratio	Average Delay sec	Level of Service	85% Waites veh	85% Delay of Queue Distance m	Prep. Channel	Effective Stop Rate per veh	Average Speed km/h
SouthEast: Blaess Drive - south-eastern leg											
4	L2	219	0.0	0.137	5.6	LOS A	0.0	0.0	0.00	0.49	53.4
5	T1	42	0.0	0.137	0.0	LOS A	0.0	0.0	0.00	0.49	54.1
Approach		261	0.0	0.137	4.7	NA	0.0	0.0	0.00	0.49	53.5
NorthWest: Blaess Drive - north-western leg											
11	T1	11	0.0	0.009	0.4	LOS A	0.0	0.2	0.24	0.19	56.3
12	R2	5	0.0	0.009	6.2	LOS A	0.0	0.2	0.24	0.19	52.2
Approach		16	0.0	0.009	2.4	NA	0.0	0.2	0.24	0.19	55.1
SouthWest: Countess Avenue											
1	L2	13	0.0	0.080	5.7	LOS A	0.3	1.9	0.19	0.58	48.6
3	R2	80	0.0	0.080	6.1	LOS A	0.3	1.9	0.19	0.58	51.6
Approach		93	0.0	0.080	6.0	LOS A	0.3	1.9	0.19	0.58	51.3
All Vehicles		369	0.0	0.137	4.9	NA	0.3	1.9	0.06	0.50	53.0

Level of Service (LOS) Method: Delay (HCM 2000).

Vehicle movement LOS values are based on average delay per movement

Minor Road Approach LOS values are based on average delay for all vehicle movements.

NA: Intersection LOS and Major Road Approach LOS values are Not Applicable for two-way sign control since the average delay is not a good LOS measure due to zero delays associated with major road movements.

SIDRA Standard Delay Model is used. Control Delay includes Geometric Delay.

Gap-Acceptance Capacity: SIDRA Standard (Akçelik M3D).

HV (%) values are calculated for All Movement Classes of All Heavy Vehicle Model Designation.

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Ref: 2018- 0440

22 November 2018



URPS

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Mr Chris Carrey
Development Officer - Planning
City of Salisbury
12 James Street
SALISBURY SA 5108

Email: ccarrey@salisbury.sa.gov.au

Dear Mr Carrey

Development Application Number 361/1728/2018/2B. Temple Christian College

URPS is providing urban planning advice to Temple Christian College.

The purpose of this advice is to supplement the existing information provided to the City of Salisbury by Hodgkison and Phil Weaver & Associates regarding the development application number 361/1728/2018/2B, lodged in October 2018.

Description of the Proposed Development - Temple Christian College

The proposed development is described as the demolition of structures and car parking area, staged construction of two storey school buildings and car parking, landscaping and fencing associated with the existing educational establishment.

Background - Bethany Christian School

We are conscious that the neighbouring Bethany Christian School has lodged a development application (361/1462/2018/2B) with the City of Salisbury for the *“Removal of 12 Transportable buildings, construction of a two-storey building and increase in school capacity from 525 to 545 students”*.

The School’s development application is accompanied by a traffic assessment from GTA (transport engineers). GTA concludes that there is sufficient car parking to address the increase in student numbers and that the additional trips will not adversely impact on the internal operation of the car park or the external road network.

I understand that Council has recently issued Development Plan Consent to this development application.

shaping great communities

Bethany Christian School and Temple Christian College are two separate educational entities, but have a collaborative approach and share:

- the car parking area fronting Countess Street, between Byron Bay Drive and Caroline Drive; and
- the oval / recreational grounds located behind the Bryon Bay Drive car parking area.

It is understood that the development applications submitted by Bethany Christian School and Temple Christian College are both supported by transport planners and result in an appropriate traffic and car parking outcome.

Development Assessment Pathway

Reference to the Salisbury Council Development Plan (Consolidated 15 December 2016), indicates the subject land is located within a Neighbourhood Centre Zone (refer to Zone Map Sal/57 Enlargement A and below Figure 1.)

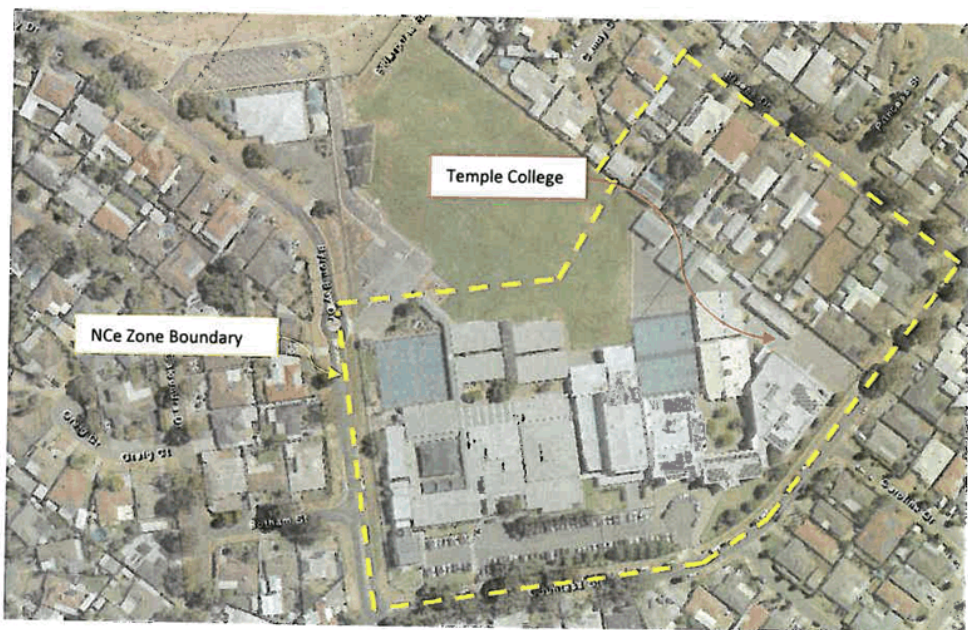


Figure 1: NCe Zone Boundary and location of Temple College (Source Maps SA)

Reference to Council’s Neighbourhood Centre Zone indicates that the proposed development is neither listed as a complying or non-complying development. Therefore, the development application should be processed via the on-merit pathway.

Discussion of Issues

The following discussion is focussed on addressing anticipated key issues and Council’s preliminary queries. Issues discussed are:

- The appropriateness of the school land use.

H:\Synergy\Projects\18ADL\18ADL-0440 Temple Christian College, Paralowie\Development Application\Further Information Response YMMDD\URPS Advice Version#5 Final Council.docx

- Student and teacher numbers and associated car parking numbers / traffic generation.
- Staging of the development.
- Property boundary fencing around the proposed car park.
- Waste management.
- Light spill management.
- Location and design of air conditioning plant.
- Elevation and Materials.

We will be pleased to provide commentary on any other matter Council considers necessary.

The appropriateness of the school land use.

The proposed development is fully contained within a Neighbourhood Centre Zone. The following Development Plan policies support the proposed the use of the land for an educational establishment¹ land use.

General Section: Centres and Retail Development

Objective 1: Shopping, administrative, cultural, community, entertainment, educational, religious and recreational facilities located in integrated centres.

General Section: Community Facilities

Objective 1: Location of community facilities including social, health, welfare, education and recreation facilities where they are conveniently accessible to the population they serve.

Neighbourhood Centre Zone

Objective: A centre providing a range of shopping, community, business, and recreational facilities for the surrounding neighbourhood.

Objective 2: A centre that provides the main focus of business and community life outside a district centre, and provides for the more frequent and regularly recurring needs of a community.

In addition to petrol filling stations, supermarkets, shops and restaurant's, the Neighbourhood Centre Zone envisaged land uses also includes childcare facility, pre-school and primary school.

As an interesting point of comparison, we note that Council's Residential Zone lists primary or secondary school that serves the local community as an envisaged land use within the Residential Zone.

From a first principle perspective, we contend that the proposed expanded land use is acceptable within the Zone.

Student and teacher numbers and associated car parking / traffic matters

In addition to the works nominated in the previously submitted Hodgkison plans with this development application, this proposal seeks Development Plan Consent to amend the student number capacity to 580.

¹ Refer to Schedule 1 of the Development Regulations for definition of Educational Establishment.

Presently, there are approximately 490 students at the Temple Christian College (Paralowie Campus) between Years 7 to 12. Not all classes are at capacity in all year levels and as such there is ability to accommodate more students especially in Years 10 to 12 without having to offer additional classes. There are 55 full-time equivalent staff on-site, including both teaching and non-teaching staff. For the reasons outlined above, no increase in FTE staff numbers are expected as a result of the proposed development.

Presently 24 car parking spaces, consisting of 23 standard spaces and one accessible (disability) space exists within the Temple Christian College land located to the west of the Administration building. (Additional attached car parking spaces are located in this shared parking area on the Bethany Christian School land). There are a further 31 existing car parking spaces located to the east of the Science Resource Centre. In total, 55 existing car parking spaces are currently located on the Temple Christian College land.

The proposed development seeks to retain car parking area to the west of the administration building. However, it is proposed to very slightly reconfigure this area to include two accessible spaces (one existing and one new) on either side of the common shared area in order that these spaces more fully comply with the design requirements of the relevant off-street car parking standard (AS/NZS 2890.6:2009) for disability parking. Hence, there would be a future provision of 23 spaces in this area. The proposed development will also remove existing 31 spaces to the east of the Science Resource Centre and construct 50 further parking spaces, within an area of land to the north-east of the current boundary of the school. This will result in a total of 73 car parking spaces, 18 spaces more than currently exists.

Previous Approvals and Student Caps

With respect to existing approvals relating to student numbers, the following is noted:

- Council Development Plan Consent 361/3482/2006/2B dated 14 June 2007, contained a planning condition that states “*Student numbers for Temple Christian School are to be limited to a maximum of 225 students at anyone time unless approved in writing by the Council*”.
- Council Development Plan Consent 361/1479/2011/2B contained a planning condition that “*student numbers are not to increase beyond the currently stated 170 student enrolment figure*”. Contrary to this condition, the submitted information associated with this development application (refer to attachment) informed Council that the School has current enrolments in the order of 300 students with a predicated maximum of 500 to be achieved by 2016². The School contends that desired student numbers were clearly articulated in this correspondence.

With respect to these planning conditions, it would seem odd that the condition associated with Development Approval in 2011 would restrict student numbers to 170 where in 2006 approval was granted for student numbers up to 225. This 2011 planning condition was only recently identified by the design team. I suspect that the 2011 planning condition is an error or it related specifically to the building proposed in that specific application.

Based on the information presented to Council in the Hodgkison letter dated 26 July 2011, associated with a development application to construct a new performing arts facility if the condition is not considered to be an error, I contend that the planning condition is an invalid condition for the following two reasons:

- Having regard to *McKenzie Constructions vs DAC (1999) 74 SASR 539*, a planning condition must not re-shape a proposed development so as to make it acceptable for consent or approval. In this matter,

² Hodgkison letter dated 26 July 2011 addressed to City of Salisbury Planning Department

it was determined that a condition could not be imposed so as to limit patronage of a commercial premises so as to alleviate a car parking shortfall. The condition that seeks to limit the school to 170 students, when the applicant has nominated in its application that it has 500 students, is clearly seeking to reshape the development application. It is contended that the condition should have been severed from the approval; and

- Having regard to *Upham vs The Grand Hotel (SA) Pty Ltd (1999) 74 SASR 557* matter, a planning condition must not be unreasonable in that it displays a lack of logic or basis for imposition. I suggest that if the 2011 condition is applied to the entire College it would be unreasonable.

I contend that there should be no cap placed on the College, or at the very least the accepted approved cap should be considered at 500 as per the information included in the Hodgkison letter associated with the 2011 development application³.

The College, by this current development application 361/1728/2018/2B is requesting to increase its student capacity from 500 to 580 students.

What is an Appropriate Number of Car Parking Spaces – No Development Plan Numerical Rates

I appreciate that the Salisbury Council Development Plan does not include a parking rate for educational establishments. This may be intentional. To the best of my knowledge, most recent investigations regarding educational establishments and Development Plan policy are associated with the City of Norwood Payneham and St Peters, Educational Establishments Review DPA that has been relatively recently submitted to the Minister for Planning for approval. The DPA has not yet been approved.

While this DPA makes reference to “*Parking Spaces for Urban Places: Car Parking Study (March 2013)*”, it concludes:

“Whilst a numeric rate would be easily calculable for a brand new school, the methodology of applying a numeric rate to new development in existing schools is not so clear, unless the development can be explicitly linked to an increase in student or employee numbers. In the City of Norwood Payneham & St Peters, the inclusion of numeric rates is unlikely to be helpful for most new development proposals as it would be difficult to establish a direct link between new development and an increase in student or employee numbers.

Nearly all of the schools within the Council area have existing on-site vehicle parking shortfalls (if based on the application of the above numeric rates) and unless significant physical redevelopment is proposed, or without the purchase of additional land, most would have to rely on conversion of their existing open space (playing fields and ovals) to be able to provide any additional on-site vehicle parking. Requiring schools to turn existing open space over to vehicle parking areas would need to be carefully balanced against the loss of the open space asset, not only to the school but also to the broader community.

In this context, the preferred option is to maintain a qualitative approach for the assessment of onsite vehicle parking for schools (bearing in mind that existing shortfalls cannot be addressed retrospectively). As an alternative to introducing a numeric rate, consideration has been given to introducing additional qualitative policy to assist in negotiating, on a case by case basis, on-site

³ In part based on the consideration that it is an invalid condition and that it should have been severed from the approval notice.

vehicle parking as well as development outcomes that might assist in traffic management around schools.”

To this end, the Desired Character Statement of the Education Policy Area will include the following:

‘On-site vehicle parking should be determined having regard to the size and nature of a proposed development. Where a proposed development is likely to result in an increase in student or employee numbers, or where it has the potential to be used outside of school hours by the broader community, advice from a suitably qualified traffic engineer should assess the likely impact of that development on vehicle parking and traffic movements within the locality of the school. The assessment should establish if additional on-site vehicle parking should be provided or whether other measures are required to reduce on-street vehicle parking demand and to improve the flow of traffic in the streets around school sites. This might include but not be limited to, road widening, vehicle passing bays or a dedicated student pick-up and drop-off lane and programs to encourage walking and cycling to school. In any case, development should minimise the use of residential streets for vehicle parking and vehicle parking areas should be located and designed so as not to impair the residential amenity of adjoining areas.’

In summary, within the City of Salisbury context, it is argued that the absence of numerical car parking rates in Council’s Development Plan means that the planning authority should rely on professional expert advice. This expert advice should be considered in combination with a range of relevant Development Plan policy and an on-balance planning decision should be made. With respect to arriving at an on-balance planning decision, I note Commissioner Green’s approach as paraphrased from paragraph 86 of the previously mentioned *St Andrew’s School ERD Court determination*. In part, Commissioner Green notes that planning authorities should be mindful that Development Plan policy should be applied as a practical guide for practical application, superimposed upon an existing state of development and considering the proposal in question and its alignment with the Development Plan guidelines, not comparing it with or testing it against other alternatives or a so called ideal design solution or planning outcome.

What is an Appropriate Number of Car Parking Spaces - Car Parking Short Fall Used as Credit

Discussions of required car parking spaces need to be considered with the lens of existing approvals. That is, we contend, the 2011 development approval nominated student numbers of 500. This approval was associated with the current provision of 55 car parking spaces (24 spaces in-front of the Administration Building and 31 spaces to the east of the Science and Resource Centre).

Based on the Aurecon *“Parking Spaces for Urban Places (2013)”* guidelines we assume that that the development was approved with a theoretical short fall of car parking spaces. Its difficult to precisely define the short fall. What is known that the proposed development that includes a capacity for an additional 80 students (e.g. 500 to 580), provides for a total of 73 carparking spaces (18 car parking spaces more than currently exists).

Having regard to the mentioned Aurecon paper (noting that this sits outside of Council’s Development Plan) we contend that the development for 580 students requires 60.5 car parking spaces plus a strategy that deals with drop-off and pick-up demand at 0.16 spaces per child. We content that this has been achieved. (Refer to Phil Weaver and Associates Traffic Assessment).

Traffic Congestion

With respect to the issue of traffic congestion, we note the following:

- Phil Weaver & Associates states that the increase in trip generation rates is considered to be within the capacity of the adjoining road network, noting that traffic congestion issues associated with schools typically occur over relatively short periods of time.
- Phil Weaver & Associates also considers that the change of the car parking area to a one-way traffic flow (entering Countess Street and exiting via Blaess Drive) results in an improved traffic movement without compromising traffic movements in Blaess Drive.
- The Environment Resources and Development Court has previously considered matters of traffic congestion associated with schools in residential sites (noting the current development is fully contained within a Neighbourhood Centre Zone). In the St Andrew's College determination⁴, the Court approved the development and noted the following: *"... is likely to cause some further marginal loss of residential amenity due to the movement, on-street parking, fumes and noise. However, so too would a medium density residential development of the site as primarily envisaged by the residential zoning guidelines."* The determination acknowledges that some level of traffic congestions is to be anticipated around schools.
- The range of land uses within the subject Neighbourhood Centre Zone includes a supermarket, a petrol filling station and other intensive developments. Within this context, it is a well-established planning principle that the level of residential development to be expected at the interface of a Residential Zone and Neighbourhood Centre Zone is not to the same standard that is found at the centre of a homogeneous residential locality / zone. Nevertheless, there is a trade-off, that is residents at the edges of a residential zone do potentially enjoy a number of benefits, including good pedestrian access to the facilities in the neighbourhood centre facilities.
- Within the context that the proposed development is an expansion of an existing lawful land use, I consider that the development satisfactorily addresses the Objectives and Principles of Development Control (associated with Movement Systems, Cycling and Walking, Access and Access for People with Disabilities) of the General Section: Transportation and Access policies of Council's Development Plan.

Based on the above information, I am of the opinion that traffic congestion is not a significant issue that would warrant the development application being refused.

Staging of the development

Stage 1 of the development is proposed to substantially commence by March 2019 and completed by early 2020, well before the 3 years permitted by Regulation 48 of the Development Regulations 2016. The College anticipates that Stage 2 will commence in early March 2021 and be sustainably completed in early 2022. We appreciate Council's issues with respect to the sealing of the car park between these stages. Having regard to the issues of staging and car parking, we recommend that any Development Plan Consent should include planning conditions that achieve the following outcomes:

- A staged Development Plan Consent for Stages 1 and 2 as nominated in the submitted plans.
- Stage 2 must be sustainably completed by December 2023.
- The carpark will be regularly maintained with compacted gravel to promote safe and covenant car parking and access until the completion of Stage 2, and in any case must be sealed and line marked by no later than December 2023, (or sooner if Stage 2 is constructed before current estimates).

⁴ Paragraph 126 ERDC No 262 of 2003.

Requesting the sealing of the car park between stages is considered to be inappropriate given the car park will be ruined during the construction phase associated with Stage 2.

Property boundary fencing around the proposed car park

Fencing proposed around the L shaped car parking area that has access from Countess Street and Blaess Drive will be constructed to match existing fencing. All new fencing will be good neighbour Colorbond fencing in a Woodland Grey colour up to 1800mm in height.

Waste management

As illustrated on PL03 Rev A, a bin enclosure is proposed to the west of car parking space 41. It will be enclosed by 1500mm slatted screens on all sides and double gates. Landscaping will be located behind the screen and the new colorbond fence.

The bin enclosure will store:

- Council yellow recycling bins, that will be put out for Council collection at about 10am to 12 noon.
- Cardboard and paper recycling is contained within a 3 metre cage is contacted to Clean Away and emptied on request about every 6 weeks. The vehicle arrives normally between 7:30am to 8:00am.
- General waste is contained within a 3 metre bin also contracted to Clean Away and emptied every Friday morning between 7:30am to 8:00am.
- Bins (2x240 litre) containing conditional material are usually collected 3 to 4 times per year.

Light spill management

Please refer to the attached external lighting plan. Electrical Engineers from WSP have confirmed that:

- Lighting systems will comply with Australian Standard 4282: Control of the Obtrusive Effects of Outdoor Lighting;
- The car park lights will be designed to switch off via a timer and not operate during the curfew hours later than 11pm and will not switch on earlier than 6 am;
- Light fittings will only switch on via a photoelectric sensor at dusk till the nominated time;
- Luminaires will be installed at a height of 6 metres above finished ground level complete with backlighting control shield.

Location and design of air conditioning plant

The plant has been strategically located in the centre / rear of the roof to minimise its visibility. All air-conditioning plant and associated equipment will comply with EPA Environment Protection (Noise) Policy 2007.

Elevations and Materials

Please find attached updated plans that illustrate proposed elevations and building materials. The design and materials have been selected to ensure a high level of integration and compatibility with the existing development.

Conclusion

In summary, I note the following:

- (1) The proposed development is described as the demolition of structures and car parking area, staged construction of two storey school buildings and car parking, landscaping and fencing associated with the existing educational establishment.
- (2) The proposed land use is appropriate within a Neighbourhood Centre Zone.
- (3) The proposed development will enable the College to cater for a capacity of 580 students. In this regard, the conditions imposing caps on student numbers in previous approvals are considered to be at best unclear, or potentially invalid. This development application provides an opportunity to clearly address this issue.
- (4) The previous development, we contend was approved with a theoretical short fall of car parking spaces. This short fall can be carried forward and if possible, improved. Given that the proposed development results in a total of 73 carparking spaces (23 existing and 50 new spaces), this is 18 car parking spaces more than currently exists. This represents a significant improvement to parking arrangements, even when considering the increased student numbers. Having regard to the advice of Phil Weaver and Associates and when read in context to actual Development Plan provisions, we suggest that the development is associated with an appropriate number of car parking spaces.
- (5) Noting that traffic congestion issues associated with schools typically occur over relatively short periods of time, the increase in trip generation rates is considered to be within the capacity of the adjoining road network and the change of the car parking area to a one-way traffic flow (entering Countess Street and exiting via Blaess Drive) will result in an improved traffic movement without compromising traffic movements in Blaess Drive.
- (6) The proposed 50 space car parking area will be available to be used for car parking purposes at the completion of Stage 1.
- (7) All boundary fencing surrounding the proposed L shaped car park area will consists of 1800 high good neighbour Woodland Grey Colorbond fencing,
- (8) Waste bins will be contained in a screen bin enclosure and collected by a combination of Council recycling collection and private operators. Private contractors will typically collect bins on weekdays between 7:30am to 8:00am.
- (9) All external lighting will comply with Australian Standard 4282-1997 (Control of the obtrusive effects of outdoor lighting).
- (10) Location and design of air conditioning plant have been sensitively located to ensure it is screened from public view and its operation will comply with EPA Environment Protection (Noise) Policy 2007.

I am of the opinion that the proposed development appropriately satisfies the policies in Council's Development Plan and therefore warrants Development Plan Consent.

If you require any further information regarding this development application, please do not hesitate to contact me on 08 8333 7999

Yours sincerely



Grazio Maiorano RPIA (Fellow)
Director

10040 AUTH01 - Planing application.docx

26th July 2011

Planning Department
City of Salisbury
PO Box 8
Salisbury SA 5 108

Dear Planning Department

**TEMPLE CHRISTIAN COLLEGE – NEW PERFORMING ARTS CENTRE
PLANING APPLICATION**

On behalf of our Client, Temple Christian College, we hereby lodge an application for Planning Consent for the construction of a new performing arts facility at 17 Countess Street, Paralowie. Attached herewith are;

- This Statement of effect
- Development Application form
- ETSA Declaration
- Drawings 10040/PL01, PL02, PL03, PL04 and PL05 – 2 copies @ A1, 2 copies @ A4
- Certificate of title – 2 copies
- Photos of existing facility – 2 copies

Please advise the undersigned of the required fee and we will have the College forward payment to the Council.

1. INTRODUCTION

1.1. Background

Temple Christian College is a member of Adelaide Christian Schools, a ministry of Adelaide Christian Centre. The College has two campuses which cater for years 7 to 12., one at Mile End and the other in Paralowie.

The Paralowie campus opened adjacent to Bethany Christian School, a Christian Primary School, in 2001. The two schools share ovals and cater for reception to year 12.

The original campus consisted of a brick building containing four learning spaces and a number of transportable buildings.

In 2007 a new 2 storey building was constructed facing Countess Street. This building contains the administration functions of the school at ground level and four classrooms upstairs.

HODGKISON

Page 1

10040 AUTH01 - Planning application.docx

As part of the Federal Governments Building the Education Revolution strategy, Temple Christian College was able to construct a two storey facility to accommodate science laboratories, art room, language rooms, computer facilities and a resource centre. The student numbers had increased to a point by 2009 where the College outgrew the existing library and administration space and needed additional laboratories and classrooms.

Current enrolments at the College are in the order of 300 with a predicted maximum of 500 to be achieved by 2016. The maximum intake of students per year will be 84. Staff numbers will increase to 45 fulltime equivalent to cater for this number of students

1.2. Existing Facility

The campus currently consists of four clusters of buildings radiating from a central courtyard. The buildings consist of:

- South
 - 2 storey building.
 - Administration on the ground floor.
 - 4 classrooms upstairs.
- East
 - 2 storey building.
 - 3 laboratories, 2 language rooms and art on the ground floor.
 - Resource Centre, computer suite, year 12 study and classroom on the first floor.
- West
 - Series of transportable buildings.
 - Contains staff room, staff preparation offices and two classrooms
- North
 - Single storey brick building containing two classrooms, Home Economics and Technical Studies.
 - 3 transportable buildings containing drama, music and classrooms.

The College has now outgrown the remaining inadequate transportable buildings and requires additional specialist facilities to cope with the increase in student numbers. The principal issues with the existing facilities are;

- i). Staff amenities
 - The existing staff room is far too small.
- ii). Music
 - The current music room is inappropriately located above the administration offices.
 - Additional music practice rooms are required.
 - A music recording and composition room is required.
 - Lack of a dedicated instrument store.
 - Need for a music tutorial room.
 - No small performance space.
- iii). Dance
 - Dance studio located in a transportable building is not suitable.
 - Need for a dance tutorial room.
- iv). Drama
 - No dedicated drama space.
 - Insufficient costume storage.
 - Need a drama tutorial room.

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1.3. Site Description And Locality

The site is located on Countess Street with Bethany Christian School to the west and dwellings to the east and north.

Details of the existing site are as follows;

Item	Description
Site Area	10,154m ²
Existing Building Footprint	2177.7m ²
Total Building Area	3295.9m ²
Car Parking	46 cars

The site is flat and contains no significant trees. Visitor entry is via the reception in the South Building (administration) and the majority of students enter from the main Countess Street carpark

1.4. The Development Plan

The following details were taken from the City of Salisbury's Development Plan dated 15th July 2010

Zoning:

- Neighbourhood Centre zone

Policy Area:

-

Setbacks:

- None stated for a school however the proposed new building is set back further from the road than the existing buildings.

Car Parking:

- There is no mention of specific carpark requirement, for schools however car parking will be increased as much as possible.

2. THE PROPOSAL

2.1. Location of The New Building

The proposed new building will be situated between the existing 2 storey administration building and Bethany Christian School's adjoining performance space which was constructed as part of the BER. This adjoining 2 storey building has been constructed on the College's boundary and the new building will abut the party wall.

Access will be provided between the new building and the South building which will lead to the landscaped courtyard.

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2.2. Design

The College's brief was to provide the following new facilities;

- Multi-purpose performance space for 100 people – the adjoining Bethany Christian School auditorium will be used for large school gatherings.
- Dance Studio.
- Drama Studio.
- Four additional teaching spaces.
- Audio-Visual Laboratory.
- Recording Studio.
- Music Practice rooms.
- Staff Room.
- Staff Preparation Office.
- Storage.

The resultant design is a 2 storey building linked at first floor level with the existing buildings. Disability access will be available to the first floor via the lift located in the East Building. The multi-purpose performance space has been centrally located in the new building and is surrounded by music practice rooms and teaching spaces at ground level and the drama and dance studios and staff room at first floor level. The one and a half storey volume of the performance space enables a bio-box to be located as part of the first floor recording studio.

Aesthetically, the aim of the design is to not over-power the adjoining school's auditorium nor the College's administration building. Light colours have been selected for the concrete walls, punctuated by a first floor projection of light grey aluminium. A feature colour for the entry canopy has been selected to match the existing science building feature wall. Face brickwork will be used leading into and within the central courtyard to blend with the existing buildings.

The following is the proposed site configuration

Item	Description
Site Area	10, 154m ²
New Building Footprint	767.2m ²
Proposed Total Building Footprint	2,944.9m ²
Total New Building Footprint	1597.6m ²
Total New Building Area	4,126.3m ²
Proposed Car Parking	62 Cars

2.3. Material Schedule

Precast concrete panels have been used in the construction of the South and East Buildings and the adjoining auditorium and will be used for the Performing Arts Centre. Windows will be aluminium framed with solar glazing. The roof will be flat and concealed by concrete panels which will extend above the roof line. The feature projection at first floor level will be aluminium cladding.

2.4. Landscaping

The grassed areas fronting Countess Street will be re-instated on completion of the building work. It should be noted that as part of the last two projects, the College has installed two

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large underground rainwater tanks which provide more than enough water for irrigation purposes. The central courtyard will be maintained in its current state.

2.5. Carparking

Car parking will be extended from 46 to 62 spaces. Numerous measures have been put in place and policed by both schools to manage the congested drop-off and pick-up times. These measures will not be affected by the proposed development.

2.6. Staging

During the construction period the school will still require use of the accommodation provided by the transportables. For this reason it is proposed to relocate the transportable buildings from the Countess Street frontage to the location of the proposed car park extension. Upon occupation of the new buildings the transportables will be removed and the car park completed

In summary, Bethany Christian School and Temple Christian College serve an essential community function to Paralowie and surrounding suburbs. The quality education and Christian standards provided by both schools has seen them grow substantially over the years with many students coming from the surrounding area. Temple Christian College is now well established and aims to better the quality of facility provided to the community through the construction of this performing arts facility. The new building will replace the transportable buildings visible from Countess Street and provide a visual link between the new auditorium and administration building. The new building will be set-back further from Countess Street than other buildings on the College campus and carparking numbers will be substantially increased.

We look forward to a favourable response to this application.

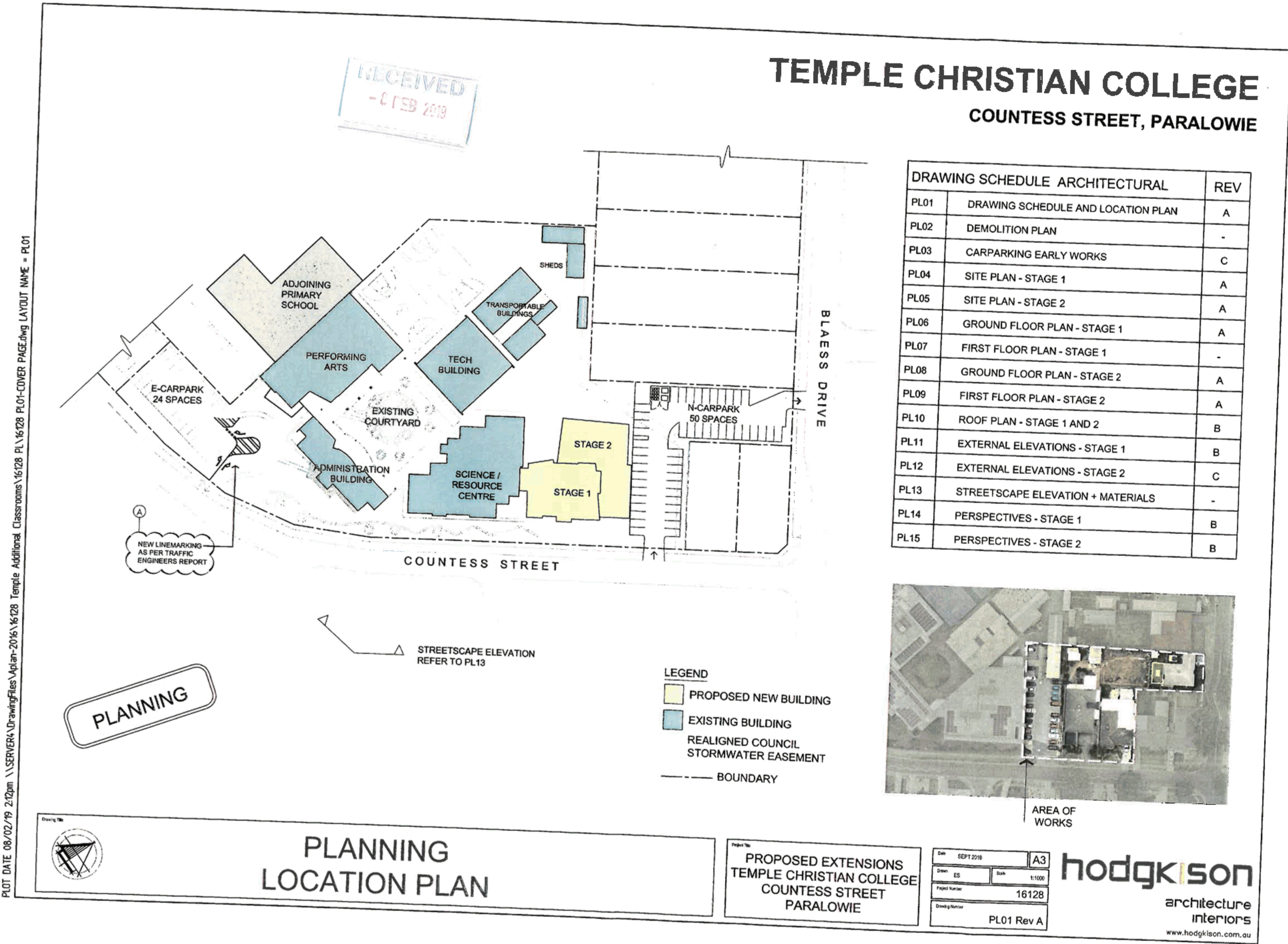
Yours faithfully
HODGKISON

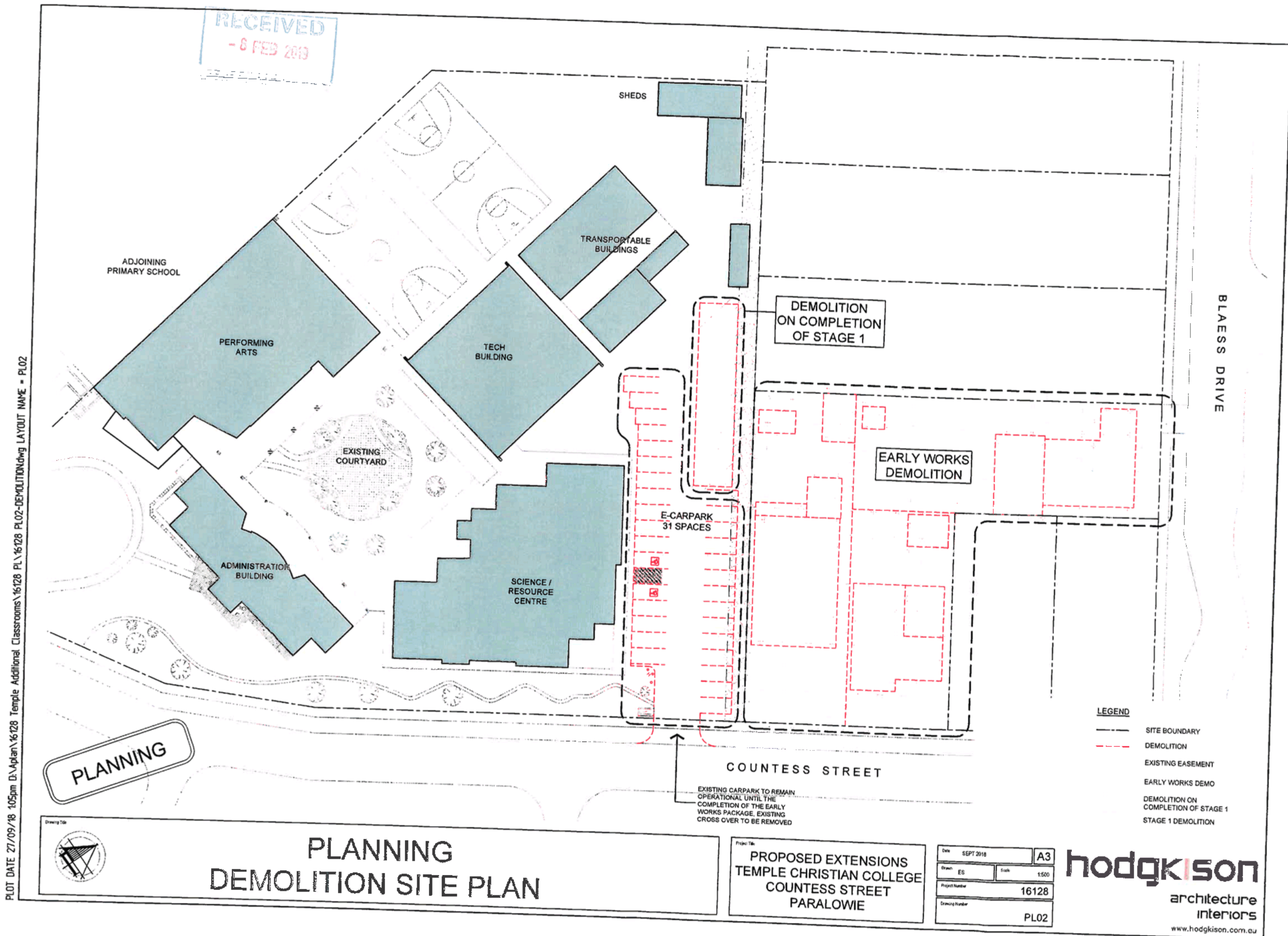
Peter Goern
Director

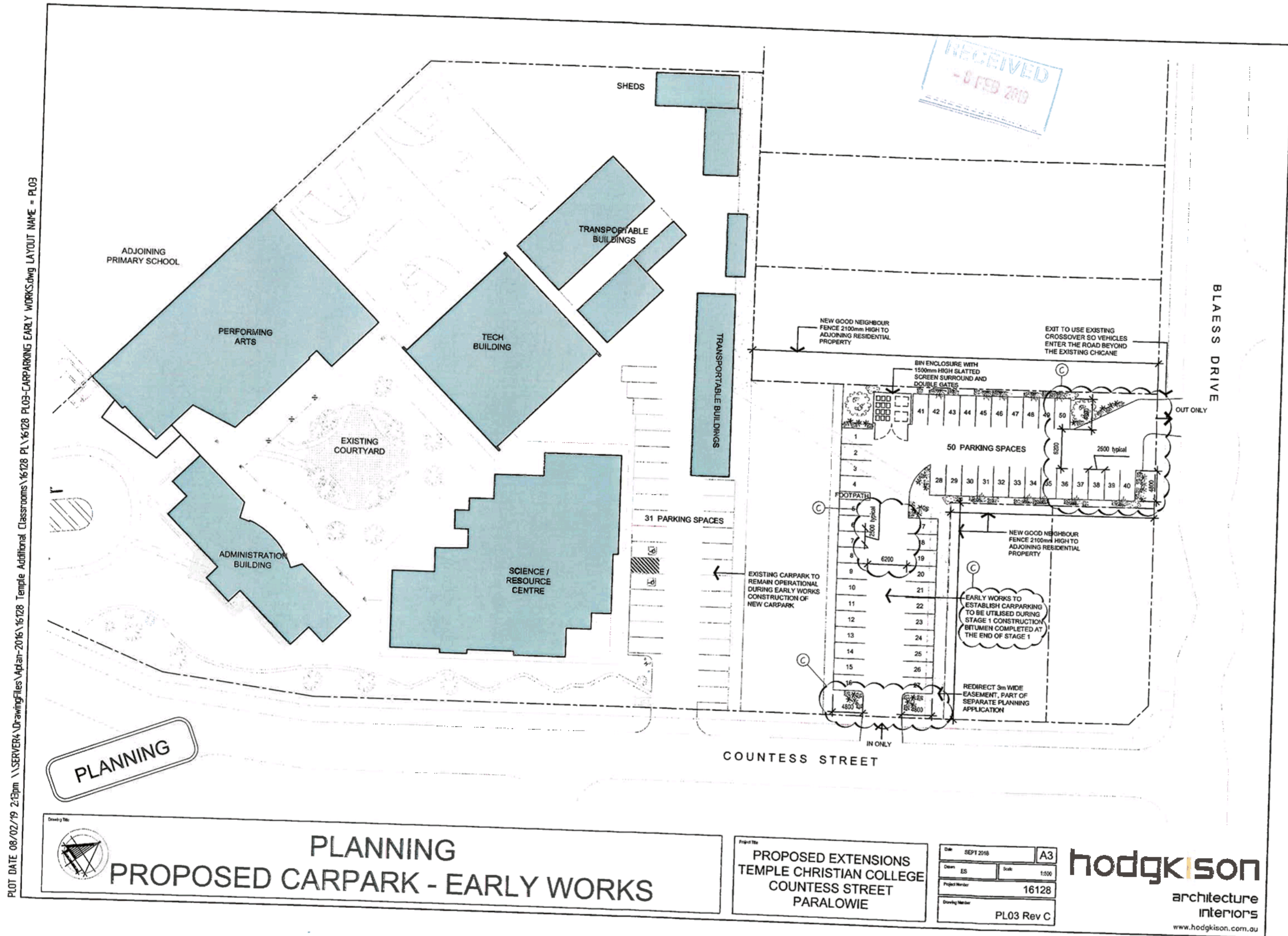
cc Marcel Rijken – Temple Christian College – Mile End
Rod Klimnok – Temple Christian College Paralowie

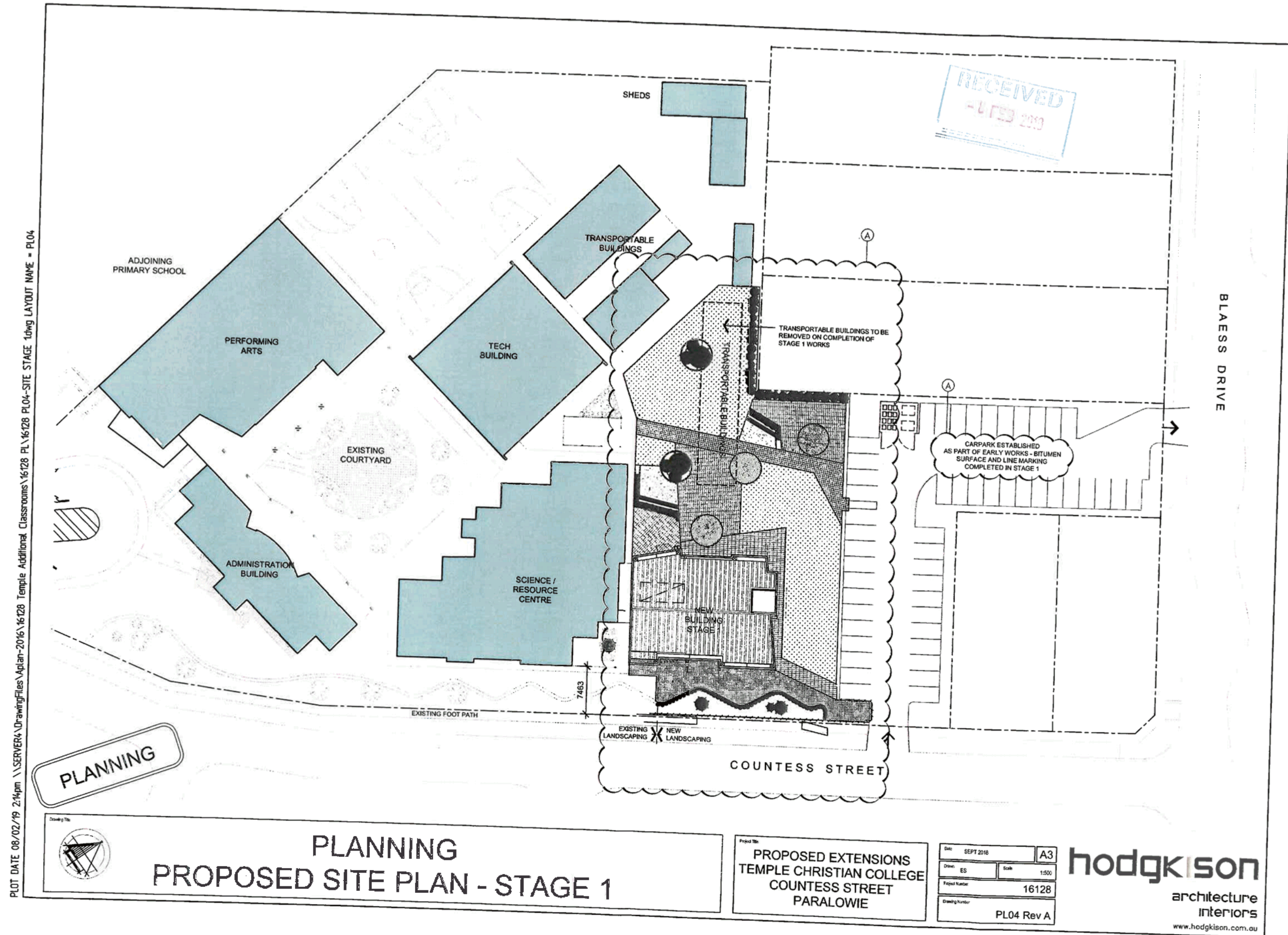
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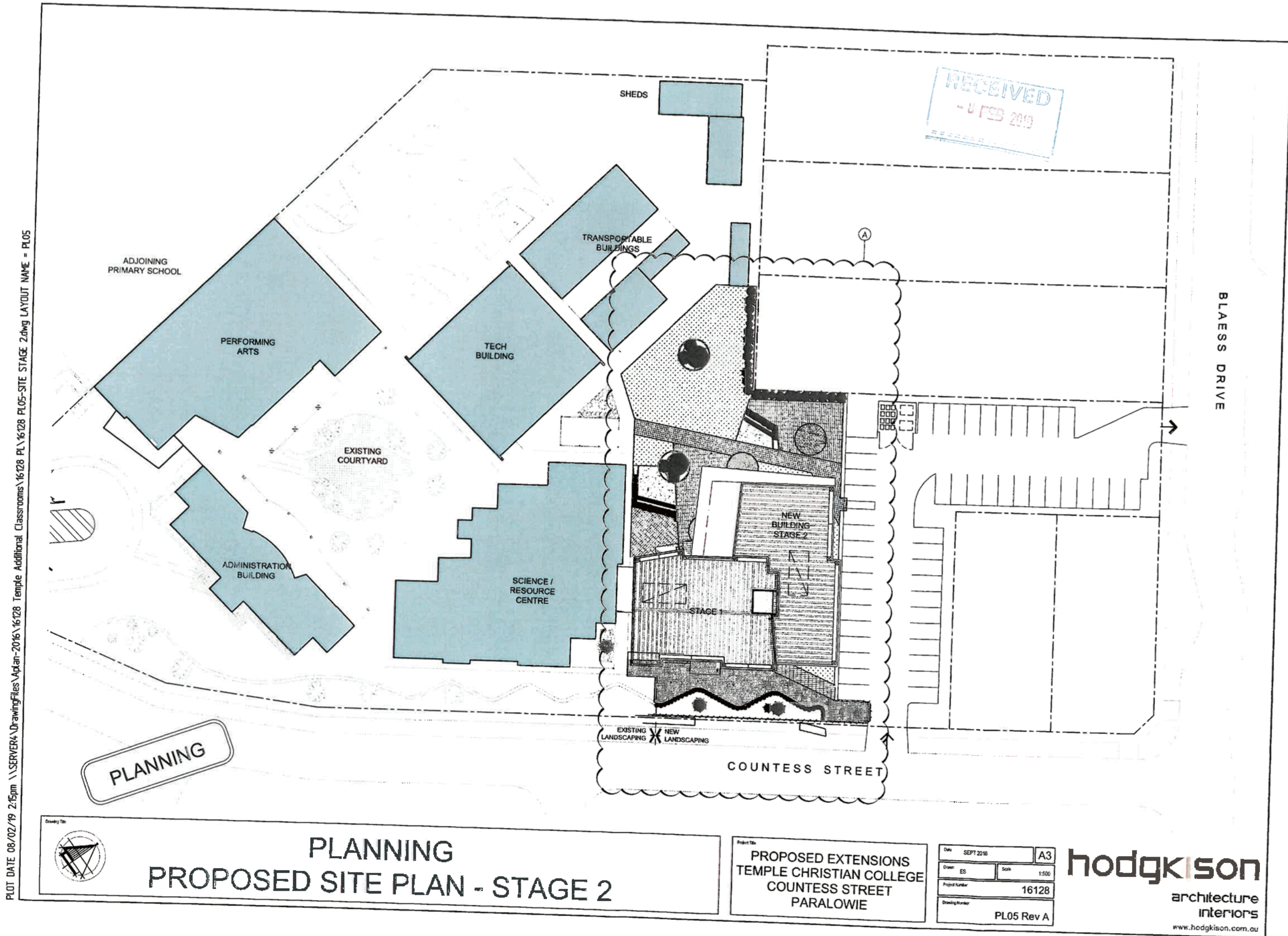
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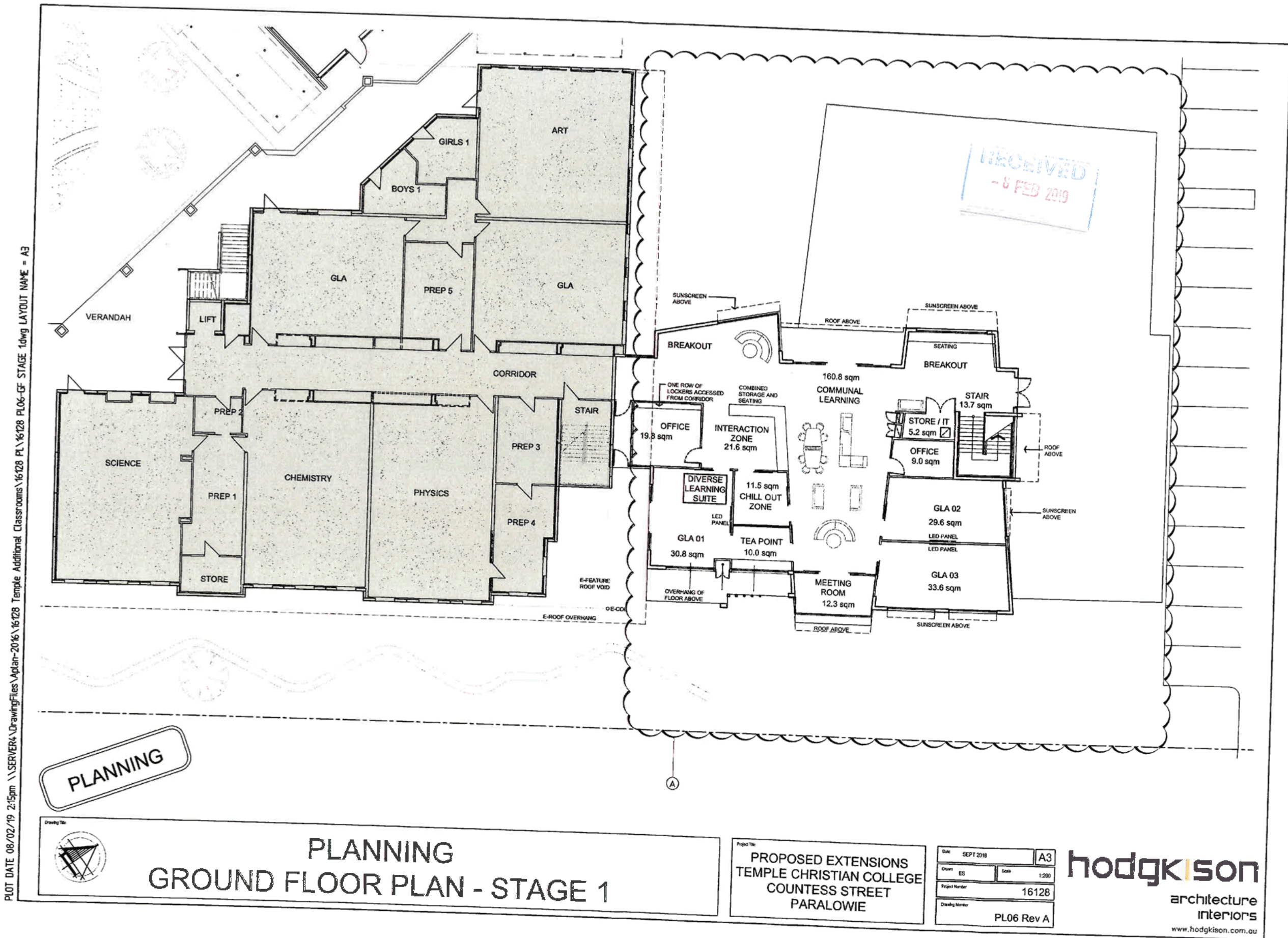


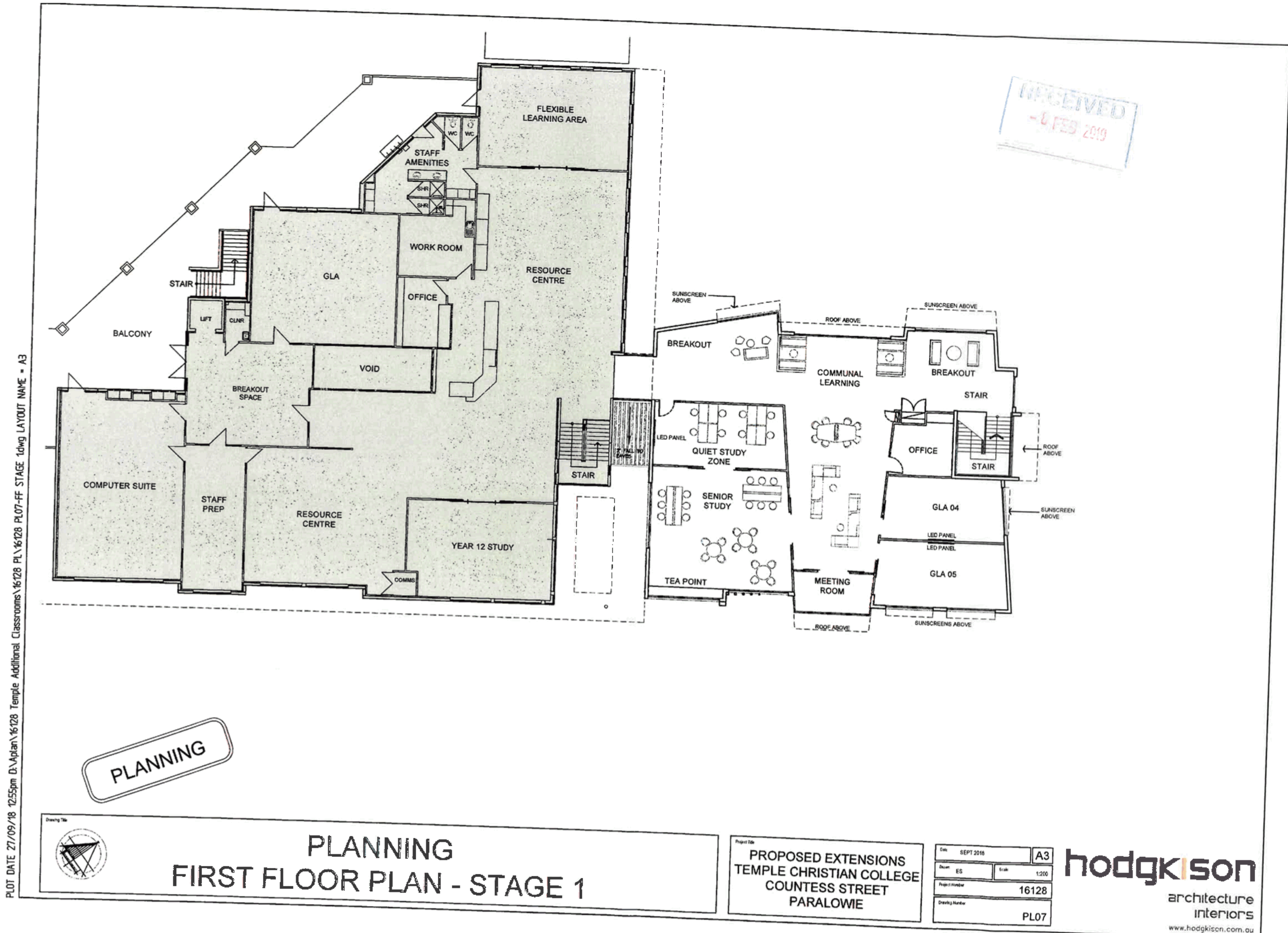


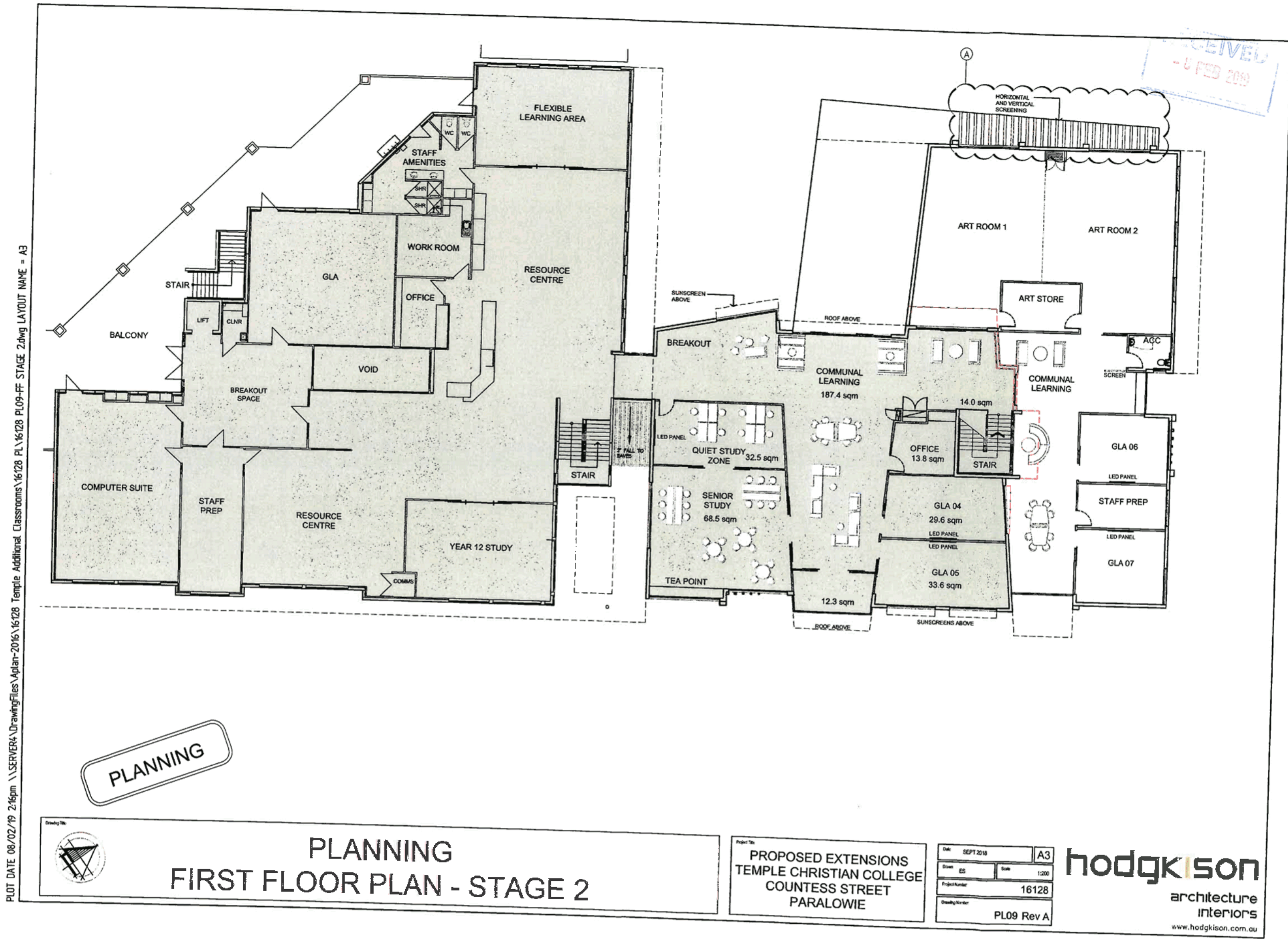




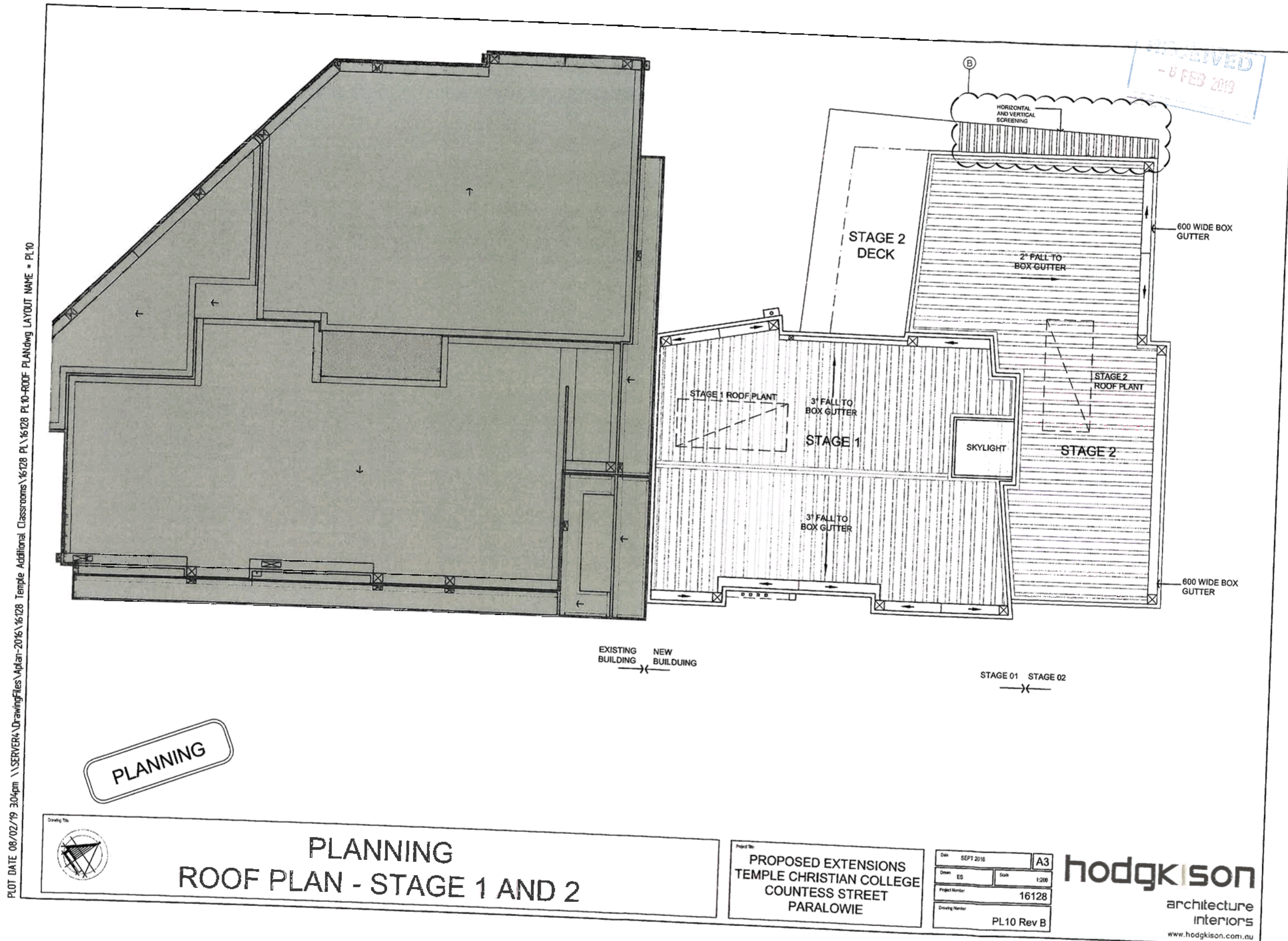




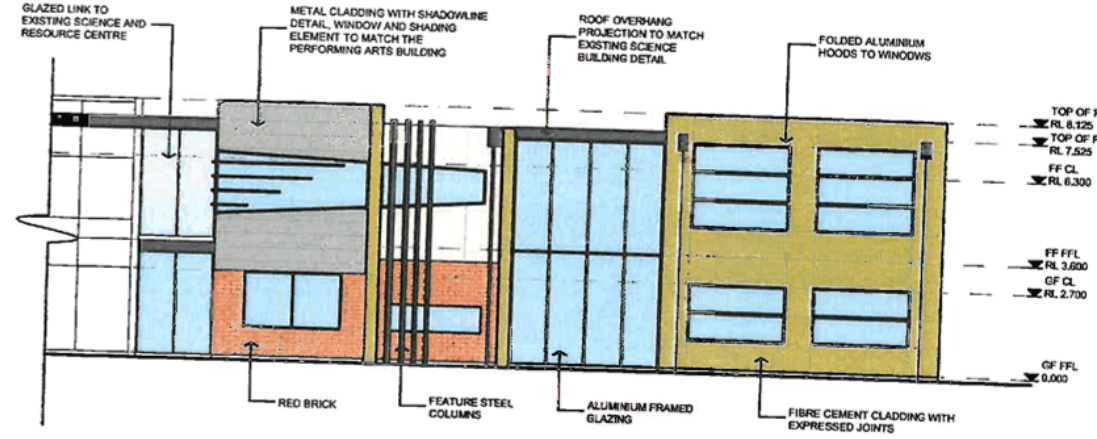




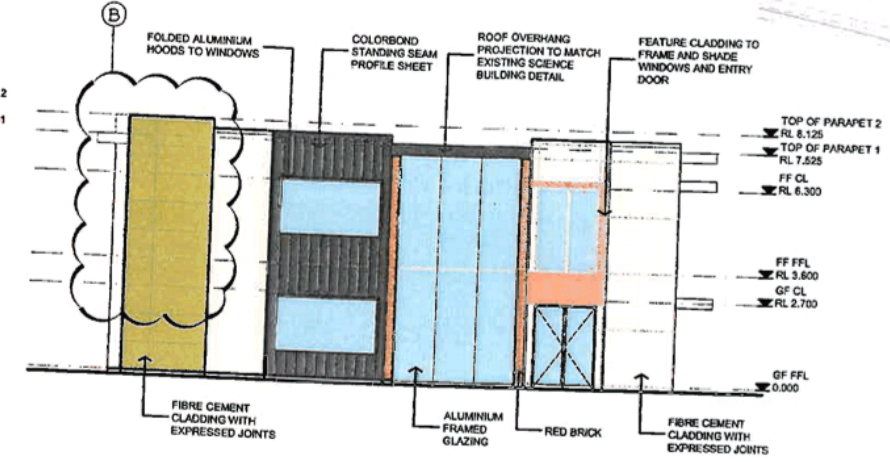
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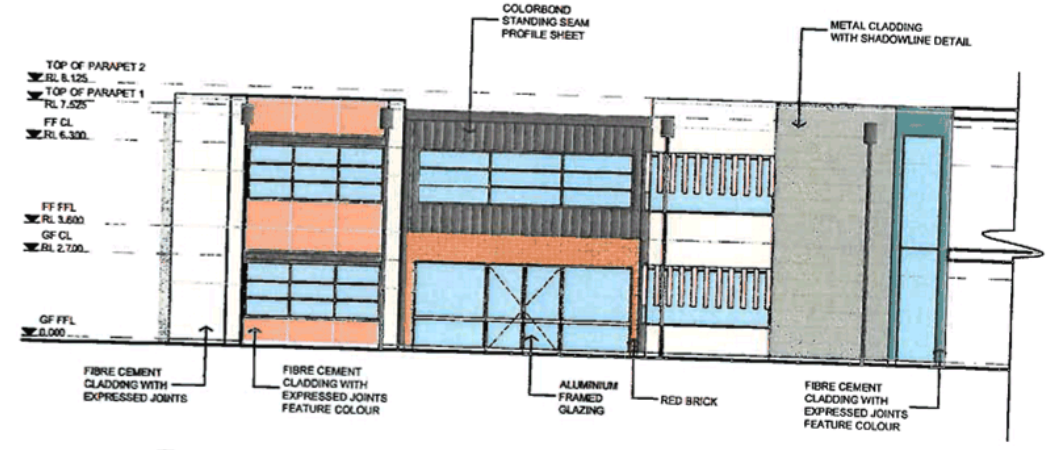
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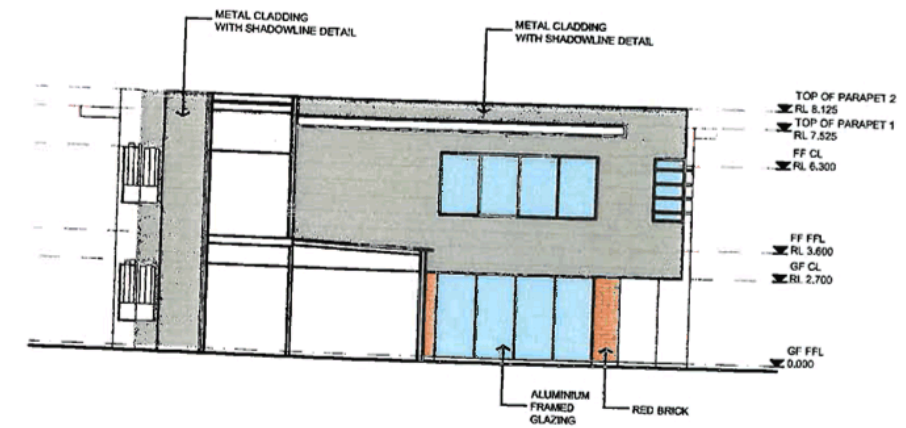
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PL06 1:200



02 NORTH EAST ELEVATION
PL06 1:200



03 NORTH WEST ELEVATION
PL06 1:200



04 SOUTH WEST ELEVATION
PL06 1:200

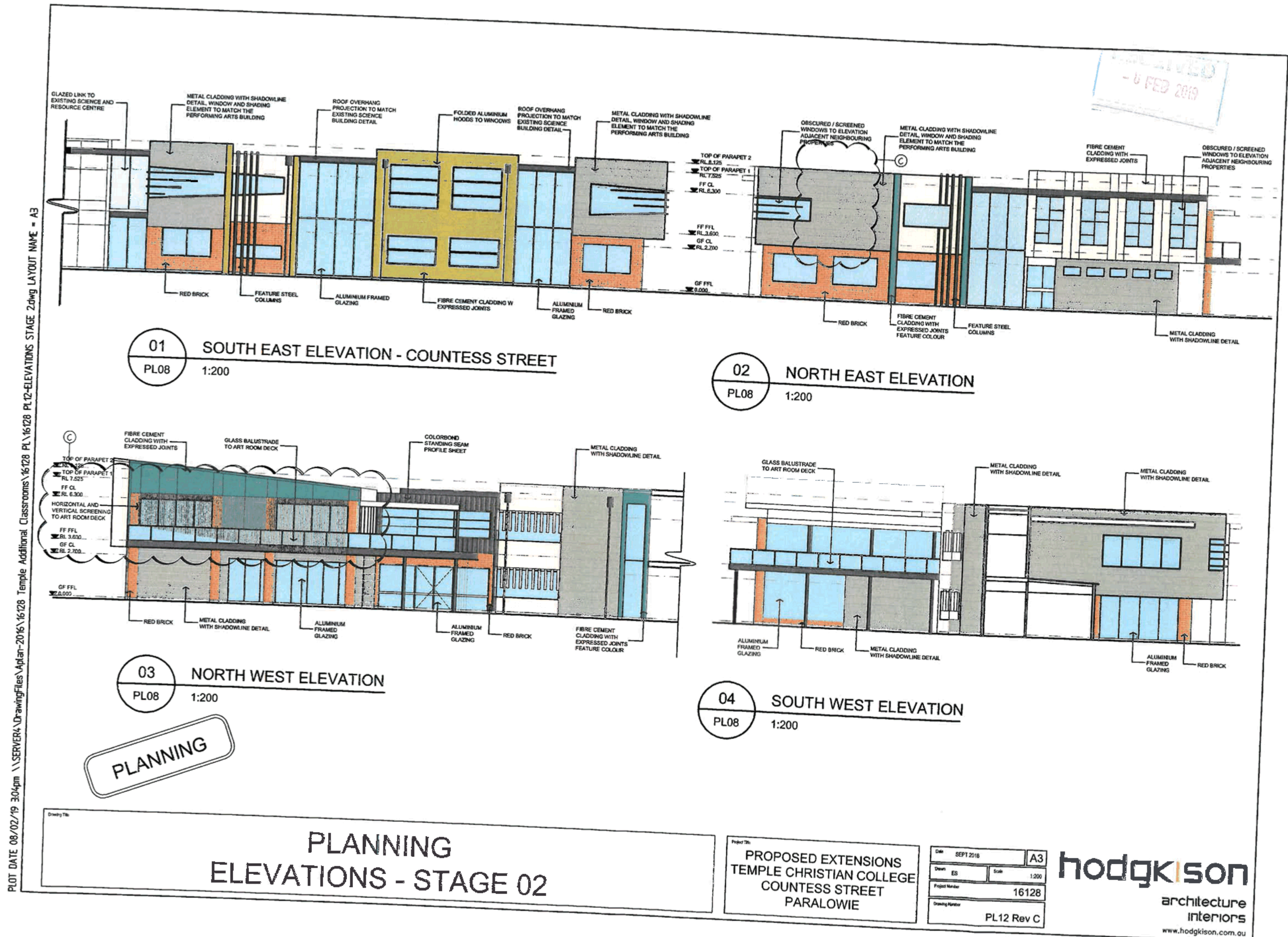
PLANNING

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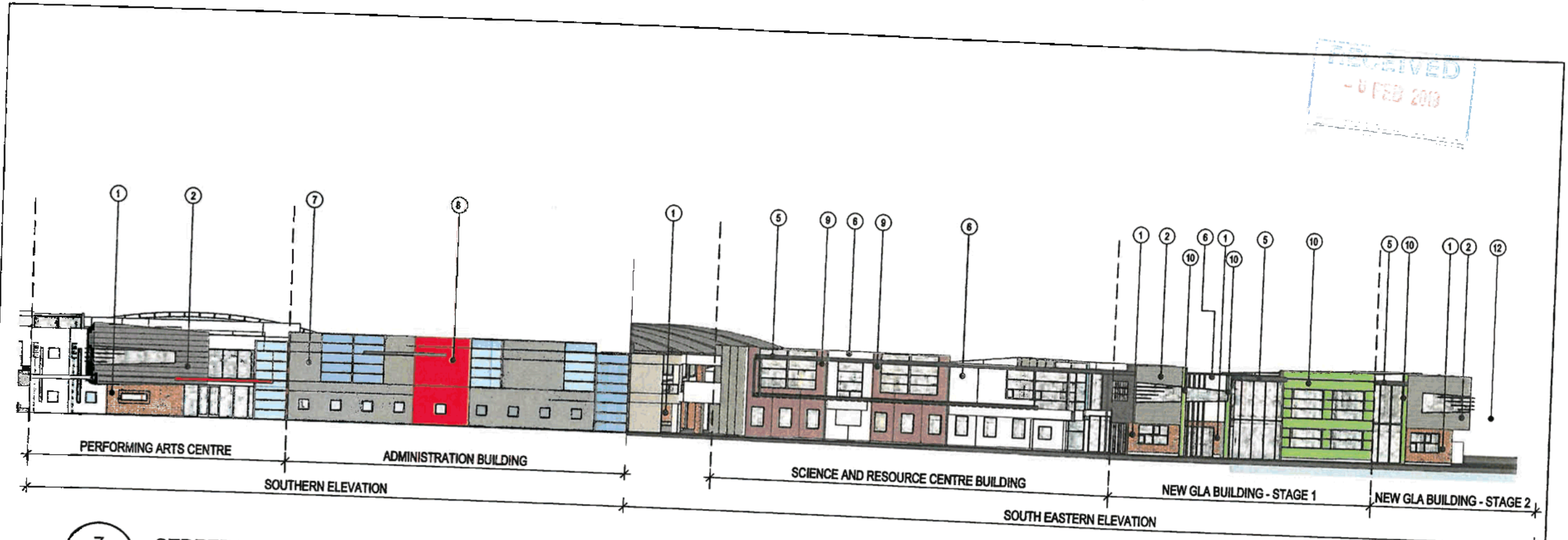
PROPOSED EXTENSIONS
TEMPLE CHRISTIAN COLLEGE
COUNTESS STREET
PARALOWIE

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Drawing Number	PL11 Rev B	

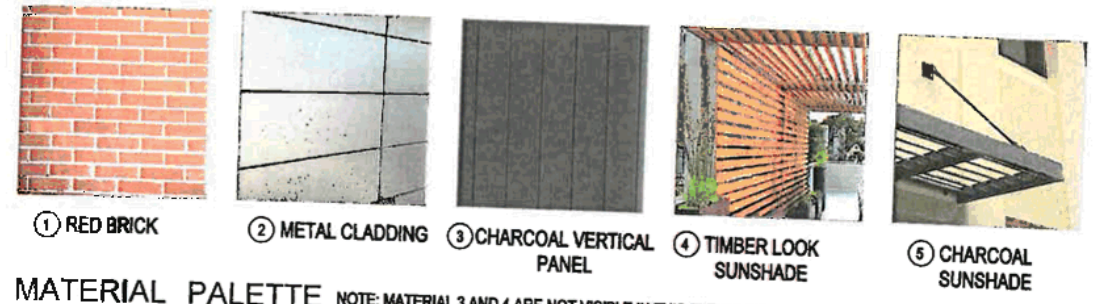
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interiors
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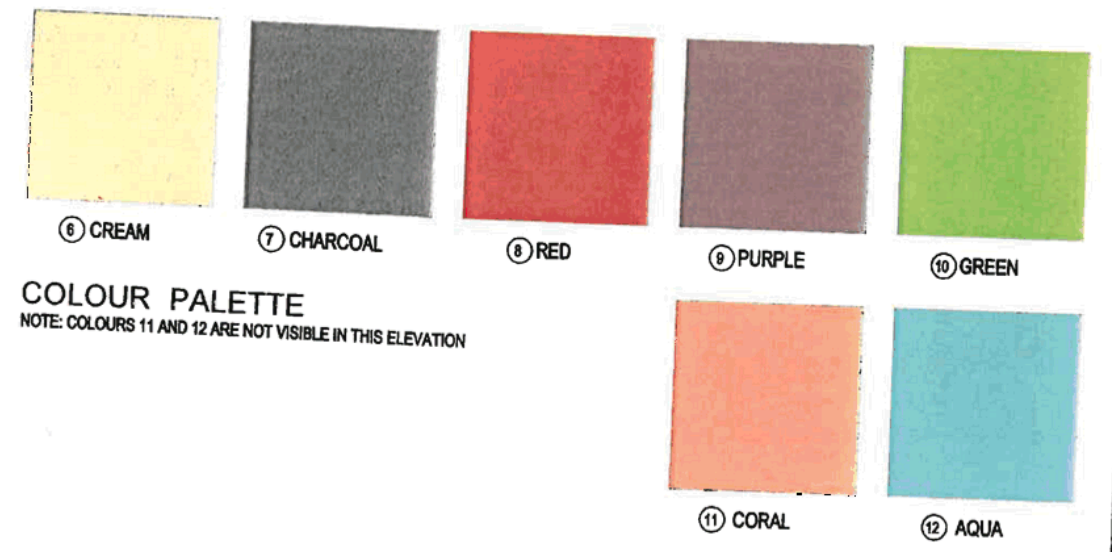
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7 STREETScape - VIEW ALONG COUNTESS STREET
PL01 1:200



MATERIAL PALETTE NOTE: MATERIAL 3 AND 4 ARE NOT VISIBLE IN THIS ELEVATION



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PLANNING
STREETScape ELEVATION AND MATERIALS

PROPOSED EXTENSIONS
TEMPLE CHRISTIAN COLLEGE
COUNTESS STREET
PARALOWIE

Date	SEPT 2018	A3
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Drawing Number	PL13	

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interiors
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VIEW FROM COUNTESS STREET



VIEW FROM COUNTESS STREET



VIEW FROM NEW CARPARK ENTRY



VIEW TO NORTHERN ELEVATION AND LANDSCAPED COURTYARD

PLANNING

PLANNING IMAGES - STAGE 1

PROPOSED EXTENSIONS
TEMPLE CHRISTIAN COLLEGE
COUNTESS STREET
PARALOWIE

Date	SEPT 2018	A3
Drawn	ES	Scale
Project Number	16128	
Layout Name	PL14 Rev B	

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interiors
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PLOT DATE 25/09/18 3:16pm \\SERVER4\DrawingFiles\Aplan\16128 Temple Additional Classrooms\16128 PL14-PERSPECTIVES STAGE 1.dwg LAYOUT NAME = Stage1-3D (2)



VIEW FROM COUNTLESS STREET

(B)



VIEW FROM NEW CARPARK ENTRY



VIEW TO NORTHERN ELEVATION AND LANDSCAPED COURTYARD

PLANNING

PLANNING IMAGES - STAGE 2

Project Title
**PROPOSED EXTENSIONS
 TEMPLE CHRISTIAN COLLEGE
 COUNTLESS STREET
 PARALOWIE**

Date	SEPT 2018	A3
Drawn	ES	Scale
Project Number	16128	
Drawing Number	PL15 Rev B	

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Prepared For:
Hodgkison

Site:
Temple College Paralowie – Stages 1 & 2
Countess Street, Paralowie

Job No: 180132

Dated: Tuesday, 25 September 2018

Prepared By:
Neil Pearson

Combe Pearson Reynolds

P PO Box 2832
Kent Town SA 5071

A 11 174 Fullarton Road
Dulwich SA 5065

T +61 8 8532 1344





TEMPLE CHRISTIAN COLLEGE – STAGES 1 & 2 COUNTRESS STREET, PARALOWIE

STORMWATER MANAGEMENT PLAN

INTRODUCTION

The following outlines the proposed plan to manage the disposal of stormwater from the post development site at Countess Street, Paralowie.

The stormwater concept has been based upon the architectural Site Plan prepared by Hodgkison and dated September 2018.

The proposed development includes the following:

- New two storey building (in 2 stages)
- New car parking

This Stormwater Management Plan addresses the following issues:

- general stormwater management
- stormwater detention
- quality of water

This plan has been prepared following discussions with Sam Kenny from the City of Salisbury.

GENERAL STORMWATER MANAGEMENT

The new works will be designed for the following stormwater criteria:

- Piped underground systems for 1 in 20 year event (although only 1 in 5 year event required by council)
- Overland flow for 1 in 100 year event

Roof water from the new building will be collected and will discharge to a combination of an existing underground tank (Stage 1 roof water) and to the Countess Street watertable (Stage 2 roof water).

Stormwater from the new car park will discharge to a SEP (side entry pit) in Blaess Drive after passing through a GPT and detention via ponding in the car park.

Refer to the attached indicative Stormwater Concept drawing.



Note also that the City of Salisbury has advised that this site is not affected by the 1 in 100 year flood level and as such the proposed building floor level (FFL) of 14.82 (to match existing building) is suitable.

STORMWATER DETENTION

The City of Salisbury has advised that the following stormwater detention criteria applies to this site:

- Post-development flows for the 1 in 20 year storm event are not to exceed the pre-development flows under a 1 in 20 year storm event

Stormwater detention calculations have thus been undertaken to assess the project requirements to limit the post development peak rate of runoff from the 1 in 20 year ARI storm.

As a result it is proposed to provide the following stormwater detention:

- 5,000 litres via ponding in the car park (with depth of water of approximately 70mm at each of the 4 x GIP's in the carpark)

This detention system will ensure that the post development flows from the 1 in 20 storm will comply with council's requirements.

Under the 1 in 100 year storm, water will discharge to Blaess Drive via the car park exit crossover at this location. This will ensure that water will discharge to Blaess Drive before it overflows the car park kerbs.

QUALITY OF WATER

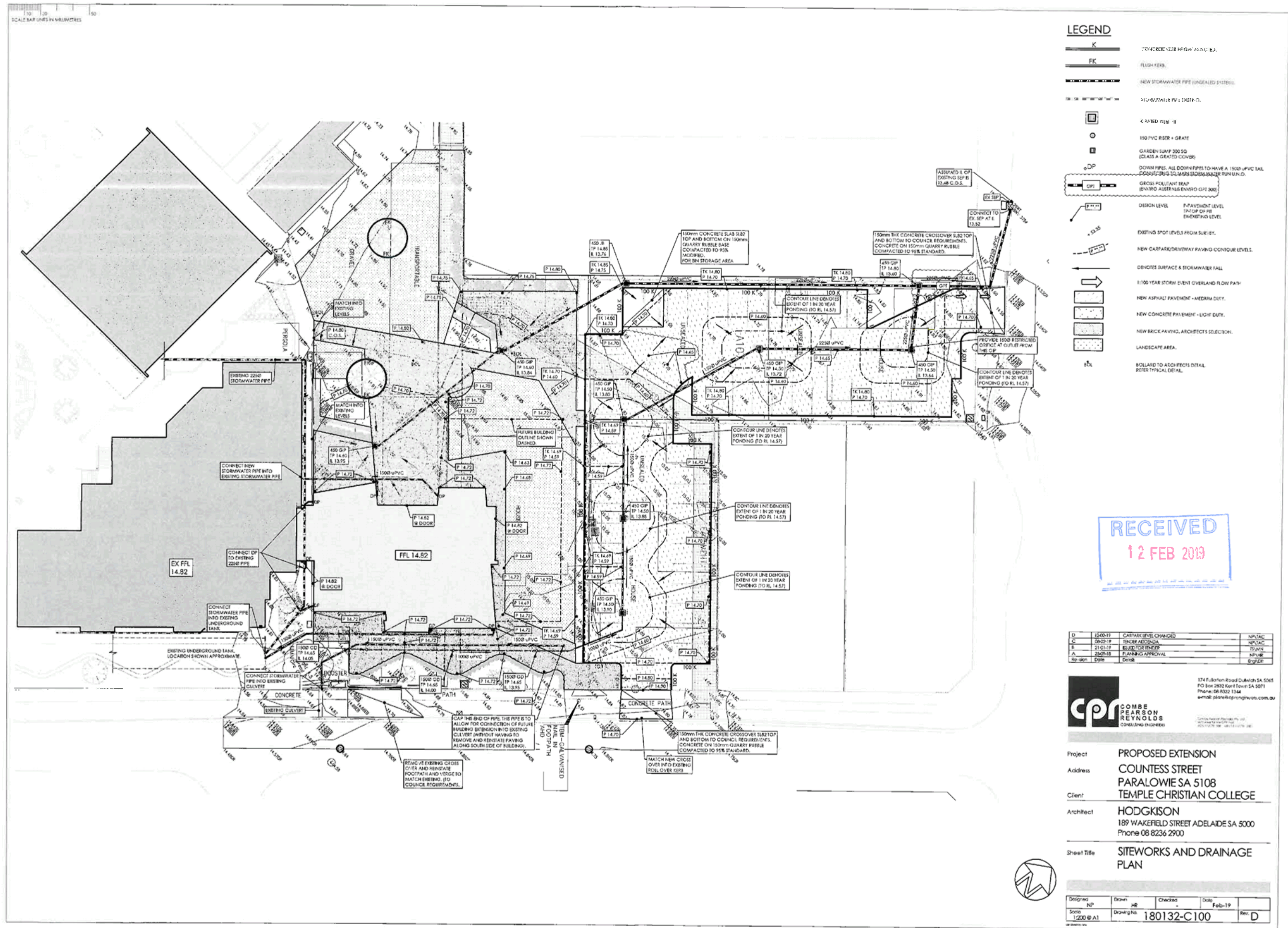
The City of Salisbury has advised that treatment of the stormwater runoff from car parking areas is required on this project.

A Gross Pollutant Trap (GPT) is proposed (Ecosol RSF4200 or similar),

Prepared by

A handwritten signature in black ink, appearing to read 'Neil Pearson'.

Neil Pearson
COMBE PEARSON REYNOLDS PTY LTD



Attachment 2

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:

APPLICATION NO:	361/1728/2018/2B
APPLICANT:	Temple Christian College Inc 2 Henley Beach Rd MILE END SA 5031
NATURE OF DEVELOPMENT:	DEMOLITION OF CAR PARK, TRANSPORTABLE BUILDING, THREE (3) DWELLINGS AND ASSOCIATED OUTBUILDINGS, CONSTRUCTION OF TWO STOREY SCHOOL BUILDING, CAR PARK WITH ASSOCIATED ACCESS FROM COUNTESS STREET AND EGRESS TO BLAESS DRIVE AND INCREASE IN SCHOOL CAPACITY TO 580 STUDENTS FOR TEMPLE CHRISTIAN COLLEGE
LOCATION:	Temple Christian College - Bethany Campus, 9-25 Countess Street, 5 Countess Street, 7 Countess Street, 18 Blaess Drive, Paralowie SA 5108
CERTIFICATE OF TITLE:	CT-6027/49 CT-5261/493 CT-5261/494 CT-5261/490
ZONE:	Neighbourhood Centre Zone

The application may be examined at the Office of the Council located at 12 James Street, Salisbury during normal business hours (8.30am – 5pm Monday to Friday) and on Council's web site at www.salisbury.sa.gov.au. Any person or body may make representations in writing, or by email development@salisbury.sa.gov.au, concerning this application and should address their representation to the Chief Executive Officer at PO Box 8, Salisbury or representations@salisbury.sa.gov.au. Representations must be received **no later than Monday 17th December 2018**.

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 1993*, 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: Chris Carrey, Development Officer

Date: 4 December 2018

THIS IS THE FIRST AND ONLY PUBLICATION OF THIS NOTICE



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

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.

Application No:	361/1728/2018/2B
Applicant:	Temple Christian College Inc
Location:	Temple Christian College - Bethany Campus, 9-25 Countess Street, 5 Countess Street, 7 Countess Street and 18 Blaess Drive, Paralowie
Nature of Development:	DEMOLITION OF CAR PARK, TRANSPORTABLE BUILDING, THREE (3) DWELLINGS AND ASSOCIATED OUTBUILDINGS, CONSTRUCTION OF TWO STOREY SCHOOL BUILDING, CAR PARK WITH ASSOCIATED ACCESS FROM COUNTLESS STREET AND EGRESS TO BLAESS DRIVE AND INCREASE IN SCHOOL CAPACITY TO 580 STUDENTS FOR TEMPLE CHRISTIAN COLLEGE

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

NAME(S): JAVAD ATAI
 ADDRESS: 3 COUNTLESS ST PARALOWIE SA 5102
 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.

.....
 Attached letter for 13 December

 PTO [Signature]

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

I/We:

- Do not wish to be heard in support of my representation.
- Wish to be heard in support of my representation, and I will be:

- Appearing personally,

OR

- Represented by the following person:

Contact details:

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

Your written representation must be received by Council no later than 11.59pm on Monday 17th December 2018, 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: 13 / 12 / 18

Please complete this checklist to ensure your representation is valid:

- Name and address of person (or persons).
- If more than one person, details of person making the representation.
- Detail of reasons for making the representation.
- Indication whether or not the person (or persons) wishes to be heard.
- Submitted no later than 11.59pm on **Monday 17th December 2018**.

13 December 2018

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

Application No: 361/1728/2018/2B
Applicant: Temple Christian College Inc.
Location: Temple Christian College – Bethany Campus, 9-25 Countess Street, 5 Countess Street, 7 Countess Street and 18 Blaess Drive, Pawalowie
Nature of Development: Demolition of car park, transportable building, three (3) dwellings and associated outbuildings, construction of two storey school building, car park with associated access from Countess street and egress to Blaess Drive and increase in school capacity to 580 students for Temple Christian College

To City of Salisbury,

RE: Proposed development at Temple Christian College

I act on behalf of myself, Javad Atai, the owner of the property situated at 3 Countess Street, Paralowie in the State of South Australia 5108. I am writing to express my opposition to the proposed development. The following will detail the reasons why I oppose the Development Proposal at Christian Temple College.

Reasons for opposition

1. Non-compliance with the City of Salisbury Council Rules

I argue that the proposed development does not comply with the City of Salisbury Council rules, as I will be subjected to loss of privacy due to the proposed development of the two storey building that may possibly be overlooking my house, along with the carpark that will be at the side and back of my house and also cause a loss of privacy for me and my family.

Secondly, I state that this does not contribute to the character of the zone and will exacerbate noise and traffic congestion within the area due to the increased flow of traffic.

Lastly, I argue that my property may not have access to convenient and safe vehicle access and off street parking during certain times of the day, due to the increased traffic flow and access to the

proposed car park from Countess Street, as there will be many "drop off" and "pick ups" during school hours which may block my access to my property.

2. Direct impact on the amenity of 3 Countess Street, Paralowie

In the event that the proposed development is granted, my home will be engulfed by the proposed carpark and the proposed two storey building, as the development entails a significant alteration to the land with the car park being located at the side and back of my property, which is a substantial loss of privacy and quiet and peaceful enjoyment of my house. The construction of a two storey building will also significantly impact on my privacy.

I argue that the proposed development is not appropriate land use for a Neighbourhood Centre Zone, as it is not in keeping with the character of the zone due to the tremendous alterations being proposed and the fact that my property will be overlooking a car park to Temple Christian College.

I will be subjected to a significant increase in traffic and noise, due to the expansion of the college and the car park being at the side and back of My house, as the expansion of the car park will allow access to Countess Street and I will have to contend with increased traffic congestion on Countess street.

Furthermore, the proposed development is likely to decrease my property value due to the lack of privacy, noise and traffic congestion that will increase if the proposed development application is granted by Salisbury council.

3. Direct impact on my personal circumstances

In relation to my personal circumstances, I have a young son who is being nurtured at home, along with my elderly mother and my sister who also resides at the house. The proposed car park will be directly beside and behind my property.

I am already suffering, along with my family, from the significant disruption during early morning hours and in the afternoon and this will only be exacerbated by more traffic congestion, as I note that there is already significant traffic congestion and noise at present.

My sister is a student and will not be able to study quietly if the proposed development is granted due to the noise and disruption it will cause.

Furthermore, my elderly mother also resides at this property. Due to a severe car collision that she was involved with, she continues to suffer ongoing ailments and severe headaches. Noise is one of the main contributors of her headache. Some other symptoms include intense headaches and bodily pain. I am concerned for her wellbeing and argue that the additional traffic, noise, and disruption to my neighbourhood and property will exacerbate her condition.

Furthermore, I am a student myself and have been immensely impacted by the current traffic. The expansion of the college and the carpark around my house would mean, more traffic congestions, more noise and more disruption to a peaceful enjoyment of my life at my property. I can't study effectively and when I return home in the afternoon, sometimes I am caught in the traffic close to my house for 30 minutes.

Addressing these concerns

I seek for the proposed development application to be refused or, at the very least, significant changes to be made to the proposed development due to the concerns addressed above in this letter, and requests that any further changes to the proposed development application, that I am notified of these.

In accordance with regulation 35(e) of the *Development Regulations 2008*, I have expressly stated that I wish to be represented by myself in relation to any notice of hearing to put forward my submissions.

I am aware that this 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.

Yours sincerely,

Javad Atai





678 Port Road, Beverley
South Australia 5009

Ph 08 8348 0000
Fax 08 8348 0039

contact@midwesthealth.com.au
www.midwesthealth.com.au

11/12/2018

to whom it may concern

Telephone:
Facsimile:

Dear Concerned .

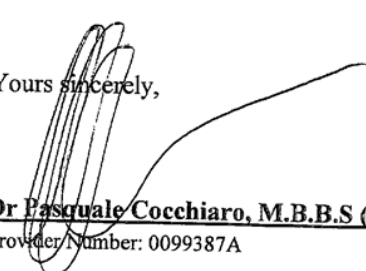
Re: Mrs Masoumeh Hosseini D.o.B: 30/4/1963
3 Countess Street
PARALOWIE SA 5108
Telephone: 0421 938 351

This lady suffers from High blood pressutre, stress and anxiety'

She has shown me plans for Temple Christioan college to Build car parks around her home .

I believe that this would cause significant , lack of privacy and excessive noise and disruptuon which would be extremely disrupting an disturbing for Mrs Hosseimi, causing significant harm to her health

Yours sincerely,


Dr Pasquale Cocchiaro, M.B.B.S (Adelaide)

Provider Number: 0099387A

Midwest Medical

Dr. Antonio Cocchiaro
M.B., B.S., A.M

Dr. Pasquale Cocchiaro
M.B., B.S.

Dr. Maria Lena Tedesco
M.B., B.S.

Dr. Roberto Bianca
M.B., B.S.

Dr. Glenda Battersby
M.B., B.S.

Dr. Peter Donohoe
BSc.(Hons), PhD, B.M., B.S., FRACGP

Dr. James Dcherty
B.M., B.S., FRACGP, B App Sc, Chiropractic

Dr. Kerrie Salagaras
M.B., B.S., FRACGP

Dr. Cleo Cheng
M.B., B.S.

Dr. Chau Van
M.B., B.S.

Dr. Sofia Georgiou
M.B., B.S.



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

RECEIVED
 14 FEB

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.

Application No:	361/1728/2018/2B
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YOUR DETAILS: (this information must be provided to ensure that this is a valid representation)

NAME(S): L. M. DEPARRES

ADDRESS: 20 BLAESS DRIVE PARALOWIE

PHONE NO: [REDACTED] EMAIL: /

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

- The owner/occupier of the property located at: 20 BLAESS DRIVE PARALOWIE
- 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.

NO MORE DEVELOPMENT
NO MORE CARS ON MY STREET
NO MORE POLLUTION
NO MORE CAR PARKS

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: *IN Progress*
 Contact details: *SIMCIR FRANK* 

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

Your written representation must be received by Council no later than 11.59pm on Monday 17th December 2018, 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: *en Depas*
L. & M. Depas

Date: *12, 12, 2018*

Please complete this checklist to ensure your representation is valid:

- Name and address of person (or persons).
- If more than one person, details of person making the representation.
- Detail of reasons for making the representation.
- Indication whether or not the person (or persons) wishes to be heard.
- Submitted no later than 11.59pm on **Monday 17th December 2018.**



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



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PO Box 8, SALISBURY SA 5108
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YOUR DETAILS: (this information must be provided to ensure that this is a valid representation)

NAME(S): SIMCIK FRANK

ADDRESS: 15 BLAESS DRIVE

PHONE NO: [REDACTED] EMAIL: [REDACTED]

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

The owner/occupier of the property located at: 15 BLAESS DRIVE

Other (please state): [REDACTED]

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.

NO MORE AIR POLLUTION, NO MORE STREET POLLUTION, NO MORE CARS ON THE STREET, NO CARPARKS

THE RELIGION SCHOOLS IS LIKE A CANCER WAS SMALL AND GROWING Bigger a Bigger

PTO STOP IT - NO DEVELOPMENT

361/1728/2018/2B

NO MORE CARS NOISE
 TO MANY NEARE MISSER ON INTRSECTION BLAESS-
 COUNTES, BETUEEN CARS-STUDENTS
 - '580 Student ~~to~~ PARTO MANY, 580 CARS
 DRIVEN BY DAILY TO MUCH
 - VALUE of my HOUSE will be not much, ~~from~~
 THANKS
 NO OPENIG TRAFFIC FROM LO18 TO BLAESS Dr.

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

.....

PTO

Handwritten notes in blue ink at the top right of the page, including "234-11" and a list of numbers and symbols.

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

I/We:

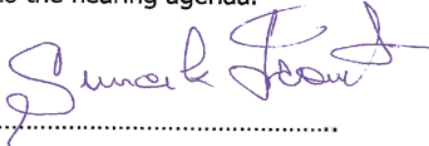
- Do not wish to be heard in support of my representation.
 - Wish to be heard in support of my representation, and I will be:
 - Appearing personally,
 - OR
 - Represented by the following person:
- Contact details:

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

Your written representation must be received by Council no later than 11.59pm on Monday 17th December 2018, to ensure that it is a valid representation and taken into account.

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Signature: 

Date: 12 / 12 / 2018

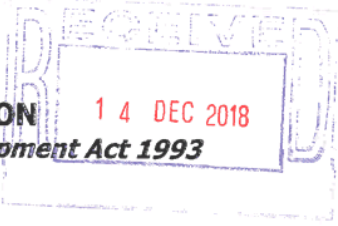
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Item 5.1.1 - Attachment 2 - Notice of Category 2 application and representations received



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



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 PO Box 8, SALISBURY SA 5108
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YOUR DETAILS: (this information must be provided to ensure that this is a valid representation)

NAME(S): M. MUNRO

ADDRESS: 4 COUNTESS ST. PARALOWIE

PHONE NO: [REDACTED] EMAIL: _____

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

- The owner/occupier of the property located at: 4 COUNTESS ST. PARALOWIE
- 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.

THERE IS TOO MUCH TRAFFIC AS IT IS, HARD ENOUGH TO GET IN MY DRIVE-WAY SO MORE TRAFFIC IN THE STREET AIN'T GOING TO HELP ANY EMERGENCY SERVICES TO GET THROUGH

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: FRANK

Contact details: 15 BLASS DR. PARALOWIE

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

Your written representation must be received by Council no later than 11.59pm on Monday 17th December 2018, 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: M.A.R. Munro

Date: 14/12/18

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

NAME(S): FRANCISCO VALENZUELA GLORIA VALENZUELA

ADDRESS: 2 COUNTESS STREET

PHONE NO: [REDACTED] EMAIL: [REDACTED]

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

The owner/occupier of the property located at: 2 COUNTESS STREET

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.

Refer to Attached

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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- Submitted no later than 11.59pm on **Monday 17th December 2018**.

To whom it may concern:

We are writing this letter to express our concern about the Development of the Temple Christian College. Proposal.

- 1) It will create more pollution than what we have at the moment, which is a health hazard, because parents leave the cars on while they are waiting.
- 2) It will create more traffic congestion that already exists. Especially from 8am to 8.30 and 3pm to 3.30pm. Due to that situation, it will be more difficult to get into our driveway.
- 3) This is a Residential Area, and we think its inappropriate for the Council to approve any more development.

So, we strongly oppose to any more development, and we will greatly appreciate if the Salisbury Council to take some consideration for the Ratepayers of Countess Street.

Thank you.
Regards.

L L Loria Valenzuela
Francisco Valenzuela

Chris Carrey

From: Chris Carrey
Sent: Friday, 14 December 2018 9:27 AM
To: Chris Carrey
Subject: FW: Phone message

CC spoke with Gloria re: her representation – she confirmed that she would like to be heard and she simply missed this on her rep form.

I will advise Development Services that her representation is therefore valid.

Chris Carrey
Development Officer - Planning
Development Services
D: 08 8406 8526
E: CCarrey@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: Naomi Forbes
Sent: Thursday, 13 December 2018 9:55 AM
To: Chris Carrey
Subject: Phone message

Hi Chris,

Can you please contact Gloria on [REDACTED] – she is a resident of Countess Street, Paralowie and would like to discuss the application for Temple Christian College 1728/2018

Kind Regards

Naomi Forbes
Customer Service Representative
Communications & Customer Relations
D: 08 8406 8838
E: NForbes@salisbury.sa.gov.au

City of Salisbury
12 James St, Salisbury South, South Australia, 5108
P: 08 8406 8222
F: 08 8281 5466
TTY: 08 8406 8596
W: www.salisbury.sa.gov.au



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

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

NAME(S): RICHARD GRUNWALD

ADDRESS: S CAROLINE DRIVE PARALOWIE

PHONE NO: [REDACTED] EMAIL: [REDACTED]

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

- The owner/occupier of the property located at: S CAROLINE DRIVE PARALOWIE
- 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 do not want people parking in the street from the school. The street is too narrow and when people park on the side in front of people's properties it causes obstructions and holds up PTO traffic.

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:

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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:

(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: R. Gmald.....

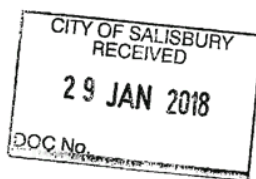
Date: 10/12/18

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- Detail of reasons for making the representation.
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- Submitted no later than 11.59pm on **Monday 17th December 2018.**

Attachment 3
Applicant Response to Representations

Ref: 2018-0440



29 January 2019

Mr Chris Carrey
Development Officer - Planning
City of Salisbury
12 James Street
SALISBURY SA 5108



Suite 12
154 Fullarton Road
ROSE PARK SA 5067

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

Email: ccarrey@salisbury.sa.gov.au

Dear Mr Carrey

Reply to Representations – Development Application 361/1728/2B. Temple Christian College

URPS is acting on behalf of Temple Christian College.

Representors

We understand that representations have been received from the following people:

- F.J. Valenzuela and G.D. Valenzuela from 2 Countess Street, Paralowie. This site is located within a Residential Zone.
- J. Atai from 3 Countess Street, Paralowie. This site is located within a Neighbourhood Centre Zone.
- M.A. Munro from 4 Countess Street, Paralowie. This site is located within a Residential Zone.
- R. Mrkic from 10 Countess Street, Paralowie. This site is located within a Residential Zone.
- F. Simcik from 15 Blaess Drive, Paralowie. This site is located within a Residential Zone.
- C.E. Depares and M.B. Depares from 20 Blaess Drive, Paralowie. This site is located within a Neighbourhood Centre Zone .
- R. Grunwald at 5 Caroline Drive, Paralowie. This site is located within a Residential Zone.

Representors Issues of Concern

Issues of concern generally relate to:

- School development in a residential area.
- Excessive noise.
- Loss of privacy.
- Impacts associated with the location of the car park.
- Excessive air pollution.

shaping great communities

- Excessive traffic congestion.
- Devalue of property.

Response to Representors

To avoid repetition, I have prepared my response under the above-mentioned categories.

School Development in Residential Area

The subject school (and that of the adjoining Bethany Christian College site) together with approximately 11 residential sites fronting Blaess Drive and Countess Street, Paralowie, are located in a Neighbourhood Centre Zone.

As discussed in our Planning Statement dated November 2018, an educational land use is a desired activity in Centre Zones. We also note Council's Residential Zone lists primary or secondary schools that service the local community as an envisaged use.

Within this context, educational establishments that have a wider catchment are encouraged to be located in a Centre Zone.

From a land use perspective, irrespective of existing use rights, in-principle the school can be established in the Centre Zone. Further, subject to compliance with a number of planning guidelines, a school should have a reasonable level of confidence that it can expand its operations within a centre zone.

With respect to the siting of the proposed buildings, the School has located the buildings in line with the existing Countess Street setback and away from nearby residents within the Neighbourhood Centre Zone. The new car parking area seeks to provide a buffer or transition to the new buildings and the nearby residential sites.

We consider that the location of proposed buildings and car park is appropriate.

Excessive Noise

The School has been cognisant of potential noise issues, notwithstanding it is located within a Centre Zone. The School will:

- Ensure it complies with the EPA (Noise) Policy.
- The increase in student numbers from 500 to 580 (say 14%) is unlikely to sustainably (if at all), increase noise emissions from the School.
- Activities within the School grounds will generally be limited to school hours. Apart from the odd occasion (parent student information evenings etc), no night time activity and therefore noise is anticipated.
- The L shape carpark that has access to Countess Street and Blaess Drive incorporates a 2.1-metre-high¹, good neighbour colorbond fence (and landscaping) to minimise noise emissions.
- Private waste bin contractors will continue to collect bins on weekdays between 7:30am to 8:00am.

¹ The development application plans proposed a 1.8 metre-high fence. This has been replaced by a 2.1m high fence to address the issues raised by the neighbouring residents.

These potential noise generating activities are considered to be appropriate in a Centre zone that incorporates an existing educational land use.

Privacy

A concern was raised by a Countess Street resident that their privacy would be affected as a result of the two-storey development.

In response, the School will ensure all window glazing facing the north-east side of the buildings are screened/obscured glazed to a height of 1.5 metres above floor level. Refer to the updated elevations.

Air Pollution

A number of representors raised the issue of anticipated air pollution associated with traffic fumes from increased traffic movements.

Given the proposed increase of 80 students² (out of an approved student population of 500) and no increase in staff levels, any increase in air pollutants is anticipated to be marginal.

Location of Car Park

It is acknowledged that the car park wraps around two residential sites (both located within a Centre Zone). However alternative sites for car parking are extremely limited.

I contend that the car park is appropriately located in the Centre Zone and that it acts as an appropriate transition / buffer to the bulk and scale of the proposed School buildings.

The School has sought to minimise interface issues associated with the car park by:

- Ensuring one-way traffic flow;
- Restrict movement by the use of gates;
- Provision of a 2.1-metre-high, good neighbour colorbond fence along the perimeter of the car park.
- Incorporate buffer landscaping.

Traffic Congestion

There is significant concern relating to increased traffic congestion on surrounding streets. This issue is related to resident's concerns about increased student numbers. We contend that an increase of 80 or so students will not have a significant impact on existing traffic flows.

Phil Weaver and Associates (traffic engineers) notes that traffic congestion issues associated with schools typically occur over relatively short periods of time, the increase in trip generation rates is considered to be within the capacity of the adjoining road network and the change of the car parking area to a one-way traffic flow (entering Countess Street and exiting via Blaess Drive) will result in an improved traffic movement without compromising traffic movements in Blaess Drive.

² This assumes all students are dropped off by their carer and that they don't ride, walk or take public transport.

It appears that much of the residents' concerns are based on existing congestion issues. Within this context, subject to landowner's support, the School has no objections if Council chooses to place time limit parking restrictions on adjoining streets to address an existing issue.

Furthermore, separate to this development application, the School suggests that a working group be established, led by Council to consider options to address existing community issues.

Value of Property

With respect to resident's concerns regarding devaluing property prices, I respectfully suggest:

- No independent expert opinion has been provided regarding the impact on property values.
- In any case, the impact on property values (either positive or negative) is not a relevant town planning consideration at the development assessment stage.

Conclusion

The School is sympathetic to the resident's concern and is seeking to balance the demand for its educational services while also appropriately manage interface issues with its neighbours. The School is committed to make a positive contribution to its community.

The School has proposed the following improvements / actions:

- To ease traffic congestions, Temple Christian College and Bethany Christian School have collaborated to stagger starting and finishing times as follows:
 - > Temple Christian College classes commence at 8:30am and conclude at 3:00pm
 - > Bethany Christian School classes commence at 8:45am and concludes at 3:15pm.
- Is seeking to provide an additional net 18 on-site carparks to reduce on-street parking.
- Subject to landowners support, the School has no objections if Council chooses to place time limit parking restrictions on adjoining streets.
- Separate to this development application, the School suggests that a working group be established, led by Council to consider options to address existing community issues.

Separate to this Development Application, both Schools have undertaken improvements to the site access, pick-up and drop-off areas, including formalisation of a pedestrian crossing, restricting left turn into the site and greater staff monitoring of pedestrian safety and traffic flows at peak times.

I look forward to reply to community representations at the relevant Council Assessment Panel meeting.

Yours sincerely



Grazio Maiorano RPIA (Fellow)

Director

Attachment 4

Relevant Development Plan Extracts and Location
Maps consolidated 15 December 2016

Salisbury Council
General Section
Centres and Retail Development

Centres and Retail Development

OBJECTIVES

- 1 Shopping, administrative, cultural, community, entertainment, educational, religious and recreational facilities located in integrated centres.
- 2 Centres that ensure rational, economic and convenient provision of goods and services and provide:
 - (a) a focus for community life
 - (b) safe, permeable, pleasant and accessible walking and cycling networks.
- 3 The provision of a safe pedestrian environment within centres which gives high priority to pedestrians, public and community transport.
- 4 Increased vitality and activity in centres through the introduction and integration of housing.
- 5 Centres developed in accordance with a hierarchy based on function, so that each type of centre provides a proportion of the total requirement of goods and services commensurate with its role.
- 6 Development of centres outside of Greater Adelaide in accordance with the following hierarchy:
 - (a) Regional Centre
 - (b) District Centre
 - (c) Town Centre (for smaller towns with a single centre zone)
 - (d) Local Centre (subsidiary centres for towns with a regional or district centre).
- 7 The central business district of the City of Adelaide providing the principal focus for the economic, social and political life of Greater Adelaide and the State.

PRINCIPLES OF DEVELOPMENT CONTROL

- 1 Development within centres should:
 - (a) Integrate facilities within the zone
 - (b) allow for the multiple use of facilities and the sharing of utility spaces
 - (c) allow for the staging of development within the centre
 - (d) be integrated with public and community transport.
- 2 Development within centres should be designed to be compatible with adjoining areas. This should be promoted through landscaping, screen walls, centre orientation, location of access ways, buffer strips and transitional use areas.
- 3 Development within centres should provide:
 - (a) public spaces such as malls, plazas and courtyards

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).

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.

Development Adjacent Heritage Places

- 17 The design of multi-storey buildings should not detract from the form and materials of adjacent State and local heritage places listed in [Table Sall4 - State Heritage Places](#).
- 18 Development on land adjacent to a State or local heritage place, as listed in [Table Sall4 - State Heritage Places](#) should be sited and designed to reinforce the historic character of the place and maintain its visual prominence.

Overshadowing

- 19 The design and location of buildings should enable direct winter sunlight into adjacent dwellings and private open space and minimise the overshadowing of:
 - (a) windows of habitable rooms
 - (b) upper-level private balconies that provide the primary open space area for a dwelling
 - (c) solar collectors (such as solar hot water systems and photovoltaic cells).

Visual Privacy

- 20 Development should minimise direct overlooking of habitable rooms and private open spaces of dwellings through measures such as:
 - (a) off-setting the location of balconies and windows of habitable rooms with those of other buildings so that views are oblique rather than direct
 - (b) building setbacks from boundaries (including building boundary to boundary where appropriate) that interrupt views or that provide a spatial separation between balconies or windows of habitable rooms
 - (c) screening devices (including fencing, obscure glazing, screens, external ventilation blinds, window hoods and shutters) that are integrated into the building design and have minimal negative effect on residents' or neighbours' amenity.
- 21 Permanently fixed external screening devices should be designed and coloured to complement the associated building's external materials and finishes

Building Setbacks from Road Boundaries

22 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.

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

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

- 24 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 Sall 1 - Building Setbacks from Road Boundaries](#).
- 25 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.
- 26 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.

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.

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

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.

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 Sall3 - 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 Sall2 - Off Street Vehicle Parking Requirements* or *Table Sall2A - Off Street Vehicle Parking Requirements for Designated Areas* (whichever applies) 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 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 Sall27 - Salisbury District Centre Car Park Fund Area*, *Concept Plan Map Sall29 - Ingle Farm District Centre Car Park Fund Area* and *Concept Plan Map Sall32 - Mawson Lakes Town Centre Car Parking Fund Area*
 - 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:
- facilitate safe and convenient pedestrian linkages to the development and areas of significant activity or interest in the vicinity of the development
 - include safe pedestrian and bicycle linkages that complement the overall pedestrian and cycling network
 - not inhibit safe and convenient traffic circulation
 - result in minimal conflict between customer and service vehicles
 - avoid the necessity to use public roads when moving from one part of a parking area to another
 - minimise the number of vehicle access points to public roads
 - avoid the necessity for backing onto public roads
 - 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
 - not dominate the character and appearance of a site when viewed from public roads and spaces
 - 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:
- maximising the potential for passive surveillance by ensuring they can be overlooked from nearby buildings and roads
 - incorporating walls and landscaping that do not obscure vehicles or provide potential hiding places
 - being appropriately lit
 - 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.

Vehicle Parking for Residential Development

- 41 On-site vehicle 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.
- 42 Vehicle parking areas 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, including emergency service vehicles, to manoeuvre between the street and the parking area
 - (c) reinforce or contribute to attractive streetscapes.

Vehicle Parking for Mixed Use and Corridor Zones

- 43 Loading areas and designated parking spaces for service vehicles should:
- (a) be provided within the boundary of the site
 - (b) not be located in areas where there is parking provided for any other purpose.
- 44 Vehicle parking spaces and multi-level vehicle parking structures within buildings should:
- (a) enhance active street frontages by providing land uses such as commercial, retail or other non-car park uses along ground floor street frontages
 - (b) complement the surrounding built form in terms of height, massing and scale
 - (c) incorporate facade treatments along major street frontages that are sufficiently enclosed and detailed to complement neighbouring buildings consistent with the desired character of the locality.
- 45 In mixed use buildings, the provision of vehicle parking may be reduced in number and shared where the operating hours of commercial activities complement the residential use of the site.

Undercroft and Below Ground Garaging and Parking of Vehicles

- 46 Undercroft and below ground garaging of vehicles should only occur where envisaged in the relevant zone or policy area or precinct and ensure:
- (a) the overall height and bulk of the undercroft structure does not adversely impact on streetscape character of the locality or the amenity of adjacent properties

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

Neighbourhood Centre Zone

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

OBJECTIVES

- 1 A centre providing a range of shopping, community, business, and recreational facilities for the surrounding neighbourhood.
- 2 A centre that provides the main focus of business and community life outside a district centre, and provides for the more frequent and regularly recurring needs of a community.
- 3 A centre accommodating residential development in conjunction with non-residential development.
- 4 A new centre at Saints Road, Salisbury Plain in the City of Salisbury in which land uses, vehicle access points and landscape buffers are located in accordance with the [Concept Plan Map Sal16 - Saints Road Neighbourhood Centre](#).
- 5 Development that contributes to the desired character of the zone.

DESIRED CHARACTER

Precinct 18 Saints Road Neighbourhood Centre

The Saints Road, **Neighbourhood Centre Zone** within the suburb of Salisbury Plain will serve the weekly shopping and business needs for the surrounding area. The Centre will provide a range of convenience and specialty shops in the order of 9900 square metres in gross leasable area for conventional retail. Other land uses to be located in the Centre may include offices, consulting rooms, personal service establishments, community facilities, bulky goods outlets and restaurants. It is anticipated that some retail development elements may occur in the Car Parking Area.

Land uses within the designated Area 2 'Bulky Goods' shown on [Concept Plan Map Sal16 - Saints Road Neighbourhood Centre](#) should primarily consist of service trade premises, retail showrooms, and bulky goods outlets.

Safe and convenient customer vehicular access to the site will be via Saints Road as well as a single left in only lane off of Main North Road into the Neighbourhood Centre. An additional ingress point to the site from Saints Road may also be required in the future. Staff and commercial vehicles associated with the loading and unloading of goods will be facilitated via Boolcunda Avenue. Vehicular and pedestrian linkages may be established over Cobbler Creek to connect the zone with the property to the south.

Redevelopment of the area designated as Area 1 'Conventional Retail' shown on [Concept Plan Map Sal16 - Saints Road Neighbourhood Centre](#) should ensure future development incorporates appropriate traffic safety measures to enable improved traffic channelling in the Saints Road locality to enhance traffic safety and flows.

Pedestrian access will be upgraded to ensure there are direct lines of sight from bus stops on Main North Road and Saints Road to the entry doors into the shops. Pedestrian pathways will be well lit and designed to be visually prominent.

Buildings will be redeveloped to ensure they promote "active frontages" (eg number and variety of small tenancies that promote a high level of pedestrian movement) and use of verandas, particularly facing the existing car parking areas and Saints Road. Having regard to the topography of the zone in comparison to the Main North Road level, development will ensure that building roof infrastructure is well screened.

Salisbury Council
Zone Section
Neighbourhood Centre Zone

Particular attention is required to ensure the zone incorporates a uniform, consistent and integrated approach to advertising displays and advertisements.

Landscaping (particularly the use of native vegetation consisting of single trunk trees that have a tall canopy), will be extensively used to define pedestrian pathways, main internal vehicle access routes and provide shade in car parking areas.

PRINCIPLES OF DEVELOPMENT CONTROL

Land Use

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

- bank
- child care facility
- consulting room
- dwelling in conjunction with non-residential land use
- library
- health centre
- office
- petrol filling station
- place of worship
- playing field
- pre-school
- primary school
- recreation area
- restaurant
- shop
- supermarket.

2 Development listed as non-complying is generally inappropriate.

3 Development should be undertaken in accordance with [Concept Plan Map Sall11 - Waterloo Corner Road Neighbourhood Centre](#), [Concept Plan Map Sall12 - Bolivar Road Neighbourhood Centre](#), [Concept Plan Map Sall13 - Whites Road Neighbourhood Centre](#), [Concept Plan Map Sall14 - Shepherdson Road Neighbourhood Centre](#), [Concept Plan Map Sall15 - Kings Road Neighbourhood Centre](#) and [Concept Plan Map Sall16 - Saints Road Neighbourhood Centre](#) and should comply with the following:

- (a) retail and commercial development should not be undertaken in the areas marked 'Community'
- (b) residential development should:
 - (i) be established at medium density
 - (ii) not provide vehicular access or egress to the non-residential areas of the centre
 - (iii) not inhibit the provision of community facilities that are located in areas marked 'Community'.

4 Development comprising a variety of residential and non-residential uses should only be undertaken if such development does not prejudice the operation of existing or future non-residential activity within the zone.

Form and Character

5 Development should not be undertaken unless it is consistent with the desired character for the zone.

6 Dwellings should be located only behind or above non-residential uses on the same allotment.

- 7 Development at Walkley Heights should not:
 - (a) incorporate direct vehicular access to Wright Road
 - (b) exceed a cumulative gross leasable floor area in the order of 1250 square metres for the entire centre.
- 8 Development at Montague Road, Pooraka should:
 - (a) be comprised of retail, commercial, community and educational uses
 - (b) not exceed a cumulative gross leasable floor area in the order of 2000 square metres for the entire centre.

9 A 3 metre wide landscaping strip should be established adjacent to residential property boundaries and roads.

Vehicle Parking

- 10 Vehicle parking should be provided in accordance with the rates set out in [Table Sall2 – Off Street Vehicle Parking Requirements](#) or [Table Sall2A - Off Street Vehicle Parking Requirements for Designated Areas](#) (whichever applies).

Land Division

- 11 Land division in the zone is appropriate provided new allotments are of a size and configuration to ensure the objectives of the zone can be achieved.

PRECINCT SPECIFIC PROVISIONS

Refer to the [Map Reference Tables](#) for a list of the maps that relate to the following precinct(s).

Precinct 18 Saints Road Neighbourhood Centre

- 12 Development of the precinct should be in accordance with [Concept Plan Map Sall16 – Saints Road Neighbourhood Centre](#).
- 13 The maximum gross leasable area of shops (excluding bulky goods outlets, personal service establishments and restaurants) will be in the order of 9900 square metres.
- 14 Land uses within the Area 2 'Bulky Goods' shown on [Concept Plan Map Sall16 – Saints Road Neighbourhood Centre](#) should primarily comprise service trade premises and bulky goods outlets and should generally not include conventional shops (including restaurants and personal service establishments).
- 15 Sensitive land uses within the Area 2 'Bulky Goods' shown on [Concept Plan Map Sall16 – Saints Road Neighbourhood Centre](#) which are likely to conflict with the continuation of lawfully existing developments and land uses considered appropriate in the adjoining Industry Zone, should not be developed or should be designed to minimize negative impacts.
- 16 Land uses within the Area 1 'Conventional Retail' shown on [Concept Plan Map Sall16 – Saints Road Neighbourhood Centre](#) may contain a supermarket, specialty shops, retail showrooms, bulky goods outlets, personal service establishments, restaurants, offices, consulting rooms and community facilities.
- 17 The Area 3 'Car Parking' shown on [Concept Plan Map Sall16 – Saints Road Neighbourhood Centre](#) should be used for the provision of an integrated car park that promotes safe and convenient vehicle and pedestrian routes. Retail development in Area 3 'Car Parking' is supported.

Salisbury Council
Zone Section
Neighbourhood Centre Zone

- 18 All vehicular access points from Saints Road to the Centre buildings should be defined by landscaping and incorporate wide and prominent pedestrian designated paths.
- 19 Future development of the Area 1 'Conventional Retail' shown on Concept Plan Map Sall16 – Saints Road Neighbourhood Centre should ensure that appropriate traffic safety measures are provided to enable improved traffic channelling in the Saints Road locality to enhance traffic safety and flows.
- 20 Any access points to the Area 3 'Car Parking' shown on Concept Plan Map Sall16 – Saints Road Neighbourhood Centre should be designed to:
 - (a) provide safe and convenient movement into the site
 - (b) avoid the need for vehicles to queue on Saints Road carriage way while waiting to turn into the site.
- 21 The facade treatment of buildings within the Area 1 'Conventional Retail' shown on Concept Plan Map Sall16 – Saints Road Neighbourhood Centre should not present large blank walls to Saints Road.
- 22 Development within the precinct should incorporate 'water sensitive urban design' techniques, including, but not limited to:
 - (a) harvesting, storage, treatment and beneficial use of runoff (at building, car park and street level, including stormwater)
 - (b) treatment and reuse of wastewater generated on the site
 - (c) use of vegetation for treatment purposes, water efficient landscaping and enhancing biodiversity and amenity
 - (d) the provision of an appropriate landscaped buffer (where practical) adjacent to Cobbler Creek.

PROCEDURAL MATTERS

Complying Development

Complying developments are prescribed in schedule 4 of the *Development Regulations 2008*.

In addition, the following forms of development (except where the development is non-complying) are complying:

A change of use to a shop, office, consulting room or any combination of these uses where all of the following are achieved:

- (a) the area to be occupied by the proposed development is located in an existing building and is currently used as a shop, office, consulting room or any combination of these uses
- (b) the building is not a State heritage place
- (c) it will not involve any alterations or additions to the external appearance of a local heritage place as viewed from a public road or public space
- (d) If the proposed change of use is for a shop that primarily involves the handling and sale of foodstuffs, it achieves either (i) or (ii):
 - (i) all of the following:
 - (A) areas used for the storage and collection of refuse are sited at least 10 metres from any Residential Zone boundary or a dwelling (other than a dwelling directly associated with the proposed shop)

- (B) if the shop involves the heating and cooking of foodstuffs in a commercial kitchen and is within 30 metres of any Residential Zone boundary or a dwelling (other than a dwelling directly associated with the proposed shop), an exhaust duct and stack (chimney) exists or is capable of being installed for discharging exhaust emissions
- (ii) the development is the same or substantially the same as a development, which has previously been granted development approval under the *Development Act 1993* or any subsequent Act and Regulations, and the development is to be undertaken and operated in accordance with the conditions attached to the previously approved development
- (e) if the change in use is for a shop with a gross leasable floor area greater than 250 square metres and has direct frontage to an arterial road, it achieves either (i) or (ii):
- (i) the primary vehicle access (being the access where the majority of vehicles access / egress the site of the proposed development) is from a road that is not an arterial road
- (ii) the development is located on a site that operates as an integrated complex containing two or more tenancies (and which may comprise more than one building) where facilities for off-street vehicle parking, vehicle loading and unloading, and the storage and collection of refuse are shared
- (f) off-street vehicular parking is provided in accordance with the rate(s) specified in [Table Sall2 - Off Street Vehicle Parking Requirements](#) or the desired minimum in rate in [Table Sall2A - Off Street Vehicle Parking Requirements for Designated Areas](#) (whichever table applies) to the nearest whole number, except in any one or more of the following circumstances:
- (i) the building is a local heritage place
- (ii) the development is the same or substantially the same as a development, which has previously been granted development approval under the *Development Act 1993* or any subsequent Act and Regulations, and the number and location of parking spaces is the same or substantially the same as that which was previously approved
- (iii) the development is located on a site that operates as an integrated complex containing two or more tenancies (and which may comprise more than one building) where facilities for off-street vehicle parking, vehicle loading and unloading, and the storage and collection of refuse are shared.

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
Dwelling	Except where in conjunction with a non-residential development.
Fuel depot	
Horticulture	
Industry	
Major public service depot	
Motor repair station	
Residential flat building	Except where in conjunction with a non-residential development.
Road transport terminal	

**Salisbury Council
Zone Section
Neighbourhood Centre Zone**

Form of development	Exceptions
Store	Except within Precinct 18 Saints Road Neighbourhood Centre.
Warehouse	Except within Precinct 18 Saints Road Neighbourhood Centre.
Waste reception, storage, treatment or disposal	
Wrecking yard	

Public Notification

Categories of public notification are prescribed in Schedule 9 of the *Development Regulations 2008*.

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

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](#).

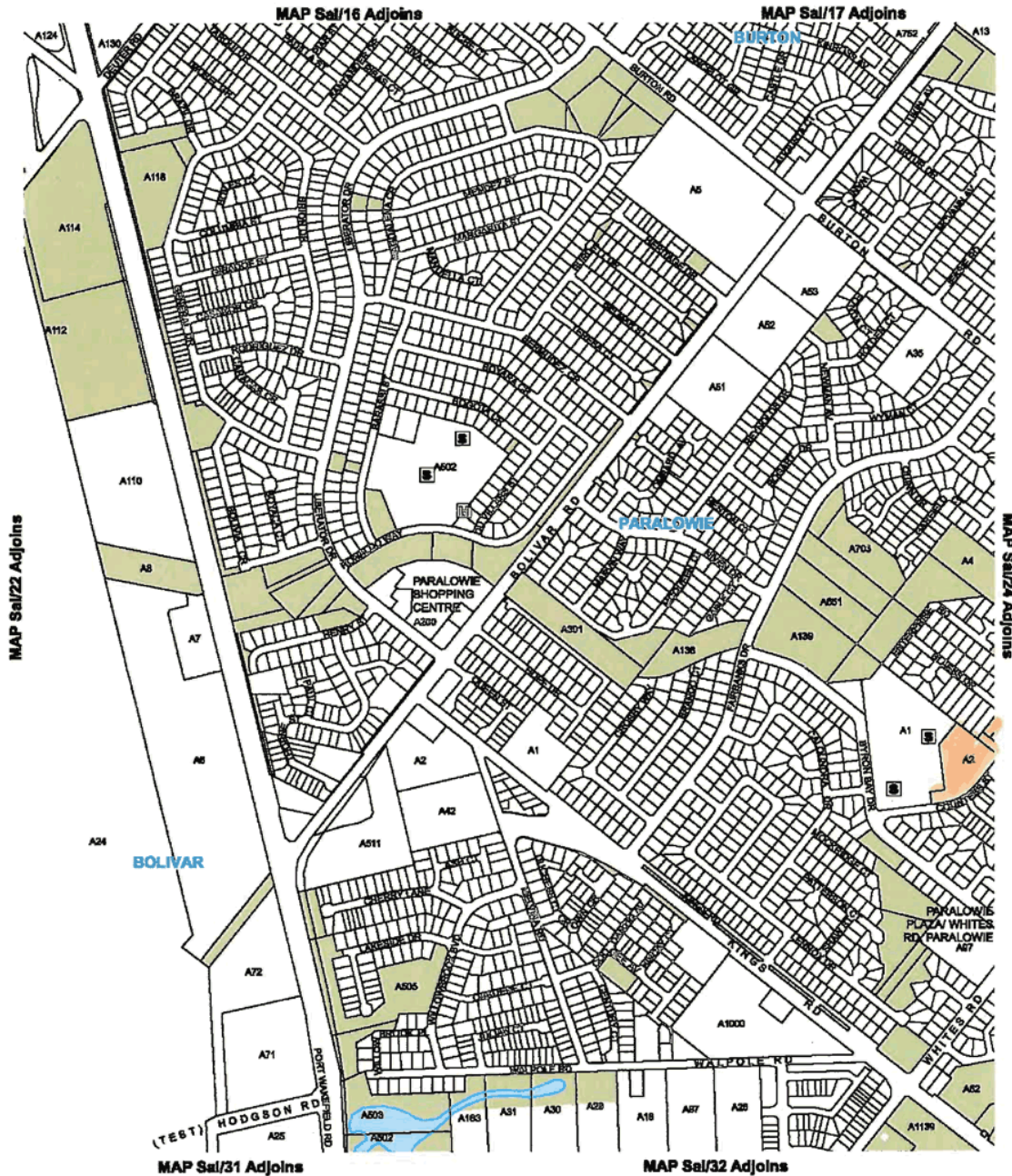
Form of Development	Number of Required Car Parking Spaces
Accommodation	
Aged Care / retirement home	1 space per unit
Serviced apartment	1 space per unit plus 1 space per employee
Motel	1 space per unit
Commercial	
Bulky goods outlet	3 spaces per 100 square metres of gross leasable floor area
Cinema	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 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



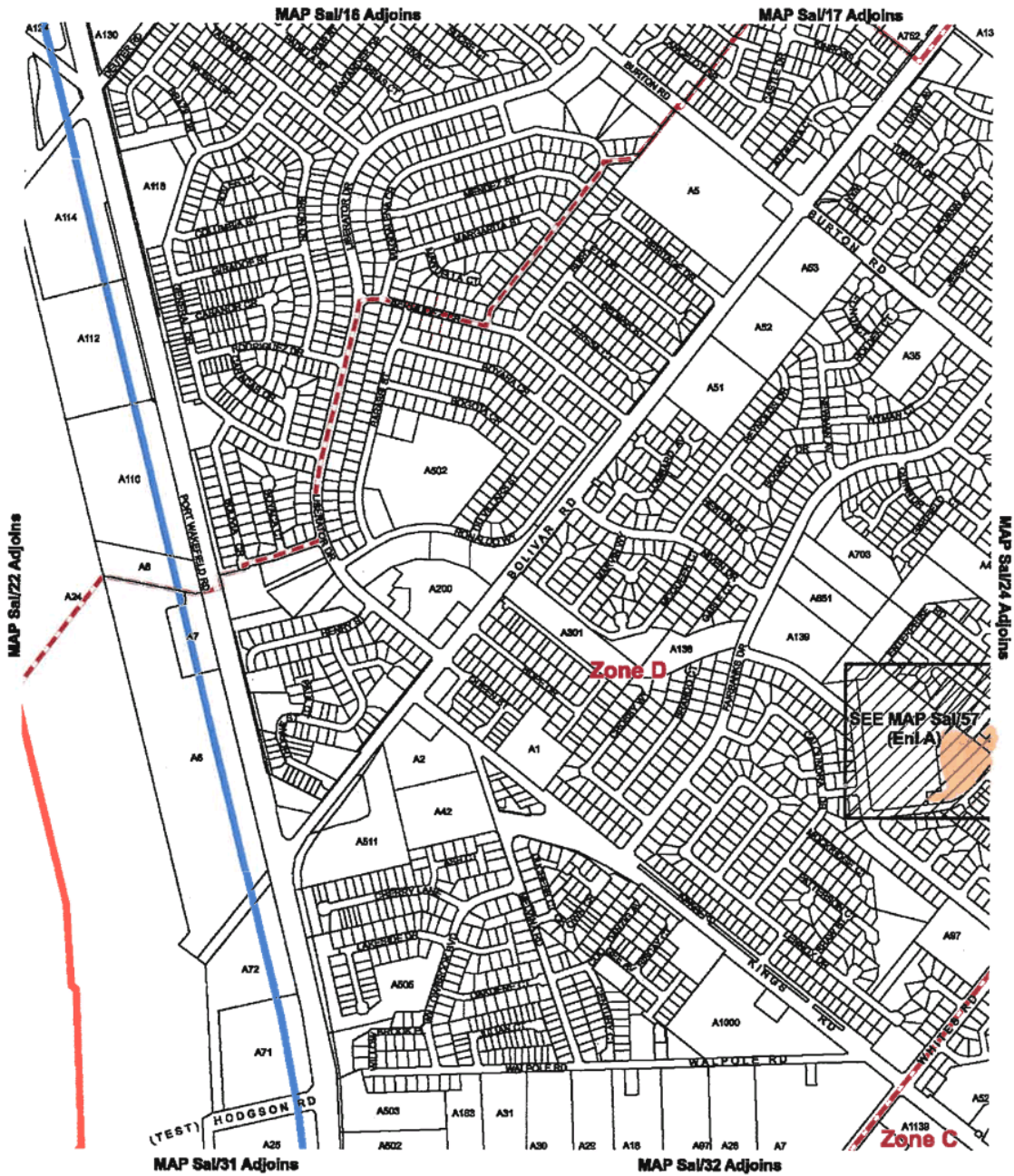
-  School
-  Other Health Services
-  Local Reserves
-  Waterbodies

Location Map Sal/23

SALISBURY COUNCIL
Consolidated - 15 December 2016



Item 5.1.1 - Attachment 4 - Relevant Development Plans Extracts and Location Maps consolidated 15 December 2016



Airport Building Heights
 Zone C All Structures Exceeding 15 metres above existing ground level
 Zone D All Structures Exceeding 45 metres above existing ground level



- Epic Energy Gas Pipeline
- South East Australia Gas Pipeline
- Airport Building Heights

Overlay Map Sal/23 DEVELOPMENT CONSTRAINTS

SALISBURY COUNCIL
 Consolidated - 15 December 2016



Heritage points are indicative only.
 For further information on State and Local Heritage Places and Contributory
 Items please refer to the relevant tables within this document.

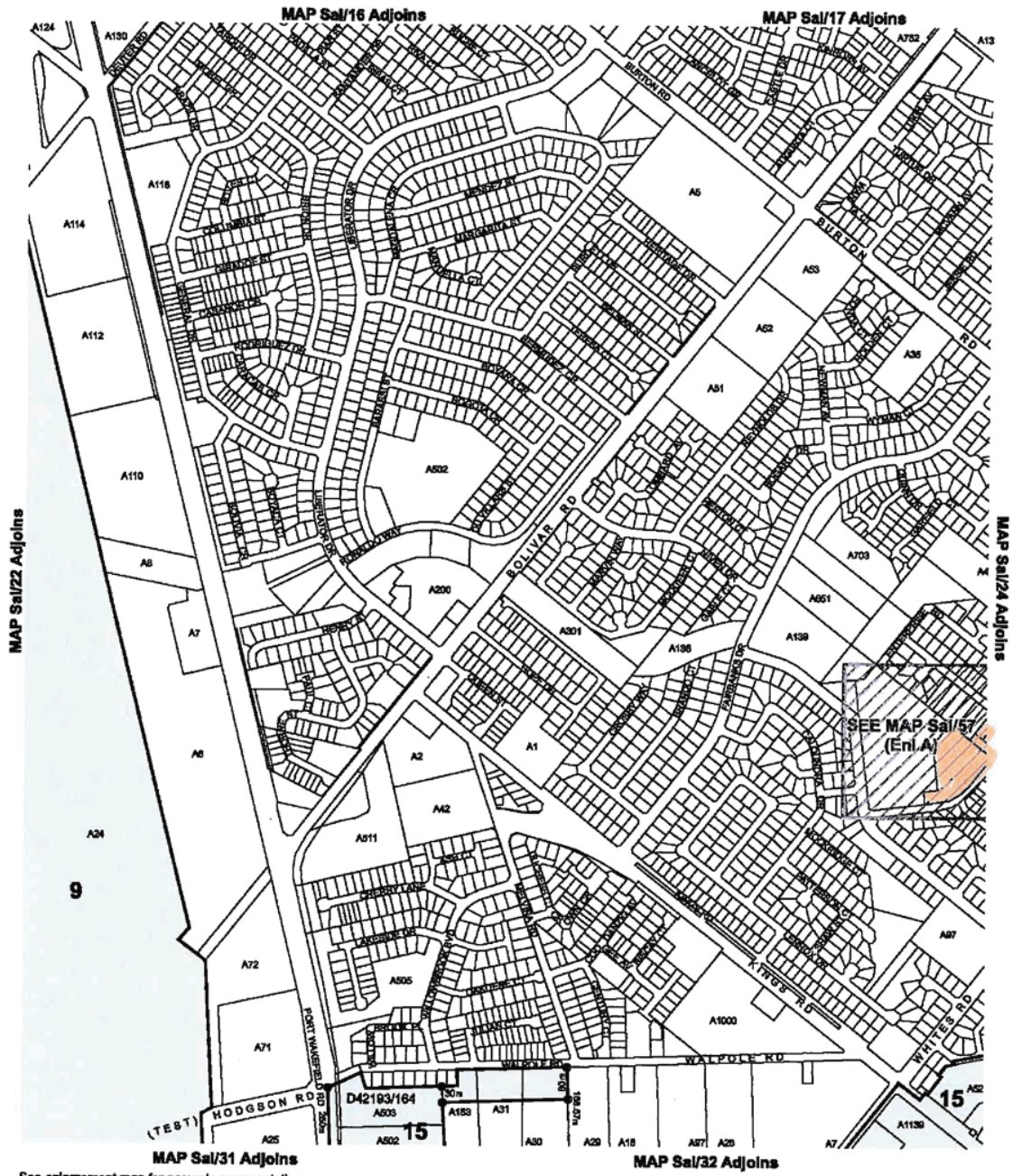


Overlay Map Sal/23 HERITAGE

• State heritage place

SALISBURY COUNCIL

Consolidated - 15 December 2016



See enlargement map for accurate representation.
Lamberts Conformal Conic Projection, GDA84.

Policy Area
 15 Recreation
 9 Infrastructure

 Policy Area Boundary

Policy Area Map Sal/23

SALISBURY COUNCIL
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Item 5.1.1 - Attachment 4 - Relevant Development Plans Extracts and Location Maps consolidated 15 December 2016



MAP Sal/31 Adjoins
 See enlargement map for accurate representation.
 Lambert Conformal Conic Projection, GDA94
Precinct
 3 Deferred Industry



Precinct Map Sal/23

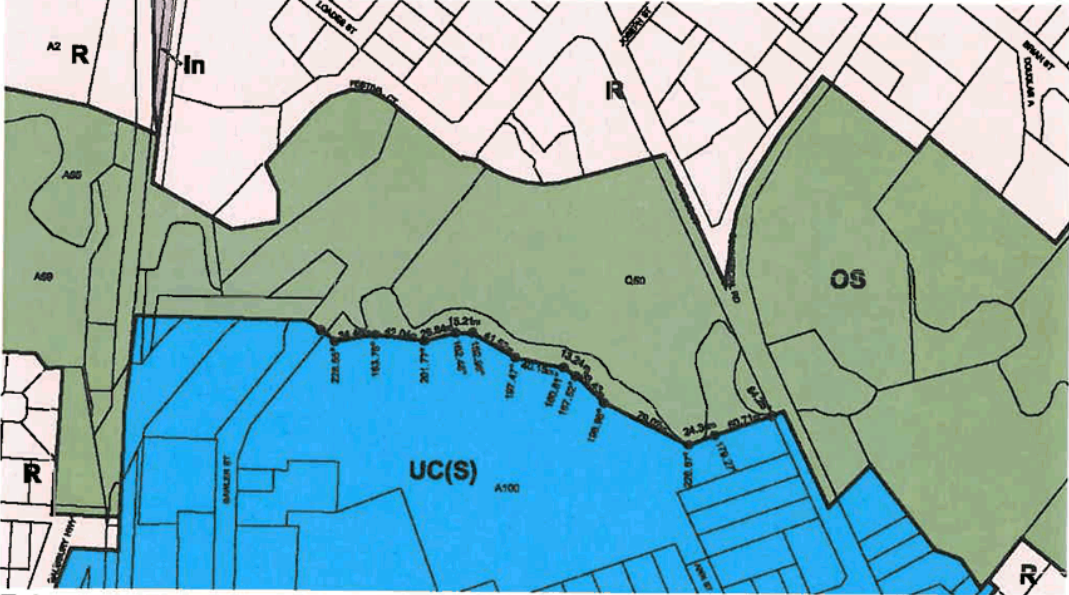
Precinct Boundary

SALISBURY COUNCIL
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Enlargement A

0 150m



Enlargement B

0 150m

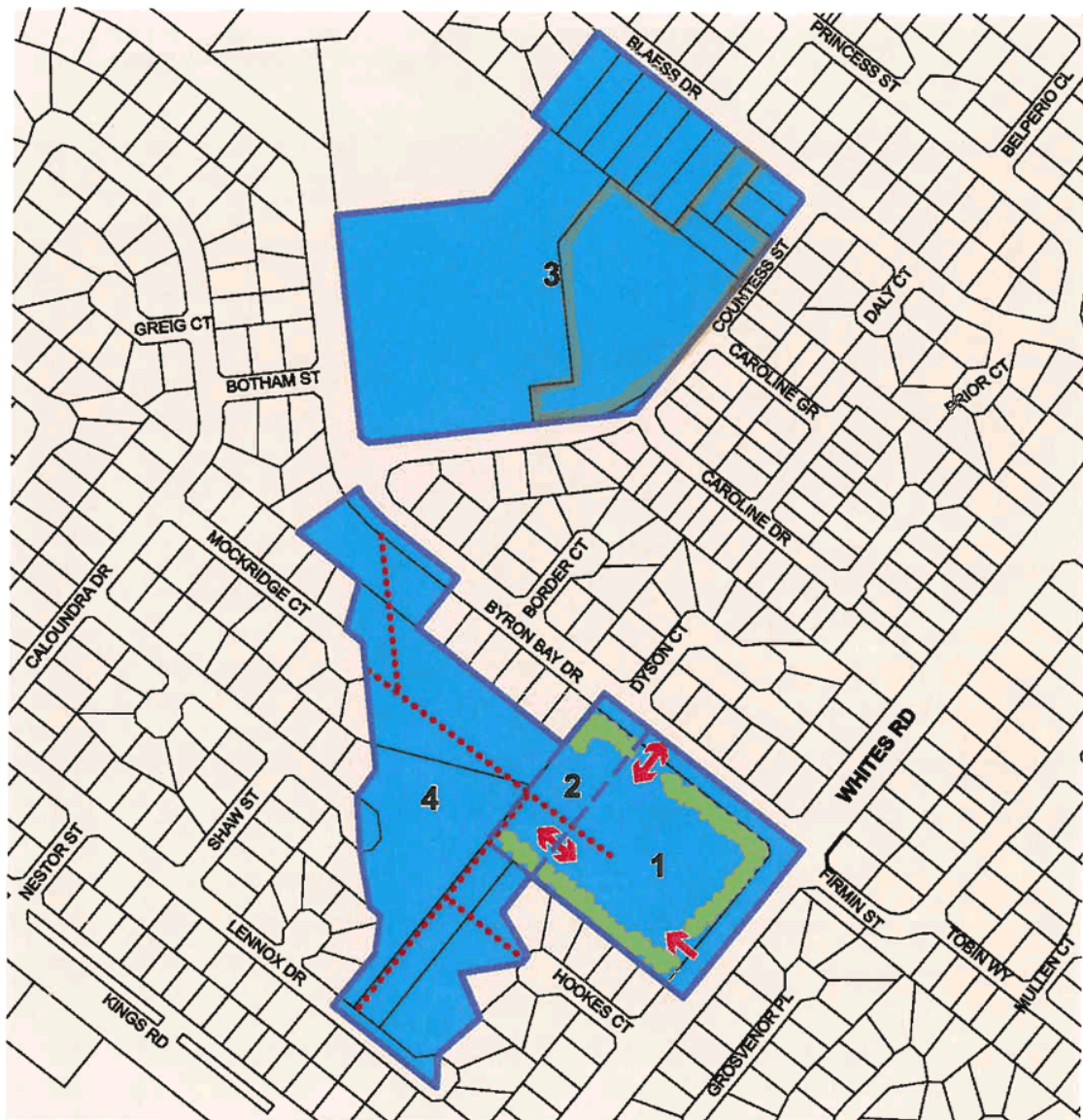


Zone Map Sal/57

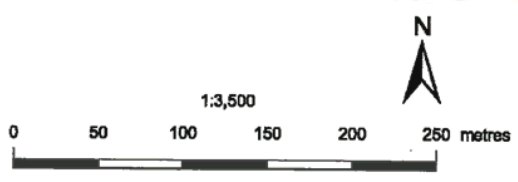
- Zone Boundary
- Development Plan Boundary

SALISBURY COUNCIL
Consolidated - 15 December 2016

Item 5.1.1 - Attachment 4 - Relevant Development Plans Extracts and Location Maps consolidated 15 December 2016



- Residential
- Commercial
- Landscaping
- Vehicle Access
- Proposed Pedestrian Access
- 1 Retail/Commercial Area
- 2 Community Area
- 3 Education Area
- 4 Recreation/Open Space Area
- Concept Area Boundary



PARALOWIE

Concept Plan Map Sal/13

WHITES ROAD NEIGHBOURHOOD CENTRE

SALISBURY COUNCIL
Consolidated - 15 December 2016

Item 5.1.1 - Attachment 4 - Relevant Development Plans Extracts and Location Maps consolidated 15 December 2016

ITEM	5.1.2
	COUNCIL ASSESSMENT PANEL
DATE	26 February 2019
HEADING	Applicant Appeal to Environment, Resources and Development Court, Town Planning Advisors v City of Salisbury (ERD 17-263) - Development Application 361/1144/2016
AUTHOR	Aaron Curtis, Team Leader - Planning, City Development
SUMMARY	Development Application for mixed use development comprising prayer hall, dining hall and library/museum was refused by the Council Assessment Panel on 24 October 2017. The applicant has appealed the decision to the Environment Resources and Development Court. The applicant wishes to proceed with the appeal but wishes to initially put an amended proposal to the Panel for consideration.

RECOMMENDATION

1. The Panel resolves to decline the amended proposal and uphold the original decision, dated 24 October 2017.

ATTACHMENTS

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

1. Copy of Agenda Item - 24 October 2017
2. Amended Plan and Supporting Reports

1. BACKGROUND

- 1.1 The Council Assessment Panel considered a development application at the meeting held 24 October 2017 for *Mixed Use Development comprising Prayer Hall, Dining Hall and Library/Museum with associated facilities, including playground, carpark, caretakers residence, community gardens and horse enclosure, and removal of regulated tree*. The Panel resolved to refuse the development application and the applicant lodged an appeal to the Environment Resources and development Court against the decision. A copy of the Agenda item is provided in Attachment 1.
- 1.2 The appellant (Town Planning Advisors on behalf of the Sikh Community of SA) have advised the Environment, Resources and Development Court of their intention to proceed with the appeal but wish to initially put an amended plan to the Council Assessment Panel and the joiners of the appeal. A copy of the amended plan and supporting reports is contained in Attachment 2. The matter has been adjourned until 4th March 2019 to allow for this process.
- 1.3 The joiners to the appeal are four residents who asked to be part of the appeal process before the Court (Mr Johnny Tran, Ms Rose & Mr Robert Frezza, Mr Des Nolan).

- 1.4 The residents have been asked to provide their comment on the amended plans ahead of the Panel's consideration of the proposal. The comments were not ready at the time of preparing the agenda. Comments that are received will be provided to members under separate cover.

2. REPORT

- 2.1 The revised proposal makes the following key changes:
 - 2.1.1 Relocates the buildings and car parking more centrally on the site;
 - 2.1.2 Replaces the two way access arrangement with a single driveway access to the Port Wakefield service road located centrally to the road frontage;
 - 2.1.3 Relocates the horse keeping to the rear (western) portion of the site and the community gardens to the northern side of the site;
 - 2.1.4 Constructs a 3m high fence along portion of the northern boundary of the site (bordering 713A Port Wakefield Road);
 - 2.1.5 Establishes a traffic management plan which nominates the path of vehicle travel to and from the site with the objective of minimising interactions between horses and vehicles and minimising travel time, supported by directional and information signage; and
 - 2.1.6 Revised landscaping scheme incorporating greater density of plantings around the perimeter and adjacent to Port Wakefield Road.
- 2.2 The appellant considers that the revised proposal addresses the concerns expressed by the community in respect to the original proposal. In particular, the buildings and non-horse keeping activities are now centrally located on the site and activities that are consistent with the activities in the locality are located at the outer edges of the site. The applicant also considers the traffic management plan addresses concerns regarding traffic conflict by nominating a desired route for attendees.
- 2.3 A preliminary meeting with council staff and the residents who are joiners to the appeal was held to discuss the revised plan. There was some acceptance that the revised plan was an improvement on the original proposal. Key concerns raised at the meeting by residents relate to the impact of this development on the horse keeping activities in the locality, in particular:
 - 2.3.1 Noise from activities on the site.
 - 2.3.2 Increased traffic in the Globe Derby area and safety / impact on horse movements on roadways, with the bend in the road (blind corner) on Daniel Avenue of particular concern. The Sunday activities were identified as the most problematic, with 150 to 250 people in attendance.
 - 2.3.3 Future growth of facility, once it has been established.These concerns reflect the broader concerns raised during the public consultation period associated with the original application.
- 2.4 The appellant has further considered these matters and provided the following information as possible solutions:

- 2.4.1 A three metre high fence built along portion of the northern boundary of the site (bordering 713A Port Wakefield Road). Note that a fence of this height is ‘development’ under the Act;
- 2.4.2 Traffic management that would direct all traffic entering and leaving the site via the Port Wakefield service road and Daniel Avenue insofar as it exits onto Port Wakefield Road, thereby avoiding through traffic via Daniel Avenue, Trotters Drive and Globe Derby Drive.
- 2.4.3 No future expansion unless agreed to by residents and Council.
- 2.5 The key consideration by the Panel in respect to the development application related to the appropriateness of a community centre / facility incorporating a worship component in a zone explicitly established for horse keeping activities. The amendments identified in the revised proposal do not change the principal land use per se but rather alter the layout and design within the site to better accord with the characteristics of the locality. In this context, the original report (attachment 1) in respect to the appropriateness of the land use is still relevant.
- 2.6 The Rural Living Zone and Bolivar Policy Area 19 does not envisage any forms of development other than detached dwellings on large allotments, ancillary development, horse keeping and stables. The Desired Character Statement for the Bolivar Policy Area 19 encompasses land set aside for persons desiring to live within detached dwellings on allotments that also accommodate stables. Development should not be undertaken unless it is consistent with the desired character for the policy area.
- 2.7 It is helpful for the Panel to consider key case law guiding the assessment of an application against the Development Plan. The Supreme Court has set out the correct approach to this question. In the matter of *Corporation of the Town of Walkerville v Adelaide Clinic Holdings*, the Court said:
- The making of a planning judgement will require firstly, an identification of the intended character which has been imprinted by the Development Plan upon the particular locality and secondly, an assessment as to how the features of the proposal may impinge upon that character and the associated amenity. A planning judgement made in the exercise of a discretion will then be reached by weighing up the extent of compatibility between the proposal and the Plan.*
- 2.8 The Supreme Court further stated in the matter of *City of Mitcham v Freckmann*:
- Ultimately, the planning authority must make a judgement whether the proposal will be permitted. If it is to grant the application, it must be satisfied that there are sufficient reasons for that decision, reasons which are based on acceptable principles of planning and the relevant provisions of the Plan. That judgement will have regard to the factors mentioned above. Thus, a proposed development might be approved if it is conducive to the objectives and desired character of the zone in which it is to be sited. It will be relatively easy in some cases to decide that the proposal is quite compatible with the amenity of the locality. In other cases, that test will be more difficult. It will be a question of fact and degree, after weighing all relevant considerations, whether the proposed development should be approved.*

- 2.9 The task of the Panel is somewhat complicated by the fact there are General provisions in the Development Plan which contemplate places of worship which are in tension with the Zone and Policy Area provisions. Under the “Community Facilities” module, Principle of Development Control 4 categorises a place of worship into small (local), medium (neighbourhood) and large (regional). This proposal fits within the “medium” neighbourhood category which typically has congregations of up to 100-300 persons in any one session. Medium (neighbourhood) scale places of worship are envisaged within residential areas but should be located on major collector roads to minimise congestion or traffic conflict within local streets.
- 2.10 Since the decision of the Panel in 2017, a judgement was handed down in the matter of *Linscott & Ors v City of Salisbury & Anor*. The applicant’s planning consultant has referenced the Court determination in the planning statement and provided commentary as to how that case is relevant to this proposal. The application concerned a proposal for a large (regional) place of worship at the periphery of the Industry Zone. In the Judgement, Commissioner Green placed some degree of weight on the General Section, “Community Facilities” provisions. Commissioner Green made the following remarks:
- Careful attention is to be given to all potentially relevant, General Section guidelines including Community Facilities – Objectives 1 and 2, and Principles 1-7, as well as those of the Industry Zone, to determine whether the proposed mixed land use and development is, prima facie, acceptable in-principle on the subject land (the first important test to be met).*
- The Council-wide General Section policy context is also relevant with respect to land use in-principle and location, and in particular policies under the heading Community Facilities (CF hereafter) relating to scale and location of certain development, within a form of hierarchy.*
- 2.11 Recognising there are some similarities between the two applications, the key distinction however between the matter of *Linscott* and this proposal is that the Industry Zone envisages a broad range of uses whereas the Rural Living Zone and Policy Area 19 does not. Commissioner Green also noted that there was a variety of land uses within the locality and that some uses were not consistent with the Zone provisions. This is in contrast to the locality in the subject matter which is comprised of uses that accord with the Zone and Policy Area provisions. The other key difference is that the proposal in *Linscott* was specifically located where the General Section provisions intended (ie. a regional facility at the periphery of the Industry Zone). The provisions related to small (local) and medium (neighbourhood) facilities only refer to ‘residential areas’.
- 2.12 The established character of the locality is a low density residential area comprising detached dwellings on large allotments, the majority containing stables and horse keeping activities predominantly associated with trotting and the Globe derby trotting facility. The predominant character of development in the locality is consistent with the Desired Character Statement for the Bolivar Policy Area 19. The proposed form of development remains at odds with the Desired Character Statement for the Bolivar Policy Area 19 but the centralised non-horse keeping activities and low scale nature of the buildings, together with landscaping around the perimeter of the site, assists in maintaining this character.

- 2.13 The established character is also influenced by the use of the land and how the non-horse related elements affect this established character. In this respect, the noise and traffic movements associated with the community centre / facility incorporating worship is the most significant planning impact. This was the issue of greatest concern identified by the representors and the residents who are joiners to the appeal. In this respect, the Sunday activities that comprise up to 150 people weekly and a maximum of six special events over the year of up to 250 people have been identified as of most concern. This issue is in part addressed by the proposed construction of a 3 metre high fence built along portion of the northern boundary of the site (bordering 713A Port Wakefield Road) but this fence will be somewhat out of character with existing fencing which is generally open in design. Activities are also limited to within the building and no amplified music is permitted at the site. It is also recognised the locality is subject to significant traffic noise associated with vehicular movements in Port Wakefield Road.
- 2.14 The volume of traffic, while presented as acceptable within the road network by the applicant's traffic consultant, will not be consistent with the character of the locality where traffic volumes are otherwise relatively low, outside events associated with trotting events at Globe Derby racecourse. The service road does not constitute a major collector road as envisaged by the Development Plan. 'The traffic modelling suggests ...*the site would generate in the order of 41 peak hour trips during a typical 150-person event and up to 67 peak hour trips during special 250-person services...*The applicant's planning consultant has established a traffic management plan which nominates the path of vehicle travel to and from the site with the objective of minimising interactions between horses and vehicles and minimising travel time, supported by directional and information signage. The traffic management plan will assist in minimising conflict but is reliant on attendees observing the path of travel. It will be difficult for the planning authority to monitor vehicles that may choose to travel contrary to the nominated vehicle path, and it is unlikely that the traffic management plan is enforceable by Council should drivers abide by it – the activity is outside the development site. Also, the traffic management plan cannot entirely eliminate conflict between vehicles and horses due to the vehicle path requiring travel through the bend in the Port Wakefield service road near Daniel Avenue.
- 2.15 The joiners to the appeal have identified that trotters regularly traverse and cross Daniel Avenue, where there is a bend on the road and this presents a heightened risk to both the trotters and the drivers of vehicles who would not ordinarily be familiar with this movement pattern. Over time attendees may become familiar with the route but the risk cannot be entirely eliminated. Traffic surveys undertaken by the planning consultant suggest the use of the road network for horses was however limited during key times of the proposed use and the proposed signage might further encourage safe movement.
- 2.16 The other risk presented by the proposed traffic management plan is that attendees leaving the site wishing to travel southbound will need to enter Port Wakefield Road northbound from Daniel Avenue, merge into the traffic, travel approximately 1,200m and then enter the sheltered right turn slip lane which permits U-turns. While this is a permitted vehicular manoeuvre under Australian Road Rules, it presents a risk for motorists, noting that a substantial number of persons will be subject to the manoeuvre.

- 2.17 When viewed as a whole, the overall challenge with the proposal is that the Rural Living Zone and Bolivar Policy Area 19 does not envisage any forms of development other than detached dwellings on large allotments, ancillary development, horse keeping and stables. Some elements of the redesign have improved the degree of impact upon the locality and the inclusion of envisaged activities such as horse keeping and community gardens accord with established activities in the locality, but the overall land use in principle is at odds with the existing and Desired Character. The proposal introduces a form of development not present in the locality. The proposal also presents some risks associated with potential conflict from noise and traffic conflicts attributed to the designated path of travel which is dependent on attendees observing the path of travel and taking a relatively circuitous travel path. These risks when considered with the absence of any policy support under the Zone and Policy Area means the proposal is not sufficiently compatible with and conducive to the amenity of the locality and the Desired Character of the Zone and Policy Area to warrant support.
- 2.18 The planning consultant on behalf of the applicant has suggested the judgement in the matter of *Linscott* provides a basis for support of this proposal, however, the facts of that case are considered to be distinguished from this proposal. The General Section “Community Development” provisions should be given limited weight as they are considered to be in conflict with the Zone and Policy Area provisions. This approach is supported in the case of *South East Ward Residents Association Inc. v District Council of Grant & Anor (2004)*, in which the Environment, Resources and Development Court stated:

It is an incorrect approach, having found the proposed development at variance with the intent, purpose and desired character for the zone, for the relevant authority to move to the general provisions of the relevant Development Plan, assess the proposal against those, and conclude that, as there would be no negative impacts, and there would be a net economic benefit to the community, the proposed development had sufficient merit to proceed.

3. CONCLUSION / PROPOSAL

- 3.1 The key consideration by the Panel in respect to the development application related to the appropriateness of a community centre / facility incorporating a worship component in a zone explicitly established for horse keeping activities. The amended proposal has improved the design to site the non-conforming activities more centrally on the site and the inclusion of the envisaged activities such as horse keeping and community gardens accord with the established activities in the locality and addresses some of the visual character concerns raised by representors. The overall land use in principle remains at odds with the established and Desired Character notwithstanding the improved design. The proposal also relies on some circuitous traffic management arrangements that are not desirable and will be difficult to monitor and enforce. The amendments are not considered to be sufficient to alter the fundamental basis of the original decision. It is therefore recommended that the Panel resolves to decline the amended proposal and uphold the original decision, dated 24 October 2017.

4. RECOMMENDATION

- 4.1 The Panel resolves to decline the amended proposal and uphold the original decision, dated 24 October 2017.

CO-ORDINATION

Officer:	GMCID	MDS
Date:	14.02.19	12.02.19

ATTACHMENT 1
CONTENTS OF AGENDA FOR
APPLICATION 361/1144/2016

ITEM	5.1.1
	COUNCIL ASSESSMENT PANEL
DATE	24 October 2017
APPLICATION NO.	361/1144/2016/3B
APPLICANT	Town Planning Advisors
PROPOSAL	Mixed use development comprising Prayer Hall, Dining Hall and Library/Museum with associated facilities, including playground, carpark, caretakers residence, community garden and horse enclosure, and the removal of a regulated tree.
LOCATION	701-709 Port Wakefield Road, Globe Derby Park
CERTIFICATE OF TITLE	Volume 5759 Foli 278
AUTHOR	George Pantelos, Principal Planner, City Development

1. DEVELOPMENT APPLICATION DETAILS

Zone/Policy Area	Rural Living Zone (Policy Area 19)
Application Type	Category 3 - Merit
Public Notification	Representations received: 31 Representations to be heard: 9
Referrals - Statutory	DPTI – Traffic Operations
Referrals – Internal	Development Engineering Environmental Health Urban Policy
Development Plan Version	Salisbury Development Plan Consolidated 5th May, 2016
Assessing Officer	George Pantelos- Principal Planner
Recommendation	Refuse
Meeting Date	24 th October 2017

2. REPORT CONTENTS

Assessment Report

Attachment 1:	Proposal Plans
Attachment 2:	Application and Supporting Documentation
Attachment 3:	Notice of category 3 Application, List of Representors and Representations
Attachment 4:	Applicant's Response to Representations
Attachment 5:	Relevant Development Plan Exrtacts and Location Maps, Consolidated 5 May 2016

3. EXECUTIVE SUMMARY

The applicant seeks Development Plan Consent for a mixed use development comprising a Prayer Hall, Dining Hall and Library / Museum with associated facilities including playground, carpark, caretakers residence, community garden and horse enclosure, and the removal of a regulated tree (Sugar Gum adjacent the southern property boundary).

The subject land is a rectangular shaped parcel of land located on the west side of the service road adjacent Port Wakefield Road at Globe Derby Park. The land covers an area of 20,023m² and is currently vacant.

Vehicle access to the subject land is achieved off the service road by way of existing crossovers at both the northern and southern ends of the property. The subject land supports three regulated trees.

The proposed development is located within a Rural Living Zone (Bolivar Policy Area 19). The application was lodged on the 14th June 2016. The mixed use development is a merit use within the Rural Living (Bolivar Precinct 19) Zone.

The application has been assessed as a “merit” form of development and was subject to Category 3 public notification. Thirty-one representations were received during the notification period, four in support and twenty seven against. Nine of the representors have requested to be heard by the Panel.

The following report provides a detailed assessment against the relevant provisions of the Salisbury Council Development Plan Consolidated 5th May 2016. The assessment found that, on balance:

- a) *The proposed use is not an envisaged use within the Rural Living Zone (Bolivar Policy Area 19) which is specific in the type of uses that should be encouraged in the Policy Area.*
- b) *The proposed use is not consistent with existing and desired future land uses within the Policy Area*

Consequently, it is recommended that Development Plan Consent be refused.

4. SUBJECT SITE

The subject land is a rectangular shaped parcel of land covering 20,023m² and located on the west side of the service road adjacent Port Wakefield Road at Globe Derby Park. The subject land has a frontage to the service road of 98.68m and a depth of 205.08m. The subject land supports no buildings or structures apart from brick pillars and gates at each entrance to the site and chain wire fencing on boundaries. The subject land has road frontage on one side only (east).

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Vehicle access to the subject land currently occurs via two existing crossovers off the service road located at the northern and southern ends of the property. The site supports three regulated trees, a sugar gum adjacent the southern property boundary and two false date palms nearby. The sugar gum is to be removed as it has been identified as having poor structure, has average health and will pose a safety risk to future users of the site. The two false date palms are to be retained.

The following site photographs are provided.



Photo 1: Site frontage as viewed from the service road, north of the site.



Photo 2: Site looking west from the service road

ITEM 5.1.1



Photo 3: Western boundary of the subject land



Photo 4: View of site from south west corner.

ITEM 5.1.1



Photo 5: Regulated Tree (Sugar Gum) to be removed.



Photo 6: Service Road looking north from the subject land

ITEM 5.1.1



Photo 7: Site location as viewed from the Service Road/ Ryans Road junction

5. LOCALITY

The locality is mixed use in character and dominated by Port Wakefield Road which traverses the locality in a north/south direction. The west side of Port Wakefield Road is predominantly detached dwellings on large allotments with a large portion supporting horse related uses and stables. The east side of Port Wakefield Road supports industrial / commercial development of varying size, wetlands and residential development further east.

Vacant land abuts the subject property to the south. A major electricity transmission line with associated easement traverses that site. To the north and west abutting the subject land are properties of varying size supporting detached dwellings with associated horse activities and stables. Horticultural activities appear to be in operation on properties north of the site.

South-west of the site is located the Daniel Avenue Reserve. The Globe Derby Park Trotting facility is located outside of the immediate locality and south of Daniel Avenue.

A Commercial Zone exists on the west side adjacent Port Wakefield Road, between Daniel Avenue, Globe Derby Drive and the Globe Derby Park Trotting Facility.

A locality plan and contextual plan are provided below.

ITEM 5.1.1

Locality Plan – Aerial



Legend (Source: NearMap)	
	Subject site

Aerial Map – Close Up



Legend (Source: NearMap)	
	Subject site

ITEM 5.1.1



Zone Plan – Cadastre



Legend (Source: Geocortex)	
	Subject site

Public Notification Area






Legend (Source: Geocortex)	
	Subject site
	Public Notification Area

ITEM 5.1.1

Public Notification – Representors



Legend (Source: Dekho)	
	Subject site
	Representor – Not to be Heard
	Representor – Wish to be Heard

6. DESCRIPTION OF THE PROPOSED DEVELOPMENT

The applicant is seeking Development Plan Consent for a mixed use development comprising a Prayer Hall, Dining Hall and Library / Museum with associated facilities including playground, carpark, caretaker’s residence, community garden and horse enclosure and the removal of a regulated tree (Sugar Gum).

The site is basically divided into the following sections;

- Buildings comprising Prayer Hall (400m²), Library/Museum(325m²), Dining Hall (400m²), Amenities (78.2m²) and Caretakers’ residence (105.12m²)
- Main carpark accommodating up to 112 spaces and secondary carpark of five spaces adjacent the caretakers residence;
- Community garden;
- Horse keeping area and stable;
- Childrens outdoor play area; and
- Childrens pony ride area

Landscaping is proposed on all property boundaries.

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Vehicle entering and exiting the site will be in one direction only. Vehicles will access the site from the southern crossover (entry) and leave from the northern crossover (exit) onto the service road.

A copy of the proposal plans are contained in Attachment 1 and supporting documentation contained in Attachment 2.

7. CLASSIFICATION

The site is located within the Rural Living Zone (Bolivar Policy Area 19) as identified within the Salisbury Council Development Plan (Consolidated 5th May 2016). The application comprises a number of uses, none of which are defined as non-complying within the zone, and the removal of a regulated tree. The application has been assessed as a merit form of development against the relevant provisions of the Development Plan.

8. PUBLIC NOTIFICATION

The application is for a merit form of development. The proposed development does not fall within Part 1 or Part 2 of Schedule 9 of the Development Regulations 2008 and as such in accordance with Section 38(2)(c) of the Development Act 1993, is to be taken to be a Category 3 form of development.

Public notification took place between the 16th September and 4th October 2016. Thirty one representations were received, 4 in support and 27 against the proposal. Nine of the representors have requested to be heard.

A copy of the Category 3 public notice and copies of submissions from representors are contained within Attachment 3.

A copy of the Applicant's response to the representations is contained within Attachment 4.

Representations received			
Representations received		Wish to be Heard	
1	R Gaskin 8 Norton Street, Northfield SA 5085		Oppose
2	J C Lee 21 Alabar Crescent, Globe Derby Park SA 5110		Oppose
3	C Alexopoulos and D Alexopoulos 21 Alabar Crescent, Globe Derby Park SA 5110		Oppose
4	KA Kolovinos and M Kolovinos 739 Port Wakefield Road, Globe Derby Park SA 3110		Oppose
5	M A Harding and L B Harding 15 Trotter Drive, Globe Derby Park SA 5110		Oppose
6	R Frezza and R Frezza 719-727 Port Wakefield Rd, Globe Derby Park SA 5110	Yes	Oppose
7	P G Pavlovich and L Pavlovich 24 Grayling Ct, Globe Derby Park SA 5110		Oppose

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8	L Randall and P B Randall 23 Trotters Drive, Globe Derby Park SA 5110	Yes	Oppose
9	S L Trevean 23 Trotters Drive, Globe Derby Park SA 5110		Oppose
10	R Trevean 23 Trotters Drive, Globe Derby Park SA 5110		Oppose
11	C L Baker 23 Trotters Drive, Globe Derby Park SA 5110		Oppose
12	H G Searle 2 Alabar Crescent, Globe Derby Park SA 5110		Oppose
13	S Lowe 109 Daniel Avenue, Globe Derby Park SA 5110		Oppose
14	V P King 711 Port Wakefield Road, Globe Derby Park SA 5110	Yes	Oppose
15	B Norman 13 Trotters Drive, Globe Derby Park SA 5110		
16	H M Stevens and D Barrett 18 Grayling Court, Globe Derby Park SA 5110		Oppose
17	R H Norman 69 Daniel Avenue, Globe Derby Park SA 5110		Oppose
18	M Norman 69 Daniel Avenue, Globe Derby Park SA 5110		Oppose
19	M P Crosby and L H Holberton 10 Alabar Crescent, Globe Derby Park SA 5110		Oppose
20	C E Newman and S M Newman 667 Whites Road, Globe Derby Park SA 5110	Yes	Oppose
21	D J Nolan and A K Nolan 9 Alabar Crescent, Globe Derby Park SA 5110	Yes	Oppose
22	V L Newman and D K Newman 15 Grayling Court, Globe Derby Park SA 5110	Yes	Oppose
23	T D Tsetsang and C H Tran 5 Daisy Court, Parafield Gardens SA 5107	Yes	Oppose
24	P M Spirou and S P Spirou 734 Whites Road, Globe Derby Park SA 5110		Oppose
25	R White 751-761 Port Wakefield Rd, Globe Derby Park SA 5110	Yes	Oppose
26	P Marshall 80 Main North Road, Prospect SA 5082		Oppose
27	A J Zoontjens and MP Walden 17 Grayling Court, Globe Derby Park SA 5110	Yes	Oppose
28	M G Billinger 91 Daniel Avenue, Globe Derby Park SA 5110		Support
29	M C Agius and M Agius 197 Ryans Road, Globe Derby Park SA 5110		Support
30	J G Dougherty and W L Dougherty 7 Grayling Court, Globe Derby Park SA 5110		Support
31	K A Gully 99 Daniel Avenue, Globe Derby Park SA 5110		Support

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Summary of Representations	
1	R Gaskin <ul style="list-style-type: none"> Proposed Development will add to the existing stormwater issues adjacent western property boundary. Lack of details provided relating to horse shelter. Major events will impact on existing horse operations within the locality.
2	J C Lee <ul style="list-style-type: none"> Increased traffic associated with use in local streets will detrimentally impact on horse activities in locality and become as hazard.
3	C Alexopoulos and D Alexopoulos <ul style="list-style-type: none"> Concerned with increased noise, traffic and people and detrimentally impact on property values.
4	KA Kolovinos and M Kolovinos <ul style="list-style-type: none"> Will detrimentally impact on property values. Will result in increased noise.
5	M A Harding and L B Harding <ul style="list-style-type: none"> Increased traffic through local streets will impact on existing horse training operations and cause a hazardous situation for trainers taking their horses and from training facilities. All vehicle access to and from the site should be directly off Port Wakefield Road.
6	R Frezza and R Frezza <ul style="list-style-type: none"> Inappropriate land use within a Rural Living Zone. Will have a detrimental impact on the function of the zone and character and amenity of the locality. Proposed use should have direct vehicle access off Pt Wakefield Road. and not rely on the service road. How will waste water from the site be dealt with. Noise associated with major events will disturb horses within the locality.
7	P G Pavlovich and L Pavlovich <ul style="list-style-type: none"> Vehicle movements to and from the site will be predominantly via Trotters Drive, Daniel Avenue and the service road detrimentally impacting by way of noise and traffic on adjacent properties and existing horse training activities. Access to the site should be directly off Port Wakefield Road.
8	L Randall and P B Randall <ul style="list-style-type: none"> Traffic movement to and from the site will be at times hazardous and have a detrimental impact on existing local streets. No objection to the proposed use in general.

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9	S L Trevean represented by L Randall (refer to L Randall representation)
10	R Trevean represented by L Randall (refer to L Randall representation)
11	C L Baker represented by L Randall (refer to L Randall representation)
12	H G Searle <ul style="list-style-type: none"> Proposed use is not in keeping with the character of the area or Zone objectives. Use more appropriate in a Commercial/Industrial zone. Noise associated with the proposed use and vehicle use of the service will have a detrimental impact on the character and amenity of the locality.
13	S Lowe <ul style="list-style-type: none"> Vehicle access off service road and not directly off Port Wakefield Road. Will increase traffic and put undue pressure on the local road network. Proposed use is out of character with locality and intent of zone.
14	V P King <ul style="list-style-type: none"> Boundary concerns.
15	B Norman <ul style="list-style-type: none"> Increased traffic on local streets will result in an increased safety risk to current users.
16	H M Stevens and D Barrett <ul style="list-style-type: none"> Increased traffic will impact on existing horse operations and create hazardous situations. Vehicles exiting the site in a southerly direction are likely to be hazardous to existing horse movements along the local streets. Use not in keeping with character and amenity of the locality. Access to and from the site should be directly off Pt Wakefield Road. Adequate number of similar places of worship within several kilometres of the site.
17	R H Norman <ul style="list-style-type: none"> Increased traffic will impact on existing horse operations and create hazardous situations.
18	M Norman <ul style="list-style-type: none"> Increased traffic will impact on existing horse operations and create hazardous situations.
19	M P Crosby and L H Holberton <ul style="list-style-type: none"> Increased traffic will impact on existing horse operations and create hazardous situations.

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	<ul style="list-style-type: none"> • Increased noise associated with the use. • Use not in keeping with character and amenity of the locality.
20	<p>C E Newman and S M Newman</p> <ul style="list-style-type: none"> • Increase traffic will become a hazard as there are no footpaths to walk on. • Vehicles exiting the site in a southerly direction are likely to be hazardous to existing horse movements along the local streets. • At odds with the intent of the zone.
21	<p>D J Nolan and A K Nolan</p> <ul style="list-style-type: none"> • Vehicles exiting the site in a southerly direction is likely to be hazardous to existing horses using the local streets. • No details of stables or horse waste disposal. • Clarification required on pony rides.
22	<p>V L Newman and D K Newman</p> <ul style="list-style-type: none"> • Conflict between increased traffic and horse use of roads. • Concerned whether adequate onsite carparking will be available onsite. • Concerned with increased traffic in local streets. • Concerned with increased noise.
23	<p>T D Tsetsang and C H Tran</p> <ul style="list-style-type: none"> • Proposed use is at odds with the objectives of the zone. • Will detrimentally impact on amenity of locality. • Will increase traffic and noise.
24	<p>P M Spirou and S P Spirou</p> <ul style="list-style-type: none"> • Noise associated with proposed use. • Will detract from peaceful rural feel of locality. • Associations website initially indicated major temple on site with carpark supporting up to 550 vehicles. • Increased traffic and associated concerns if proposal proceeds.
25	<p>R White</p> <ul style="list-style-type: none"> • Proposal at odds with the objectives of the Zone. • Not a community facility as it is likely to be restricted use. • The proposal lacks detail.
26	<p>P Marshall</p> <ul style="list-style-type: none"> • Proposed use is at odds with the objectives of the zone. • Will increase traffic, people and noise to the locality and create unnecessary conflicts and hazard between horses and vehicles.
27	<p>A J Zoontjens and MP Walden</p> <ul style="list-style-type: none"> • Proposal is a mosque and not a Community Centre. • Want confirmation that Community Garden is available to the general public.

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	<ul style="list-style-type: none"> • Lack of detail relating to overflow carparking, horse enclosure and use of it. • Locality not appropriate for predominantly a Place of Worship.
28	M G Billinger <ul style="list-style-type: none"> • Supports proposal.
29	M C Agius and M Agius <ul style="list-style-type: none"> • Support but concerned with increased noise.
30	J G Dougherty and W L Dougherty <ul style="list-style-type: none"> • Support but concerned with increased traffic on service road.
31	K A Gully <ul style="list-style-type: none"> • Supports other interests in locality.

Applicant's response

The applicant's response to the representations is summarised as follows. The full response can be found in attachment 4 together with additional information in the form of;

- *Updated site plan (which has been inserted in Attachment 1 to replace the original site plan);*
- *Traffic Assessment Report;*
- *Stormwater Management Plan (which has been inserted in Attachment 1 to replace the original plan)*
- *Preliminary site investigation in relation to site contamination.*

Disposal of Stormwater

Coomb, Pearson Reynolds, Consulting Engineers (CPR) were engaged to prepare a stormwater management plan for the subject land. The system has been designed to comply with the following criteria:

The management plan demonstrates that stormwater generated by the proposed development will not unreasonably impact neighbouring properties and will comply with council flow rate and water quality guidelines. The applicant has advised that it is willing to accept any Council conditions relating to stormwater.

There is no horse shelter or feed store shown on plans

The site plan has been amended to include a horse shelter, feed storage area and details of fencing surrounding the horse keeping area. The applicant is committed to ensuring that the health of the horse to be kept on the land is prioritised.

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A single horse is to be kept within the area identified on the site plan. The onsite groundskeeper will be responsible for the care and supervision of the horse. The horse stables have been designed to ensure that the horse is comfortable regardless of weather or site conditions. The stable, shelter and yard will be designed and of a size appropriate for the maintaining of a horse on the subject land

Horse manure will be regularly picked up from paddocks, bagged and composted for use on the gardens located on the subject land.

Increase in noise associated with the development.

The subject land is to be used as a community facility for community gatherings. Attendance at the subject land will include a single weekly service catering to 150 people, with only the groundskeeper and less than 30 people attending on any other day.

Larger services will occur between 10am and 2pm with the larger groups attendance spread out over a four hour period. Larger services catering for up to 250 people will be held up to six times per year. The larger services will occur between 10am and 2pm on weekends with attendance staggered over these times. In summary there will be a weekly service catering for up to 150 people and a maximum of six annual services catering for up to 250 people.

When assessing noise impacts it is important to consider that the subject land is located within a rural type area and adjacent a primary arterial road and transport route. Noise generating activities such as the use of ride on mowers, chainsaws and wood chippers are to be expected as well as noise associated with heavy vehicles using Port Wakefield Road. No large scale gatherings (over 100 people) will occur after 8pm on any day. Further no amplified music will be used at any time and generally all noise will be confined to enclosed areas.

Conflict between the proposed development and horses and increased traffic.

CIRQA traffic advisors were commissioned to undertake a review of the traffic related aspects of the proposal. The CIRQA review includes a review of the proposed use of the land and an analysis of the local road network.

CIRQA concluded that the site would generate in the order of 41 peak hour trips during a typical weekly 150 person service and up to 67 peak hour trips during special 250-person services (occurring no more than six times per year). CIRQA's report assumes 60% of traffic to the site will be from the south and 40% from the north.

CIRQA concluded that the above traffic volumes will be adequately accommodated on the adjacent roadway and are well within typical local road capacities. The volumes would have negligible impact on queues and delays currently experienced on the above roads and the associated intersections with Port Wakefield Road.

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The applicant is committed to working with the local community to ensure that there is no conflict between horses and attendees at the land. The applicant will educate attendees of the land of the horse training that occurs within the area.

The proposed development will prejudice the use of nearby land for its intended use.

The subject land has been selected as the zone and policy area promote low intensity agricultural and horse keeping uses. A key element of the proposed development is the onsite horse keeping and low scale agricultural uses. Of the total site area, approximately 5% is allocated to buildings (Prayer Hall, Library/ Museum, Dining Hall, Caretakers residence and amenities building) and approximately 51% of the site set aside for the community garden and horse keeping.

A connection with nature and agriculture form an important part of the Sikh philosophy. By locating community gardens and horse keeping in close proximity the proposed community facilities the applicant seeks to create an integrated rural oriented facility. The applicant argues that the predominant use will be the horse keeping and market garden approximately 90% of the time the site is occupied, with the remaining 8% of the time used for religious worship and Community functions.

As discussed the proposed development has been designed in a manner to ensure any offsite impacts are minimised. The attendance at the land will be staggered on weekdays with only six larger (250) people events to be held throughout the year. All roadways and parking areas will be surfaced to ensure that dust does not adversely impact neighbours

Waste disposal

All wastewater associated with the proposed development will be disposed of via a SA Water wastewater connection point located to the east of the subject land.

Boundary Construction

All structures are proposed to be located 13 metres from the rear boundary and 9.5 metres from the northern and southern boundaries. Further all building work will be screened from view by proposed landscaping the proposed development is consistent with the relevant provisions of the Development Plan.

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Not in keeping with the Rural living area

The proposed development incorporates a number of uses that would be anticipated within the Rural Living Zone Bolivar Policy Area 19 including:

- Horse keeping;
- Low scale agriculture (community gardens); and
- Low scale residential (grounds keepers residence).

The Rural Living Zone Bolivar Policy Area 19 is a suitable location for the proposed development. The proposed development is compatible with development within the locality. As stated earlier, approximately 51% of the site has been set aside for community garden and horse keeping. The community buildings will cover only about 5 % of the site and will be occupied less than 10% of the total time activity occurs on the site. (excluding caretaker activity)

Horse and pony rides

The applicant does not intend to charge a fee for pony rides at the land. The applicant has advised that members of the wider community will be welcome to attend the land and participate in the community gardens

Onsite carparking

The number of car parks proposed will cater for the maximum number of persons anticipated to attend the subject land at any time. The internal car park has been designed and reviewed by qualified traffic consultants who have confirmed that there will be no impact on the locality.

9. REFERRALS – STATUTORY

The application was referred to Department Planning Transport and Infrastructure -Traffic Safety section for comment. As vehicle access to the site was via an existing service road and no direct access onto Port Wakefield Road was proposed, DPTI (Safety and Service- Traffic Division) in principle raised no objection to the proposal.

10. REFERRALS – INTERNAL

The application was referred internally for comment to the following;

Development Engineering Section.

- Council's Development Engineer in conjunction with Council's City Infrastructure (Technical Services Division) reviewed the supporting plans and documentations (including Traffic and carparking reports by CIRQA). Subject to conditions, the proposal will comply with Council's requirements relating to stormwater management, onsite carparking and traffic movement on and off the subject land.

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Environmental Health Officer.

- Council's Senior Environmental Health Officer advised that the site currently does not have a direct SA Water Sewer connection point, however access to the infrastructure can be obtained on the eastern side of Port Wakefield Road. Connection to the sewerage system is the preferred method of waste water disposal as there will be a significant peak daily flow to cater for up to 250 people resulting from the land use activities proposed. (The applicant has advised that the site will be connected to sewer).

Economic Development and Urban Policy

- Council's Policy Planner advised there has been a significant increase in the Indian born population in Salisbury in recent years. Approximately 78% of the current (as of 2011 census) Indian born population arrived between 2006 and 2011. It is anticipated that the 2016 Census results will show a further increase due to the combination of skilled migration, family reunion and educational opportunities. It is therefore important to ensure their community and religious needs are accommodated where appropriate.
- From a strategic/policy perspective no objection is raised to the proposal. The mixed-use nature of the application, with the proposed use of a significant portion of the site for community garden/planting having regard to the land size requirements, may be appropriate in this location even though are sites with the Salisbury Council area may be more suited. Interface issues are likely to be minimal, with no additional traffic on the local road network, limited hours of operation, and reasonable setbacks from proposed buildings to adjoining properties.

City Infrastructure – Landscape Design

- Council's Senior Landscape Design Officer has advised that the proposal is well considered. The basis of the design and proposed species is considerate of the location on the Adelaide Plains. The proposal seeks to screen the new built form from adjacent properties through the use of setbacks and tree/ shrub plantings.
- As the species are small in number and those proposed for the Port Wakefield Road frontage do not have dense foliage, an alternate species of Eucalyptus leucoxydon 'Megalocarpa' as a medium size tree is recommended.
- The view of Arborcare Tree and Garden Solutions to remove the regulated tree Eucalyptus cladocalyx (Sugar Gum) due to public risk is supported.

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11. DEVELOPMENT DATA

Site Characteristics	Guideline	Proposed
Site Area		20,230m ²
Site Dimensions		Frontage: 98.68m Depth: 205.08 m
Site Gradient		Flat – Less than 1.00%
Easement		Nil
Design Characteristics	Guideline	Proposed
<i>Site Coverage</i>		
Buildings only	No maximum	1,336m ² (6.6%) (excluding verandahs)
<i>Building Height</i>		
Storeys		All buildings single storey
<i>Set-backs</i>		
Primary street	Building line	172 m approximately
Side(s)		9.34m to southern boundary 9.50m to northern boundary 13.1m to rear boundary
<i>Car Parking & Access</i>		
Number of parks	120 spaces required (rate of 10 spaces /100m ² floor area for Community Centre)	159 spaces on site – designed to Australian Standard. Carparking / traffic generating report room CIRQA (Traffic Engineer) supporting less submitted.
Driveway width	Designed for intended traffic	5.6m
Landscaping	10%	Landscaping proposed adjacent boundaries.
<i>Hours of operation and anticipated numbers</i>		Monday 9am-5pm (20 max) Tuesday 9am-5pm (20 max) Wednesday 9am-5pm (20 max) Thursday 9am-5pm (20 max) Friday 9am-5pm (20 max) Saturday 9am-5pm (20 max) Sunday 10am-2pm (150 approx)
<i>Affected Trees</i>		
Significant	Nil	
Regulated	Should be retained where appropriate	One regulated trees is affected (Sugar gum) and to be removed

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<i>Street Infrastructure</i>		
Crossover	Nil	Existing crossovers to be retained upgraded and extended.
SEP	Nil	n/a
Electricity pole	Nil	n/a
Telecommunication pit	Nil	n/a
Gas	Nil	No details provided
Water	Nil	Will be connected
Trees	Nil	No street trees affected
<i>Flooding</i>		Not prone to flooding.

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 5th May 2016 for the following reasons;

- a) The mixed use development is a merit use within the Rural Living Zone
- b) The proposed built form is single storey, modest and unassuming;
- c) The proposed development incorporates elements such as the community garden and horse keeping that would be considered appropriate within a Rural Living 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 5th May 2016, is contained in Attachment 6. The relevant provisions are also highlighted in the Attachment.

Land Use

Under the Rural Living Zone, Objective 1 states that:

A zone consisting of large allotments, detached dwellings and rural activities that do not adversely impact the amenity of the locality

Under the Rural Living Zone, Principles of Development Control, 1, 2,6, 7 and 8 state:

- 1 *The following forms of development are envisaged in the zone:*
 - *detached dwelling*
 - *domestic outbuilding in association with a detached dwelling*
 - *domestic structure*
 - *dwelling addition*
 - *farming*
 - *farm building*
 - *stable.*

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- 2 *Development listed as non-complying is generally inappropriate.*
- 6 *The keeping of animals should be ancillary to and in association with the residential use of the land.*
- 7 *The keeping of horses should only be undertaken:*
 - (a) *if the horses are accommodated within a stable or shelter with supplementary feeding to maintain pasture cover*
 - (b) *where the site is at least 4 hectares in area to maintain pasture cover and avoid soil degradation.*
- 8 *Rural activities should be of a scale and intensity that is compatible with residential development in the zone.*

The proposed development comprises a number of uses which combined or individually do not fall within the non-complying definition. As such the use is deemed to be a merit application. The Rural Living Zone encourages development in the form of large allotments supporting detached dwellings and rural activities that do not adversely impact on the amenity of the locality.

The Rural Living Zone comprises two policy areas, Policy Area 19 (Bolivar) and Policy Area 20 (Direk). The policy areas guide in strong terms the direction development should take. Both policy areas, based on their locations are uniquely different. Development within Policy Area 19 is predominantly aligned to residential development incorporating horse keeping generally associated with the Globe Derby Park trotting facility. Policy Area 20 is more aligned to residential - rural activities not affected by noise associated with the nearby Edinburgh Airbase, and is not relevant to this application.

The policy areas provide a very clear and strong guide as to what should and what should not be considered within the Zone. Whilst some proposed uses may appear appropriate from a practical and impact sense in the zone, the intent of the Zone and Policy Area 19 should be the guiding direction development takes.

The site of the proposed development is located within Policy Area 19 (Bolivar) of the Rural Living Zone.

Bolivar Policy Area 19, Objectives 1, 2 and 3 state:

- 1 *A policy area that accommodates low density residential development and stables on large allotments.*
- 2 *Residential development in association with the keeping of horses in close proximity of the South Australian Trotting Club (Globe Derby Park) facilities.*
- 3 *Development that contributes to the desired character of the policy area.*

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Bolivar Policy Area 19, Principles of Development Control 1, 2 and 3 further states

- 1 *The following forms of development are envisaged in the policy area:*
 - *detached dwellings on large allotments*
 - *domestic outbuilding in association with a detached dwelling*
 - *horse keeping*
 - *stables.*
- 2 *Development should not be undertaken unless it is consistent with the desired character for the policy area.*
- 3 *Development should be designed and sited to allow for the orderly expansion of residential development and horse keeping.*

The desired character of the policy area encompasses land set aside for persons desiring to live within detached dwellings on allotments that can accommodate stables. Uses within the Policy Area are generally linked to the Globe Derby Park trotting facility.

The proposal is clearly at odds with the above relevant objectives and Principles of Development Control. The intent of the Zone appears clear;

A zone consisting of large allotments, detached dwellings and rural activities that do not adversely impact the amenity of the locality.

Policy Area 19 in which the site is located is even more specific as to the direction development should take within the zone. The desired Character of Policy Area 19 encompasses land set aside for people desiring to live within detached dwellings on allotments that accommodate stables and horses in close proximity to the Globe Derby Park Trotting facility. It does not say "land **predominantly** set aside" so as to enable the possibility of other non-related uses to coexist within the zone. Whether vacant or not, that land should be readily available for intended users.

Principles of Development Control 2 and 3 reinforce what should be considered within the Policy Area. Development should not be undertaken unless it is consistent with the Policy's desired character. Development should be designed and sited to allow for the orderly expansion of residential development and horse keeping. The proposed development is not residential development (apart from the caretakers residence) or horse keeping (apart from the keeping of one horse on the property). The primary land use in terms of impact and visibility is a place of worship, which is not consistent with the desired character of the policy area.

The applicant has argued that the primary use will be the community garden and horse keeping whilst the main buildings will be occupied only about 8% of the time by associated activities. Whilst the community garden and horse keeping forms an integral part of the use and Sikh culture in general, so does the place of worship, dining hall and library. There is no one dominant component of the proposed use as each form an integral part of the collective reinforcing the Sikh culture. The primary use is a community facility/centre for the Sikh congregation of South Australia. Whilst containing components (horse keeping and to a less

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degree community garden) that may be viewed as appropriate within the Policy area, the overall use is not.

The applicant has argued that a similar development application was considered by His Honour Judge Costello, Commissioner Green and Commissioner Koukourou in *Australian Unitarian Druze Community Inc v Adelaide Hills Council & Anor* [2015] SAERDC 38 (4 September 2015). When assessing the suitability of the proposed use His Honour Judge Costello, Commissioner Green and Commissioner Koukourou considered alternative zones and locations for the Druze development. Ultimately a rural type zone was the most suitable location.

The argument in the above case is not however considered applicable in this situation. In the above an orchard was a substantial component of the proposal and not minor and ancillary as is the horse keeping component of this proposal. Furthermore the zoning provided leeway for other uses by using the word “predominantly” whereas there is no such leeway in objectives and Principles of Development Control within Bolivar Policy Area 19.

The desired character within Bolivar Policy Area 19 encompasses land set aside for persons desiring to live within detached dwellings on allotments that also accommodate stables. Principle 2 of the policy area states that development should not be undertaken unless it is consistent with the desired character.

Community Facilities

Under the General Section, Community Facilities, Objectives 1 and 2 state:

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

The applicant has indicated that the proposed mixed use development could be best described as a Community Centre. Community Centres should be conveniently accessible to the population they serve and where possible have a land holding suitable for future expansion.

In this particular case, the community in which the facility will serve will be predominantly the Sikh Community of South Australia. That said, the applicant has indicated that the facility will be open to the public in general. Zoning aside, the proposed facility is conveniently located off Port Wakefield Road to be accessible by road (but with limited public transport access), and the site is of a size to accommodate existing and future needs of the Sikh Community in the northern suburbs.

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Under the General Section, Community Facilities, Principles of Development Control 1, 4 and 5 further state:

1 *Community facilities should be sited and developed to be accessible by pedestrians, cyclists and public and community transport.*

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

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

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

As the Community Centre is proposed to service the Sikh Community, predominantly from northern Adelaide, it could be argued that it will be more a regional facility than local. Given the location, patrons using the facility are likely to use passenger vehicles as Globe Derby Park and Port Wakefield Road in the vicinity of the site are not serviced by public transport.

The proposed facility comprises three main buildings, each designed to be flexible and adaptable. The site itself will support a number of uses for the benefit of the community.

An important component of the proposed development is the Prayer Hall. The proposed facility is intended to accommodate up to 150 worshippers most weeks with possibly up to 250 worshippers for major events up to 6 times a year. A place of worship of this size is deemed medium, a Neighborhood sized facility under Principle of Development Control 4. The Development Plan acknowledges medium sized Places of Worship within residential areas which are encouraged on major collector roads to minimise congestion or traffic conflicts with local streets. The Residential Zone objectives and Principles of Development Control also appear more flexible in supporting a variety of non-residential uses.

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The Rural Living Zone (Bolivar Policy Area 19) supports and encourages residential development comprising detached dwellings on larger allotments not normally envisaged within a traditional residential area so as to accommodate horse keeping associated with the Globe Derby trotting facility. The Bolivar Policy Area 19 objectives and Principles of Development Control are not as flexible and welcoming of non envisaged uses, even though those uses, such as the proposed Sikh Community Centre/ Facility may have an acceptable impact on the immediate and general locality.

Whilst a Community Centre / Facility incorporating a worship component in general is not a non-complying form of development within the Policy Area, the character of the area and the intent of the character statement and associated objectives and principles of development control are such that uses of this type are clearly not envisaged or considered appropriate even though they may have minimal or no impact on the immediate or broader locality. The proposal represents a significant departure from the characteristic features of the locality and if approved could open up opportunities for more widespread non related uses that may over time significantly change the desired character of the locality.

Appearance of buildings

Under the General Section, Design and Appearance, Objective 1 states:

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

Under the General Section, Design and Appearance, Principles of Development Control, 1, 2, 3, 11, 12 and 13 state:

- 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.*
- 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.*
- 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.*

The proposal generally achieves the requirements of the above Principles of Development Control. Whilst not residential and modest in appearance and form, the proposed buildings are single storey and in a form and scale that is sympathetic to existing development in the immediate locality on the west side of Port Wakefield Road.

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The buildings are sited to the rear of the site reducing the non “residential” appearance of the buildings from the service road. Building setbacks to the side and rear boundaries are generous. The three main buildings proposed will be linked by verandahs and covered walkways. Each building will face east to the proposed carpark to enhance the pedestrian environment.

The applicant has not provided any details relating to the storage of waste on site. That said adequate space exists on site for a screened enclosure.

Building Setbacks

Under the General Section, Design and Appearance, (Building Setbacks and Rear Boundaries) Principle of Development Control 17 states:

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.*

The proposal achieves the above requirements of the Development Plan. The proposed buildings (excluding stables) will be setback 172 metres from the service road property boundary. Proposed buildings will be located no less than 9.3 metres to side boundaries and 13.1 metres to the rear. Landscaping is proposed between the buildings and side and rear property boundaries.

Noise

Under the General Section, Interface between Land Uses, Principle of Development Control 1 and 6 state:

- 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.*
- 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.*

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The proposed Community facility incorporates a place of worship and gatherings dining/meeting hall for the Sikh community. The applicant has indicated that no music, either amplified or live will be played on the subject property. Should the proposal be supported by CAP, the control of music could be conditioned.

It is not envisaged that the day to day operations of the community garden or horse /riding activities on the site will generate noise that could be viewed as detrimental to the locality given the background noise currently experienced from traffic on Port Wakefield Road is substantial and continuous.

If the proposal is supported by the Council Assessment Panel, noise attenuation measures to the buildings where music and/or singing is likely should be considered in order to reduce any impact noise emanating from the building(s) may have on the amenity of adjoining properties.

The applicant has indicated that the Sikh Community envisage up to six gatherings a year where the numbers will reach 250 patrons. It is not clear whether these activities are indoor or outdoor. If outdoor, should the use be approved, controls on amplified or live music and other noise should be put in place to ensure the amenity of adjoining and nearby property owners and occupiers, and their animals, are not detrimentally affected.

Vehicle Access

Under the General Section, Transportation and Access, Objective 2, states:

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.*

Under the General Section, Transportation and Access, Principles of Development Control 8, 13, 22 and 23 state:

- 8 *Development should provide safe and convenient access for all anticipated modes of transport including cycling, walking, public and community transport, and motor vehicles.*
- 13 *Development should make sufficient provision on site for the loading, unloading and turning of all traffic likely to be generated.*
- 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.*

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The proposal achieves the requirements of the above Principles of Development Control.

Access to the site is readily available off Port Wakefield Road onto the service road from both north and south directions for emergency services, public and commercial vehicles and makes best use of the highly traffic Port Wakefield Road whilst not on it. Access to the site will be off an all-weather road and in the main avoids unreasonable interference with the flow of traffic on adjoining streets.

The proposal will provide safe and convenient access to the site for most anticipated modes of transport. Given the location, adjacent the highly trafficked Port Wakefield Road, it is highly unlikely the site will be regularly accessed by walkers and/or cyclists.

Representors have raised concerns with regards adverse impacts traffic associated with the use will have on the amenity and horse operations on adjoining and nearby property owners and users.

CIRQA Traffic consultants on behalf of the applicants have reviewed the proposal and supporting information and carried surveys in streets within the Globe Derby Park likely to be affected by vehicle traffic created by the proposal.

CIRQA's results concluded that during key times likely to be associated with vehicle movements to/from the proposed facility, there was a low level of horse related movements (primary concern of representors) on the adjacent road network and this was more crossing of roads than riding along them. Primary vehicle movements to the site were via the service road off Port Wakefield road and affected only a handful of properties. Whilst vehicles exiting the site in a southerly direction were required to travel along both Daniel Avenue and Trotters Drive to the Globe Derby Drive signalised intersection, the volume of vehicles were low and easily supported by the existing road network.

Council's traffic section has reviewed the plans and supporting documentation including the CIRQA report dated 8th May. Council's traffic section concurs with the findings.

Carparking

Under the General Section, Design and Appearance, Principles of Development Control 32, 33, 37, 38 and 40 state:

- 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.*

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- 33 *Development should be consistent with Australian **Standard AS 2890** Parking facilities.*
 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.*
 40 *Parking areas should be line-marked to indicate parking bays, movement aisles and direction of traffic flow.*

The carpark and driveway areas as shown on the site plan prepared by Iconstruct differ to the plans in the report prepared by CIRQA dated 8th May 2017. As CIRQA are qualified traffic Engineers, the information in this report has been used for the assessment. Based on the carpark layout within the plans, the number of carparks proposed onsite is 159, 117 spaces within the main carpark and 42 parallel parks. The CIRQA report in the discussion indicates 160 onsite spaces will be provided. The plans associated with the report identify only 159 spaces.

The proposed development achieves in the main, the requirements of the above Principles of Development Control. Based on the use and the maximum number of patrons intended to attend the site, 120 spaces are required. The proposal will provide for up to 159 spaces on the site.

The applicant's traffic consultant (CIRQA) has indicated that the driveway and carparking areas have been designed in accordance with the "Australian/New Zealand Standard for Parking Facilities – Part 1: Off-street carparking" (AS/NZS 2890.1:2004) and Australian/New Zealand standard for parking facilities – Part 6: Off street parking for people with disabilities (AS/NZS 2890.6:2009).

Pedestrian paths have also been provided adjacent the northern and southern boundaries of the subject site. These 1.5 m wide paths provide connections to the Port Wakefield Road Service Road as well as access to the facility for drivers parked within the driveway. Within the primary parking area, shared areas have been installed to provide a pedestrian connection between the buildings and proposed horse keeping / community garden / playground.

The report does not identify or delineate a pedestrian link/crossing over the driveway from the carpark to the Prayer Hall and other buildings. This could be conditioned should the proposal be supported by CAP.

Access for People with Disabilities

Under the General Section, Transportation and Access, Principles of Development Control 30 states:

Development should be sited and designed to provide convenient access for people with a disability.

Adequate onsite carparking will be provided for people with a disability. Those carparking spaces will be located at the closest point to the main buildings given the parking layout proposed and separation of parking and buildings by the circulation aisle.

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Landscaping

Under the General Section, Landscaping, Fences and Walls, Objectives 1 states:

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

Under the General Section, Landscaping, Fences and Walls, Principle of Development Control 1 states:

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.*

The applicant proposes landscaping adjacent all property boundaries. It would appear from the plan that over 10% of the site (generally required for non-residential development) will be set aside for landscaping. Details of landscaping are minimal. As stated earlier in this report, Council's Senior Landscape Design Officer has considered the plan and advised that the proposal is well considered and has merit. The basis of the design and proposed species is considerate of the location on the Adelaide Plains. The proposal seeks to screen the new built form from adjacent properties through the use of tree/ shrub plantings.

Should the proposal be supported, a reserved matter requiring a more detailed landscaping plan which includes Eucalyptus leucoxylon 'Megalocarpa' as a medium tree is required.

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Stormwater Management

Under the General Section, Natural Resources, Objective 5 states:

Development consistent with the principles of water sensitive design.

Under the General Section, Natural Resources, Principles of Development Control, 9, 10, 11 and 12 state:

- 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*

The applicant has submitted a stormwater management plan, prepared by Combe Pearson Reynolds, Consulting Engineers (CPR) for the subject property. The plan has been designed to comply with the following criteria;

- Piped underground systems for 1 in 10 year event; and
- Overland flow for the 1 in 100 year event.

Roof stormwater has also been designed to be captured and stored in detention tanks from where it will be controlled into existing swales on Port Wakefield Road. The applicant has indicated that treatment of stormwater runoff from carparking areas will be either through Water Sensitive Urban design methods involving swales or by way of an underground pollutant trap. Council's Development Engineer has reviewed than plan, deemed it adequate and indicated conditional support.

Effluent disposal

Under the General Section, Waste, Principles of Development Control 10 states:

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 applicant has indicated that site will be connected to SA Water's Waste water /sewerage system on the east side of Port Wakefield Road.

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Flooding

Under the General Section, Hazzard (Flooding), Objective 4 states:

Development located and designed to minimise the risks to safety and property from flooding.

Under the General Section, Hazzard (Flooding), Principles of Development Control 4 and 5 states;

- 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.*

Council's Development Engineer has reviewed the plans and supporting information and advised that the site based on the details provided will achieve the requirements of the above Principles of Development Control . The site is not prone to flooding.

Site Contamination

Under the General Section, Hazard (Site contamination), Principle of Development Control 22 states:

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.

The applicant engaged Agon Environmental to carry out a preliminary site investigation on 701-709 Port Wakefield Road, Globe Derby Park to determine if the site was suitable for the intended use.

The objectives of the report was to;

- Identify potentially contaminating activities (PCAs) which may have occurred on the site; and
- Provide a preliminary assessment of risks to human health and the environment associated with any contamination which may have been caused by the identified PCAs on the site.

The investigation revealed that the site historically had been used up to the 1960s for farming and from 1970 for the trotting of horses. The report identified potentially contaminating historical land uses on the site however based on the site observations and consideration of the site history information, Agon considered the potential contamination risk as low. Agon concluded that the site did not pose any significant risk to human health or to the environment that would preclude its use as proposed.

ITEM 5.1.1

Animal Keeping

Under the General Section, Animal Keeping ,Objectives 1 and 2 state:

- 1 Animals not kept at a density beyond the carrying capacity of the land or water.*
- 2 Animal keeping development sited and designed to avoid adverse effects on surrounding development.*

Under the General Section, Animal Keeping, Principles of Development Control 1 and 4 states;

- 1 Animal keeping and associated activities should not create adverse impacts on the environment or the amenity of the locality.*
- 4 A concrete drainage apron should be provided along the front of stables directing water from wash-down areas onto a suitably vegetated area that can absorb all the water, or into a constructed drainage pit.*

The applicant proposes to house a horse on the subject land for the benefit of the community. A shelter, feed storage area and compound within a fenced horse keeping area is also proposed. (refer site plan)

The applicant has indicated that the stable/shelter and yard will be of a size, large enough for a horse to roll, lie down and move around. The height of the stable/shelter will be at least 60 cm (2 ft) above poll (back of the head) of the horse when standing alert. The horse will always be able to access both the yard and stable/shelter. No details (materials to be used) of the structure has been provided.

The dedicated exercise yard is to have a total area of 80 square metres and will be located next to the stables. The yard will be surfaced with a 10 cm layer of compacted rubble or dolomite topped with 15 cm of a suitable topping, such as sand, shell grit or sand woodchip mix and with a minimum slope of 1/30 to provide both a good surface and suitable drainage.

The 'horse keeping' area as identified on the plans which incorporates the stable, exercise will also be used as an exercise and grazing area for the horse.

The applicant has indicated that the horse manure will be regularly picked up from paddocks, bagged and composted for use on the gardens located on the subject land. Manure will be removed daily from stables, yards and the exercise area and stored in an area protected from rain and surface run-off. This will ensure that no manure or nutrient-rich liquid drains into a watercourse.

The applicant has indicated a commitment to ensuring that the health of the horse to be kept on the land is prioritised.

The onsite groundskeeper will be responsible for the care and supervision of the horse. The horse stables have been designed to ensure that the horse is comfortable regardless of weather or site conditions.

ITEM 5.1.1

The proposed horse keeping activity on the land will or is capable of complying with the above relevant provisions of the Development Plan. The materials and finishes of the stable can be conditioned to be in accordance with Principle of Development Control 9(a) and (b) as can a concrete drainage apron provided along the front of stables directing water from wash-down areas onto a suitably vegetated area that can absorb all the water, or into a constructed drainage pit as required in Principle of Development Control 4.

Regulated Trees

Under the General Section, Regulated Trees, Objectives 1 and 2 state:

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

Under the General Section, Regulated Trees, Principles of Development Control 1 and 2 state:

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

The applicant proposes to remove a regulated tree (Sugar Gum) adjacent the southern property boundary. A report has been submitted by Arbocare Tree and Garden Solutions on behalf of the applicant justifying removal of the tree. The location of the Regulated Tree to be removed, Tree 5 (Eucalyptus cladocalyx- Sugar Gum) have been identified in Image 1 of the report.

The Sugar Gum measures 2.92m circumferences as measured a metre above natural ground level. The tree has poor form and structure and is only average health. The arborist has identified major decay in the base compromising the structure. The main central trunk is dying out with epicormic growth now dominating the structure. Numerous recent major secondary trunk and ordered branch failures exist within the canopy. The arborist is of the view that the tree poses a risk and should be removed.

ITEM 5.1.1

The proposed Sugar Gum is not a notable and does not significantly contribute to the visual amenity of the locality. The sugar gum is indigenous to the West Coast and not the Globe Derby Area. The tree is also not an endangered species nor in this case an important habitat for native fauna. The tree if retained, given its poor structure and average health, will represent a safety risk to people using the site.

Land Use Conflict

Under the General Section, Interface between Land Uses, Objectives 1, 2 and 3 state:

- 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.*

It could be argued that the proposal has been designed to achieve the requirements of objectives 1 and 2. The adverse impact of the use on this site is viewed as minimal and more related to the possible conflict between vehicles and sulky drivers using the local road system to and from the local trotting track. Of the 30 representations received, only five against the proposal were from property owners and /or users within 300 metres of the site. Of the three adjoining representors, only one raised concerns with the actual land use.

The more significant objective is 3, protecting desired land uses from encroachment of incompatible development. It could be argued that the proposed use is not so different in nature that it could not co-exist with existing uses within the locality. Whilst the proposed development is for a Community Centre, it does incorporate a community garden and horse enclosure and stables, although not linked to trotting. The facility whilst having an overall floor area exceeding 1200m² which is reasonable in size, will only support a weekly congregation of up to 150 people and some 250 people for major events up to six times a year. Adequate onsite carparking will be available on site and vehicle movements to and from the site have been viewed as not excessive and not likely to pose an unacceptable risk to public safety. That said, the proposal development will still be at odds with Policy Area 19's intended direction for development within the Zone and existing character in general.

Under the General Section, Interface between land Uses, Principle of Development Control 2 and 6 state:

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

It has been argued earlier in the report that the proposal will not have a detrimental impact on existing or future potential uses desired in the locality by way of noise or traffic. The proposed Community Centre during major events is not likely to generate detrimental levels of noise given the background noise generated by traffic on Port Wakefield road is extremely high and does have a detrimental impact from a noise point of view in this location. Although not confirmed, functions are likely to be within the proposed buildings.

ITEM 5.1.1

13. CONCLUSION

The applicant seeks Development Plan consent for a mixed use development (Community Facility) comprising a prayer hall, dining hall and library / museum, community garden, horse keeping with associated facilities including playground, carpark, caretaker's residence and the removal of a regulated tree (Sugar Gum).

The application was assessed as a Category 3 requiring public notification. 31 representations were received, 27 in opposition to the proposal. The representor's principal concerns related to the inappropriateness of the use within the policy area and traffic movement through the adjacent local streets.

This report has provided a detailed assessment of the application against the relevant provisions of the Salisbury Development Plan. The assessment found that whilst the mixed use development proposed could co-exist with uses within the locality given that it is not likely to have a detriment impact on the amenity or ongoing horse related activities and operations of occupiers within the locality, the application should be refused as the Rural Living Zone (Bolivar Policy Area 19) is clear in its intent for existing and future development within the policy area.

The desired character for the policy area encompasses land set aside for people living within detached dwellings on allotments accommodating stables, generally associated with the Globe Derby Trotting facility. The relevant principles and objectives reinforce this view and provide no leeway by using the term "predominantly" for other uses other than those envisaged, as is often the case in other zone principles and objectives. This reinforces the primary of the intent of the desired character of the policy area.

A decision whether to grant approval or not should have due regard to all the provisions of the Development Plan and in particular the extent to which the proposal fits with the desired character of the locality. The characteristics of the locality should be afforded substantial weight when assessing the compatibility of the proposed development within its context.

A core aspect of the rural living policy is in the distinction and direction of the policy areas. Each policy area contains a different character statement, Objectives and Principles of Development Control. Bolivar Policy Area 19 that applies to this application sets out a clear direction development should take and is absent of any wording that contemplates any variation to the envisaged land uses. It would appear the wording was intended to limit discretion on nonconforming developments.

The question should be asked whether the departure of the proposed use (Community Facility) from what is envisaged in the character statement and relevant Objectives and Principles of Development Control will affect or make a difference in any material way on the expressed purpose of the Policy Area. Development within the Policy Area should be designed and sited to allow for the orderly expansion of residential development and horse keeping and should not be undertaken unless it is consistent with the desired character statement.

ITEM 5.1.1

The established character is low density residential development comprising detached dwellings on large allotments the majority containing stables with horse activities predominantly associated with trotting and the Globe Derby trotting facility. The character is well established and dates back to the initial creation of the zone when the Globe Derby Park trotting facility was established. As stated earlier in this report, approval of a use in this zone other than what is envisaged will represent a significant departure from the characteristic features of the locality and possibly open up opportunities for more development to occur that is not related to the primary intent of the Policy area, which in time is likely to change the intended desired character.

The departure in this case is considered substantial and unjustified in the circumstances.

To approve the use would be acting in a manner that would not be consistent with achieving the desired goals expressed for the Bolivar Policy Area 19.

Accordingly, it is recommended that Development Plan Consent be refused.

14. STAFF RECOMMENDATION

That the Council Assessment Panel resolve that:

- A. The proposed development is not considered to be seriously at variance with the Salisbury Development Plan – Consolidated.
- B. That Development Application No 361/1144/2016/3B for a Mixed use development comprising Prayer Hall, Dining Hall and Library/Museum with associated facilities, including playground, carpark, caretakers residence, community garden and horse enclosure, and the removal of a regulated tree. at 701-709 Port Wakefield Road, Globe Derby Park is not considered to be seriously at variance with the Objectives and Principles of the City of Salisbury Development Plan – Consolidated 5 May 2016 but is **REFUSED** Development Plan Consent for the following reasons:

The proposed development is not in keeping with the desired character of the locality and is at variance with the following Objectives and Principles of Development Control of the Salisbury Council Development Plan consolidated 5th May 2016:

General Section

Interface between Land Uses

Objective 3 - Protect desired land uses from the encroachment of incompatible development

ITEM 5.1.1

Rural Living Zone

Objective 1- A zone consisting of large allotments, detached dwellings and rural activities that do not adversely impact the amenity of the locality.

Bolivar Policy Area 19

Objectives 1 - A policy area that accommodates low density residential development and stables on large allotments.

Objective 2 - Residential development in association with the keeping of horses in close proximity of the South Australian Trotting Club (Globe Derby Park) facilities.

Objective 3 - Development that contributes to the desired character of the policy area.

Principle of Development Control 1 - The following forms of development are envisaged in the policy area:

- detached dwellings on large allotments
- domestic outbuilding in association with a detached dwelling
- horse keeping
- stables.

Principle of Development Control 2 -Development should not be undertaken unless it is consistent with the desired character for the policy area.

Principle of Development Control 3- Development should be designed and sited to allow for the orderly expansion of residential development and horse keeping.

CO-ORDINATION

Officer: GMCiD MDS
Date: 11.10.17 9.10.17

ATTACHMENTS

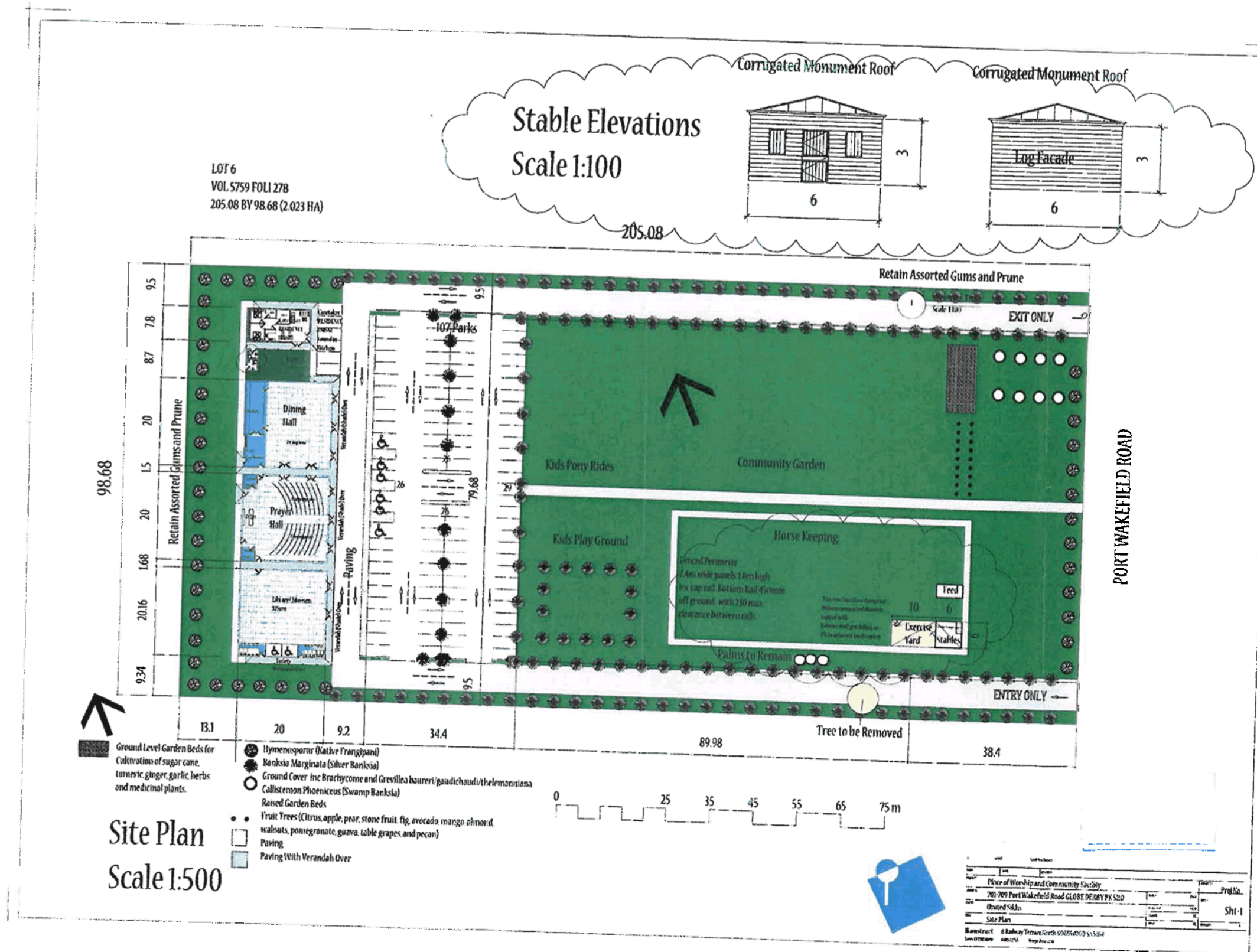
This document should be read in conjunction with the following attachments:

1. Proposal Plans
2. Application and Supporting Documentation
3. Notice of category 3 Application, List of Representors and Representations
4. Applicant's Response to Representations
5. Relevant Development Plan Exrtacts and Location Maps, Consolidated 5 May 2016

Attachment 1
Proposal Plans

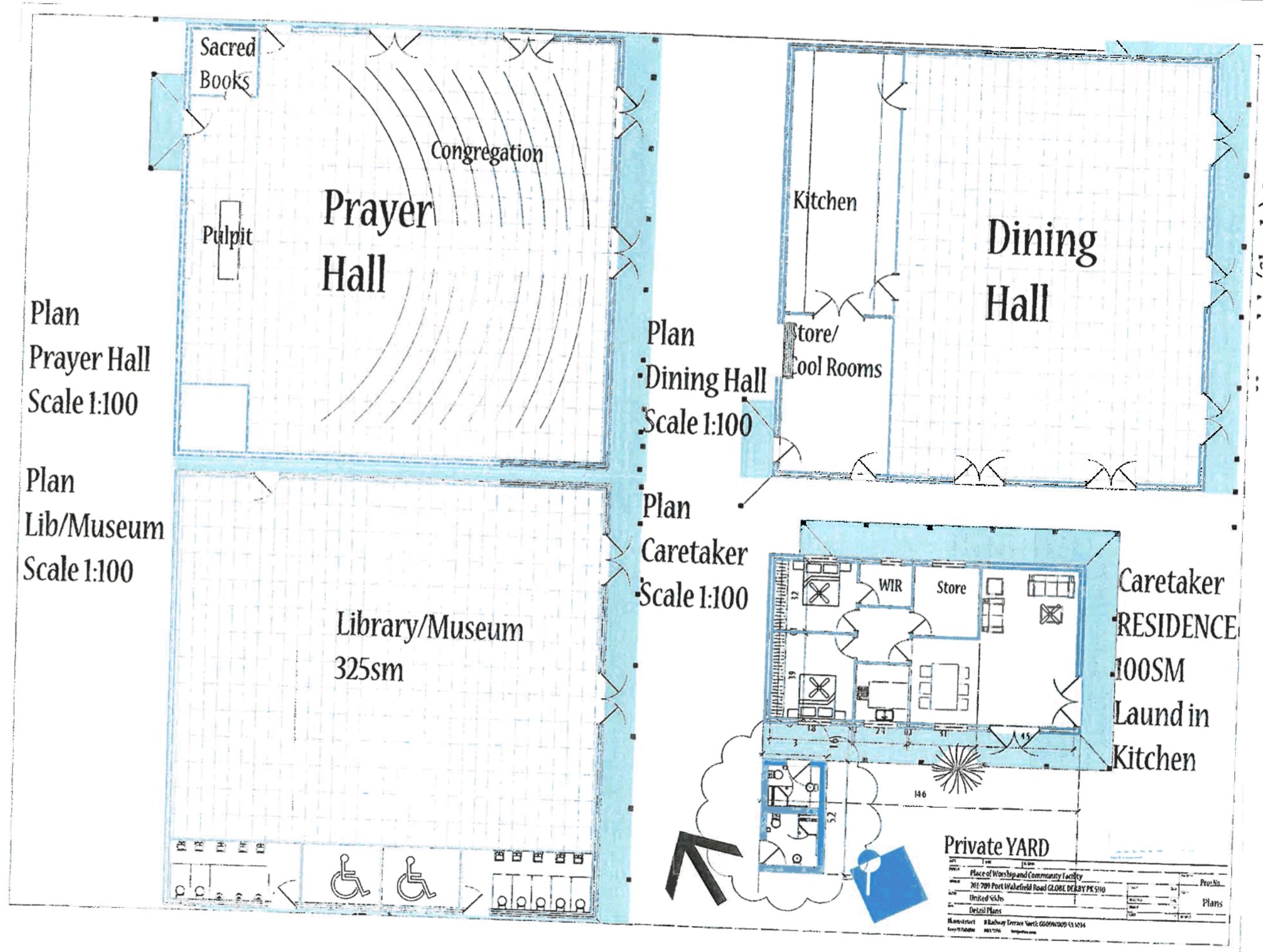
Item 5.1.1 - Attachment 1 - Proposal Plans

Item 5.1.2 - Attachment 1 - Copy of Agenda Item - 24 October 2017



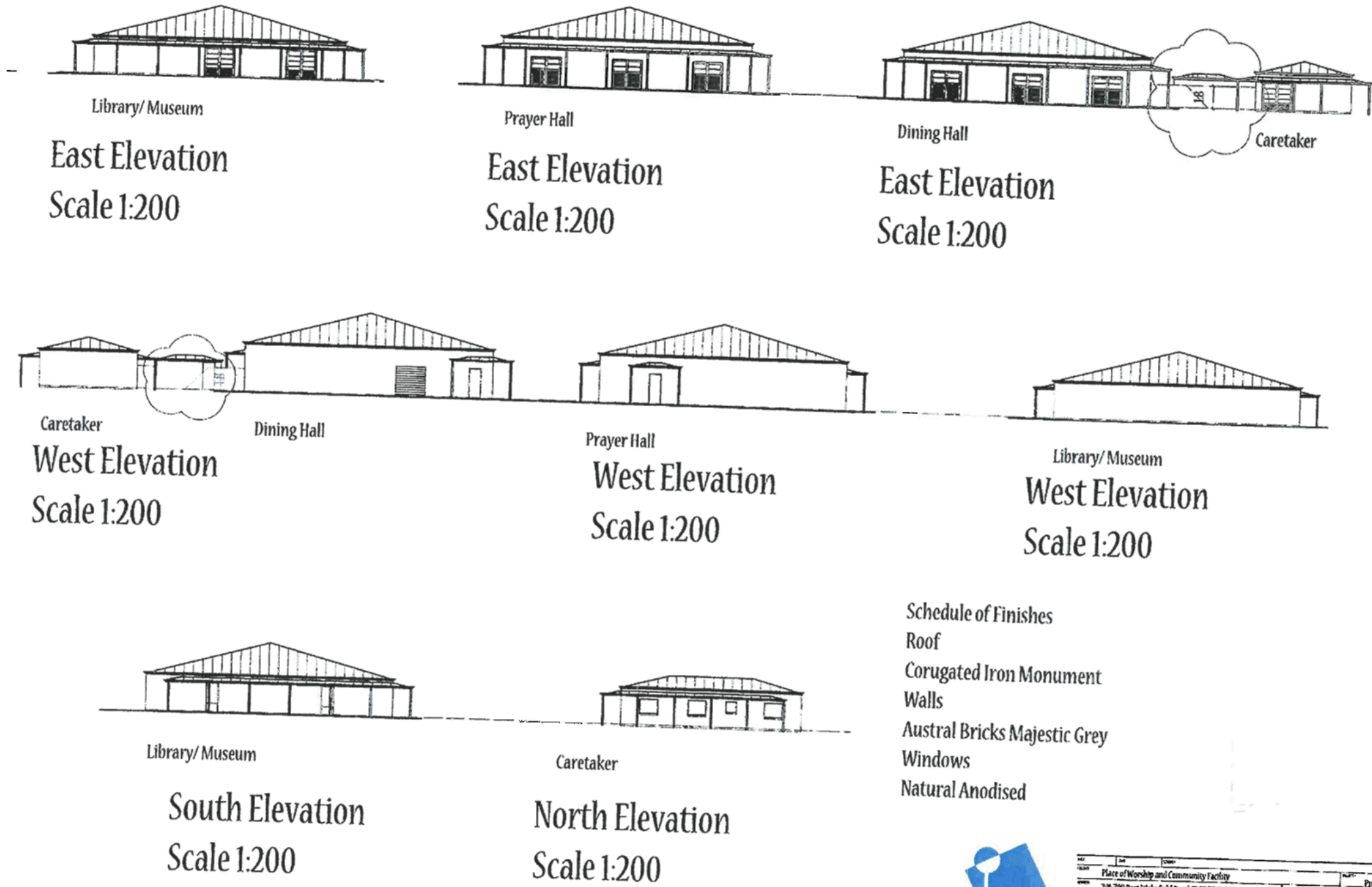
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Item 5.1.2 - Attachment 1 - Copy of Agenda Item - 24 October 2017



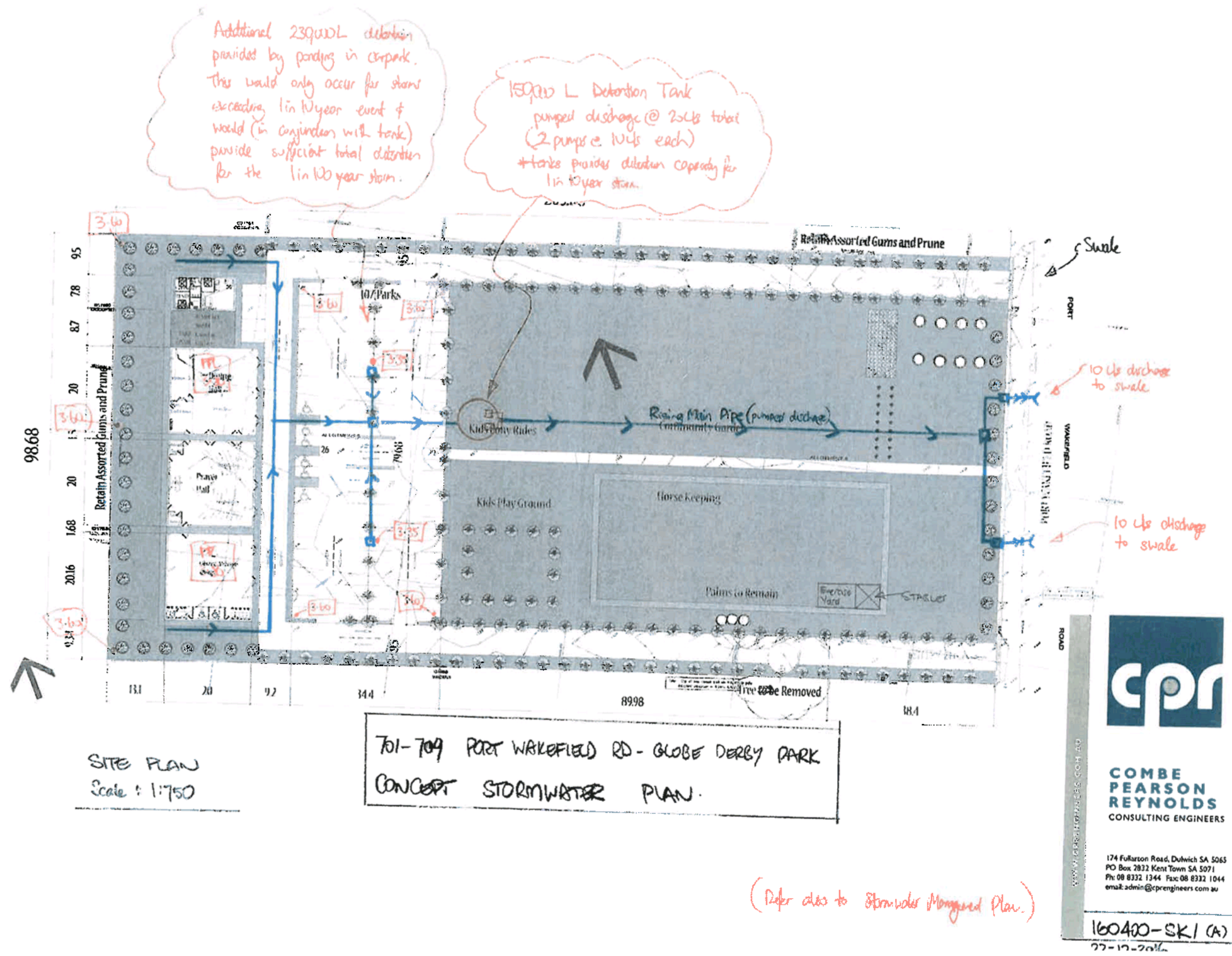
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Item 5.1.1 - Attachment 1 - Proposal Plans

Item 5.1.2 - Attachment 1 - Copy of Agenda Item - 24 October 2017



Item 5.1.1 - Attachment 1 - Proposal Plans

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5.1.1 Application and Supporting Documentation

Attachment 2
Application and Supporting Documentation

Item 5.1.1 - Attachment 2 - Application and Supporting Documentation

Item 5.1.2 - Attachment 1 - Copy of Agenda Item - 24 October 2017



**CITY OF SALISBURY
DEVELOPMENT APPLICATION FORM**

361/ 1144 /2016/ 3B

Please use BLOCK LETTERS and Black or Blue Ink

APPLICANT NAME: Town Planning Advisors		
POSTAL ADDRESS: PO Box 9061 Henley Beach SA 5022		
OWNER NAME: (This must be completed) United Sikhs of SA Inc		<input type="checkbox"/> as above
OWNER POSTAL ADDRESS: PO BOX 61 Kilkenny SA 5009		<input type="checkbox"/> as above
OWNER PHONE NO:	OWNER FAX NO:	OWNER EMAIL:
CONTACT PERSON FOR FURTHER INFORMATION <input type="checkbox"/> as above		
NAME: Bill Stefanopoulos		TELEPHONE (W): 08 7070 7496 (H): 0478 509 777
EMAIL: bill@townplanningadvisors.com.au		FAX:
BUILDER NAME: TBA		BUILDERS EMAIL:
BUILDER POSTAL ADDRESS:		CONTACT NO.: LICENCE NO.:
CURRENT USE OF PROPERTY: Vacant		
DESCRIPTION OF PROPOSAL: Fixed development comprising a community facility, together with associated facilities including playground, carpark, caretakers residence and community garden		DEVELOPMENT COST \$1,000,000
LOCATION OF PROPOSAL		
Street No: 701-709	Street: Port Wakefield Road	Suburb: Globe Derby Park
Lot No: 8	Section: 6	Plan: 7060
		Volume: 5759
		Folio: 278
OFFICE USE ONLY		
Registration Date: 14 / 6 / 2016		Zone: RUL
		Ward: West
BUILDING RULES CLASSIFICATION		
Classification sought:		
If Class 5, 6, 7, or 8 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:		DATE: 09 / 06 / 16

5.1.1 Application and Supporting Documentation

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 Bill Stefanopoulos
Address PO BOX 9061 HENLEY BEACH SOUTH SA 5022
Phone No 08 7070 7496 (Mobile) 0478 509 777

DATE OF APPLICATION 09 / 06 / 2016

LOCATION OF PROPOSED DEVELOPMENT

House No 701-709 Lot No 8 Street Port Wakefield Road
Town/Suburb Globe Derby Park
Section No (full/part) _____ Hundred _____
Volume 5759 Folio 278

NATURE OF PROPOSED DEVELOPMENT

Mixed development comprising a community facility, together with
-associated facilities including playground, carpark, caretakers
residence, community garden and horse keeping

I (insert full name) Bill Stefanopoulos

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 09 / 06 / 2016

PLEASE NOTE THAT THE FORM CONTINUES OVER

Item 5.1.1 - Attachment 2 - Application and Supporting Documentation

Item 5.1.2 - Attachment 1 - Copy of Agenda Item - 24 October 2017

DEVELOPMENT REGULATIONS 2003**DECLARATION OF APPLICANT (continued) ...
(BUILDING SAFELY NEAR POWERLINES)
(Pursuant to clause 2A(1) of Schedule 5)****Note 1**

This declaration is only relevant to those development applications seeking authorisation for a form of development that involves the construction of a building (there is a definition of 'building' contained in Section 4 (1) of the *Development Act 1993*), other than where the development is limited to -

- a) an internal alteration of a building; or
- b) an alteration to the walls of a building but not so as to alter the shape of the building.

Note 2

The requirements of section 86 of the *Electricity Act 1996* do not apply in relation to:

- a) fence that is less than 2.0 m in height; or
- b) a service line installed specifically to supply electricity to the building or structure by the operator of the transmission or distribution network from which the electricity is being supplied

Note 3

Section 86 of the *Electricity Act 1996* refers to the erection of buildings in proximity to powerlines. The regulations under this Act prescribe minimum safe clearance distances that must be complied with.

Note 4

The majority of applications will not have any powerline issues, as normal residential setbacks often cause the building to comply with the prescribed powerline clearance distances. Buildings/renovations located far away from powerlines, for example towards the back of properties, will usually also comply.

Particular care needs to be taken where high voltage powerlines exist; where the development:

- Is on a major road;
- Commercial / industrial in nature; or
- Built to the property boundary.

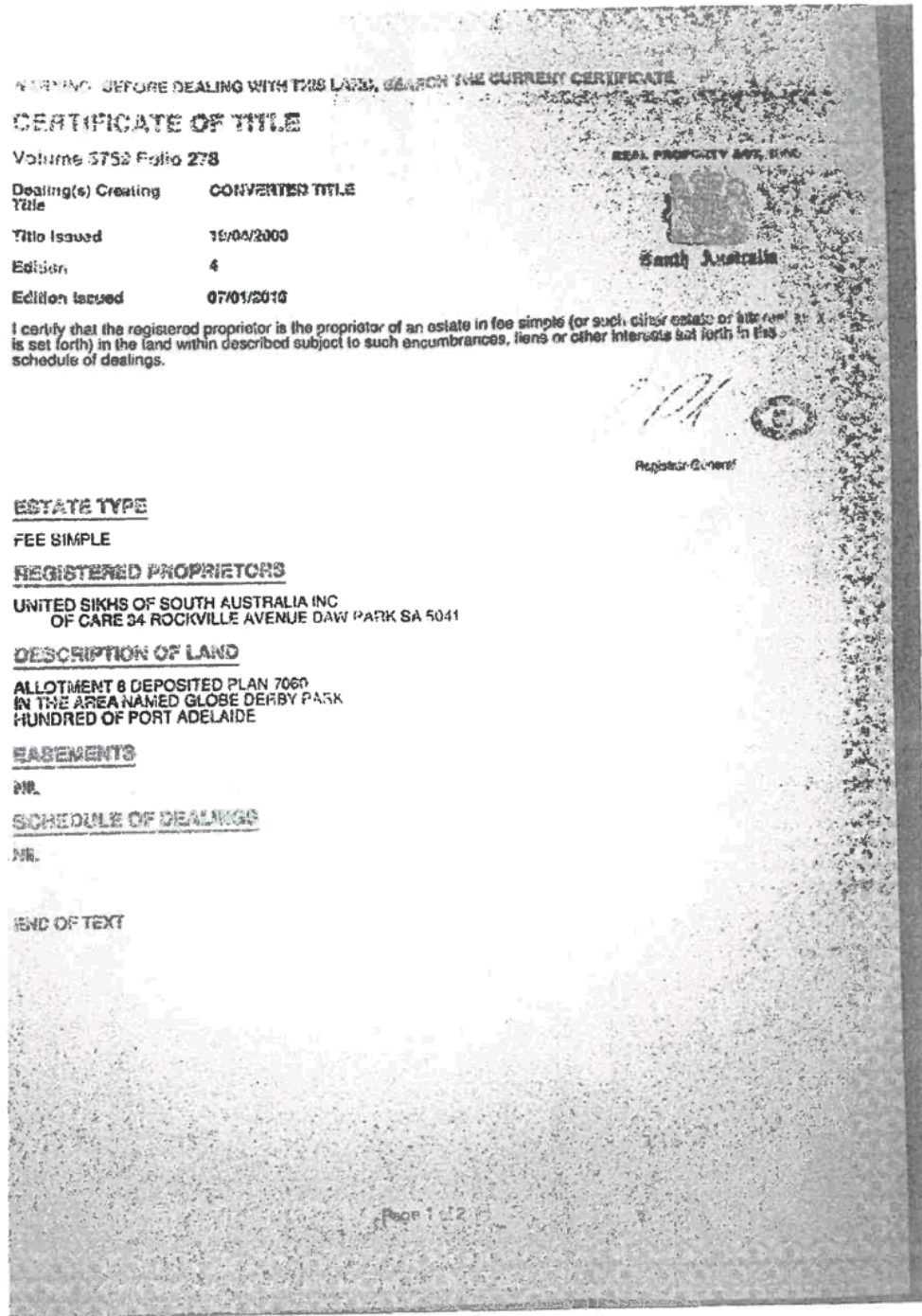
Note 5

Information brochures 'Powerline Clearance Declaration Guide' and 'Building Safely Near Powerlines' have been prepared by the Technical Regulator to assist applicants and other interested persons. Copies of these brochures are available from council and the Office of the Technical Regulator. The brochures and other relevant information can also be found at www.technicalregulator.sa.gov.au.

Note 6

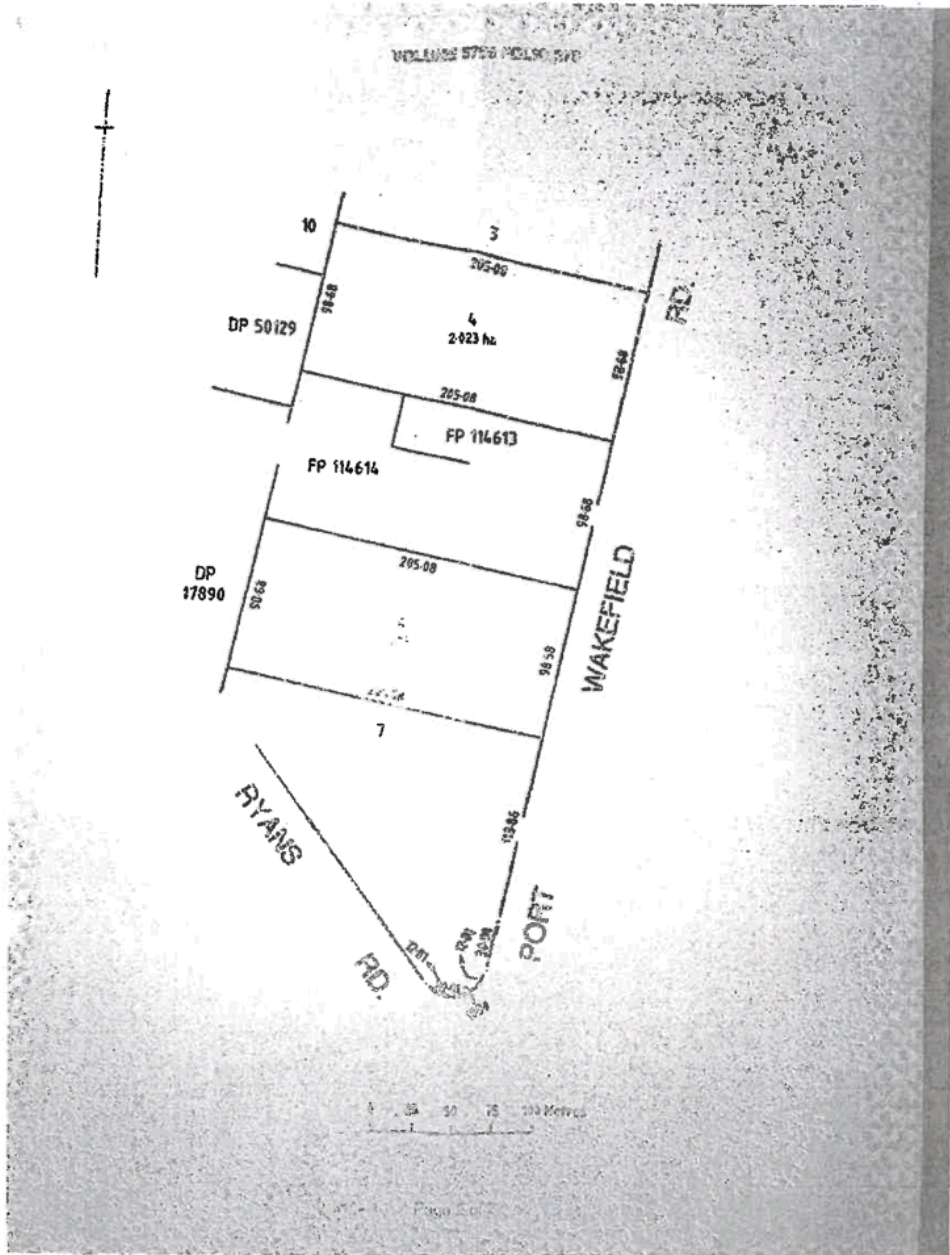
In cases where applicants have obtained a written approval from the Technical Regulator to build the development specified above in its current form within the prescribed clearance distances, the applicant is able to sign the form.

5.1.1 Application and Supporting Documentation



Item 5.1.1 - Attachment 2 - Application and Supporting Documentation

Item 5.1.2 - Attachment 1 - Copy of Agenda Item - 24 October 2017



5.1.1 Application and Supporting Documentation



PO BOX 9061 HENLEY BEACH SOUTH SA 5022
Phone: 08 7070 7496 | Mobile: 0478 509 777
Email: bill@townplanningadvisors.com.au
Website: www.townplanningadvisors.com.au

27 June 2016

George Pantelos
City of Salisbury
PO Box 8
SALISBURY SA 5108

Dear George,

Mixed development comprising a community facility and place of worship together with associated facilities including playground, carpark, caretakers residence, community garden and horse keeping

1. Introduction

Town Planning Advisors have been engaged by, the owners of number 701 to 709 Port Wakefield Road Globe Derby Park, to provide a Development Report to accompany a Development Application. The applicant proposes to construct a mixed development comprising a community facility and place of worship, together with associated facilities including a playground, carpark, caretakers residence, community garden and horse keeping. The following report is provided in support of this application.

2. Subject Land & Locality

The subject land is known as 701 to 709 Port Wakefield Road Globe Derby Park and comprises a single allotment. The site is formally described in Certificate of Title Volume 6029 Folio 841 as Allotment 6 within Deposited Plan 7060 within the Hundred of Yatala. A copy of the Certificate of Title is included as Attachment A. The land is rectangular and has a 98.68 metre frontage to Port Wakefield Road, and a depth of 205 metres. The subject land has a total area of approximately 20,229 square metres.

The land is currently vacant and covered with sparse vegetation and grasses with a single mature gum and a single mature palm located close to the southern boundary. The land is fenced from Port Wakefield Road by a chain mesh fence with access via gates supported by brick pillars.

Item 5.1.1 - Attachment 2 - Application and Supporting Documentation

Item 5.1.2 - Attachment 1 - Copy of Agenda Item - 24 October 2017

Adjoining the subject land to the south is a vacant allotment of a similar area to the subject land. The allotment to the south houses a significant piece of electricity transmission infrastructure.

The locality is dominated by Port Wakefield Road, a primary arterial road which carries substantial vehicle traffic including heavy vehicles. The western side of Port Wakefield Road is characterised by rural living type land uses, dwellings and orchards. The diverse mix of uses gives the locality a semi-rural/industrial character.

3. Proposed Development

The development application before you proposes to construct a mixed development comprising a community facility and place of worship together with associated facilities including playground, carpark, caretakers residence, community garden and horse keeping.

The community facility comprises a total of 3 buildings, the southernmost building is to be used as a library/museum, the southern central building is to be used as a congregation hall/place of worship and the northern central building is to be used as a meeting and meals area. The library/museum element is proposed to have a wall height of 2.7 metres. The remaining community facility buildings are proposed to have a wall height of 3.6 metres. Each building's roof is to be covered by colorbond with a hipped design.

The proposed use has been described as a mixed development including a community facility. A similar use to that proposed was considered in *Australian Unitarian Druze Community Inc v Adelaide Hills Council & ANOR* [2015] SAERDC 38 (4 September 2015). In this case the court defined a facility catering to the entire South Australian Druze community as a community facility.

The South Australian Planning Policy Library Terminology List provides guidance as to land uses that may be defined as a community centre or community facility. The Planning Policy Library Terminology List defines a non-residential club and community facility as a community centre. Based on the Environment Resources and Development Court definition of community facility and the broad range of uses covered by the definition of community centre, we believe that the proposed use is best defined as a community facility.

The caretaker's residence is proposed to be located north of the community facility. The caretakers residence is proposed to have a total area of 114 square metres and includes three bedrooms a living/lounge area and associated amenities.

The primary carpark is proposed to be located in close proximity to the proposed buildings and 128 metres Wakefield Road. The car park provides a total of 107 spaces. An additional 5 car parking spaces will be provided adjacent the caretakers residence.

There will be a full time caretaker onsite at all times.

5.1.1 Application and Supporting Documentation

No parties or receptions are to be held on site, weekly services catering to around 150 people will be the primary use of the land. On special yearly occasions (less than 10 times per year) there will be a maximum of 250 people.

Operation Hours - place will be available to pay visit by members of congregation between 7.00am and 9.00pm, mass will not run for more than 4 hours on any service day.

Further details of the proposed gardens and agricultural use have been prepared by Daniel Connell and are attached as Attachment C. Attachment C outlines the importance of the community gardens as part of the community use of the land.

It is proposed that any member of the community (not only members of the Sikh community) will be allowed to use the community garden. The community garden will function in a similar manner to Council operated community gardens, with interested persons able to access individual plots.

In addition to the community gardens the applicant proposes to permit members of the wider community access to the land to and use of all onsite facilities. Sikh culture welcomes interaction with the wider community and proposes to operate in an open manner with anyone from the local or wider community invited enjoy the community gardens or other facilities.

A total of 3-4 horses are proposed to be kept on the subject land within the area identified as horse keeping on the attached plans. The horses are to be used for children's rides and horse riding lessons. Animal keeping forms an important part of the community use of the land.

4. Zoning and Planning Process

In accordance with Schedule 1 of the Development Regulations 2008 the proposed development is best described as:

Mixed development comprising a community facility and place of worship together with associated facilities including playground, carpark, caretakers residence, community garden and horse keeping

The subject land is located within the Rural Living Zone, Bolivar Policy Area 19 as depicted on Zone and Policy Area Maps Sal/31. The procedural matters section of the Rural Living Zone states that:

Categories of public notification are prescribed in Schedule 9 of the Development Regulations 2008.

As the proposed development is not specifically described within Schedule 9 of the Development Regulations the proposed Development is Category 3.

5. Assessment against the Development Plan

Land Use

The following Objectives and Principles are of particular relevance in an assessment of the proposed land use:

Community Facilities

Objectives

- 2 The proper provision of public and community facilities including the reservation of suitable land in advance of need.

Principles of Development Control

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

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

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

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

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.

5.1.1 Application and Supporting Documentation

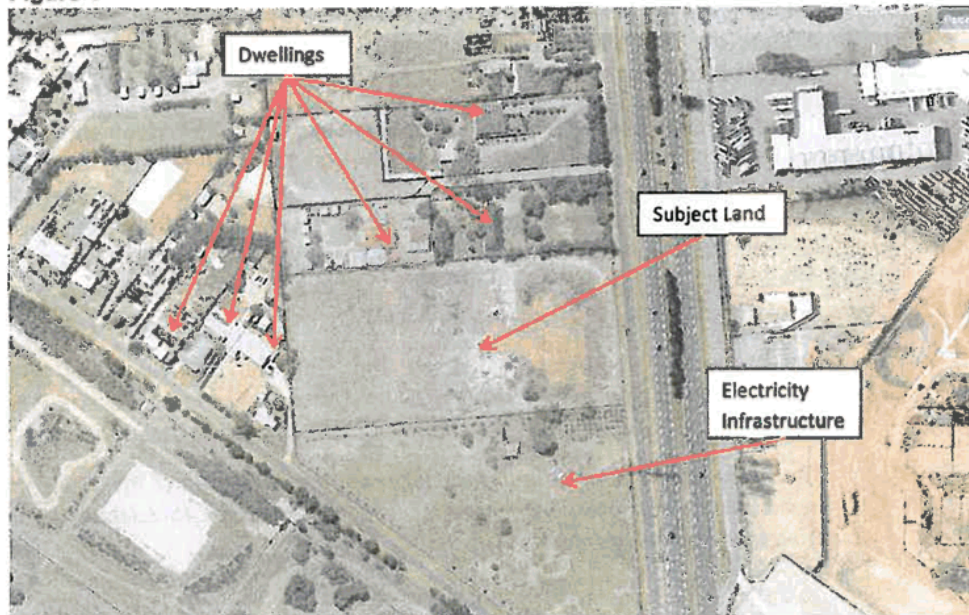
- 3 Development that does not jeopardise the continuance of adjoining authorised land uses.
- 4 Development that does not prejudice the achievement of the provisions of the Development Plan.

Principles of Development Control

- 1 *Development should not prejudice the development of a zone for its intended purpose.*
- 4 *Urban development should form a compact extension to an existing built-up area.*
- 8 *Vacant or underutilised land should be developed in an efficient and co-ordinated manner to not prejudice the orderly development of adjacent land.*

The subject land is currently vacant and underutilised. The applicant proposes to develop a community facility/place of worship, playground and community gardens.

Figure 1



Development on the western side of Port Wakefield Road is Rural Living in nature

The purpose of the Rural Living Zone Bolivar Policy Area is for residential development on large allotments in association with the keeping of horses. The applicant proposes to construct a community facility/place of worship, playground community gardens and to keep two horses. The playground is proposed to include recreational activities such as pony and horse rides and horse riding lessons.

The proposed development also includes the provision of a community garden and the following landscaping:

- At the entrance a contemporary drought tolerant garden of Adelaide plains indigenous species;
- Within the grounds a series of approximately 10, 3x1m raised garden beds suitable for the elderly;
- An area of approximately 50 square metres of ground level garden beds for cultivation of perennial larger plantings of such as sugar cane, turmeric, ginger, garlic, herbs and medicinal plants using heavily mulched organic methods and again harvested rain water through micro irrigation systems;
- Fruit trees (citrus, apple, pear, stone fruit, fig, avocado, mango, almonds, walnuts, pomegranate, guava, table grapes and pecan) planted around the children's play area, bordering the site;
- Creating shaded recreation areas;
- Silver Banksia planted adjacent the length of the northern and southern boundaries;
- Native Frangipani Adjacent the length of the western boundary and part of the northern and southern boundaries;
- Garden beds will aim to utilise 90% recycled or rain water; and
- A state of the art vermiculture system to recycle all food waste from the Langar kitchen into manures to be used on the gardens.

The proposed development is an orderly and economic form of development which is likely to protect rural living land, from conversion to non-production or other incompatible land uses, by utilising it, in part, for open space and low intensity agriculture and horse keeping purposes. Although it will at the same time also introduce a building and activities which are non-residential in nature, it will do so in a way which, to an appropriate extent, will continue to serve and preserve the rural character of the subject land and in turn, the locality.

A similar application was determined by the Environment Resources and Development Court in *Australian Unitarian Druze Community Inc v Adelaide Hills Council & Anor* [2015] SAERDC 38 (4 September 2015). The Court determined that:

The history and nature of both the philosophy and activities of the appellant demonstrate that these two forms of use are intended to operate in an integrated and complementary manner.

And

We also recognise and accept that, for a mixed form of development with these characteristics, the opportunity for it to locate in a township, in proximity to businesses and shopping facilities is limited, given the area of land required and the consequent cost of purchase. We are satisfied that, allowing for the appellant's requirements for a sizeable tract of land to serve the horticultural use, the amended proposal will be located conveniently to the community it is to serve.

5.1.1 Application and Supporting Documentation

The circumstances of the above Druze application are similar to the proposed development in that the community functions of the subject land are to operate in concert with the proposed horse keeping and low scale horticultural use of the land. The Rural Living Zone Bolivar Policy Area 19 is a suitable location for the form of development proposed.

Site Layout and Appearance of the Development

Design and Appearance Development Plan provisions seek:

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.
- 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.
- 11 Buildings, landscaping, paving and signage should have a co-ordinated appearance that maintains and enhances the visual attractiveness of the locality.
- 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.

The above provisions seek to ensure that new buildings are compatible in scale and design to existing development within the locality. The above provisions also seek to ensure that new buildings include design elements that improve building façades when viewed from the locality.

Each of the proposed buildings will be located a minimum of 157 metres from the Port Wakefield Road boundary. Each of the proposed buildings will be screened from the street by landscaping and the proposed community gardens

Some elements of the proposed buildings will be visible from adjoining dwellings to the north and the west. The visual impact of the proposed buildings will not unreasonably impact any adjacent dwelling as:

- The proposed buildings include design elements such as eaves and hipped roofs;
- The proposed buildings are to be of a residential scale and not exceed one storey in height;
- Each element of the proposed development is to be housed within a separate building rather than a single large building;
- Each building is proposed to be setback a minimum of 9.5 metres from any boundary;
- The land to the south is vacant and unlikely to be developed for residential purposes given the presence of significant electrical infrastructure; and
- Significant landscaping is proposed adjacent the northern, western and southern boundaries, that will soften views of any new building.

The proposed buildings and associated earthworks (in terms of their visual impacts) are generally in conformity with the relevant provisions of the Plan and will not, in any event, detrimentally affect the amenity of the locality in any meaningful way.

Interface Between Land Uses

The following Development Plan provisions seek to ensure that any proposed development does not unreasonably impact other development within the locality:

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) *hours of operation*
 - (g) *traffic impacts.*

5.1.1 Application and Supporting Documentation

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

In order to ensure that the proposed development does not result in any adverse impact on adjacent residential development the applicant has included the following design elements:

- Significant setbacks from all side and rear boundaries;
- Surfacing of all car parks and driveways to minimise dust pollution;
- Landscaping around the perimeter of the site; and
- No after hours activity will occur on the land.

The proposed development will not jeopardise the continuing use of any adjacent residential property. The low scale horticultural and community nature of the proposed development is compatible with development within the locality and will not adversely impact any adjacent development.

Car Parking and Access

The applicant proposes to provide a total of 113 off street car parking spaces. The proposed development will function as a community facility/place of worship. The following Transportation and Access Principles of Development Control specify the minimum car parking rates within the City of Salisbury:

- 32 Development should provide off-street vehicle parking and specifically marked disabled car parking places to meet anticipated demand in accordance with Table Sal/2 - Off Street Vehicle Parking Requirements unless an agreement is reached between the Council and the applicant for a reduced number of parking spaces where one of the following applies:
- (a) a financial contribution is paid into the Council Car Parking Funds specified by the Council, in accordance with the gazetted rate per car park associated with the 'Car Park Fund Areas' identified on Concept Plan Map Sal/27 - Salisbury District Centre Car Park Fund Area and Concept Plan Map Sal/29 - Ingle Farm District Centre Car Park Fund Area.
- (b) it can be demonstrated that fewer car parks would be required to meet the car parking needs associated with the development.
- 33 Development should be consistent with Australian Standard AS 2890 Parking facilities.
- 34 Vehicle parking areas should be sited and designed in a manner that will:

- (a) facilitate safe and convenient pedestrian linkages to the development and areas of significant activity or interest in the vicinity of the development
- (b) include safe pedestrian and bicycle linkages that complement the overall pedestrian and cycling network
- (c) not inhibit safe and convenient traffic circulation
- (d) result in minimal conflict between customer and service vehicles
- (e) avoid the necessity to use public roads when moving from one part of a parking area to another
- (f) minimise the number of vehicle access points to public roads
- (g) avoid the necessity for backing onto public roads
- (h) where reasonably possible, provide the opportunity for shared use of car parking and integration of car parking areas with adjoining development to reduce the total extent of vehicle parking areas and the requirement for access points
- (i) not dominate the character and appearance of a site when viewed from public roads and spaces
- (j) provide landscaping that will shade and enhance the appearance of the vehicle parking areas.

Table Sa1/2 - Off Street Vehicle Parking Requirements

Form of Development	Number of Required Car Parking Spaces
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	

Based on the above table the proposed development can cater for up to 339 persons (place of worship). The applicant only proposes that a total of 250 persons will attend the subject land at any one time (less than 10 times per year). Generally the number of persons attending the subject land will be much less.

The car park layout will allow for vehicles to enter and exit the site in a forward direction and has been engineered to ensure all Stormwater associated with the development can be drained to the street. The proposed onsite car parking and access arrangement complies with all relevant Principles of Development Control.

6. Conclusion

The applicant proposes to develop a community facility/place of worship on a vacant parcel of land as well as a community garden and horse keeping. The land is located

5.1.1 Application and Supporting Documentation

in the Rural Living Zone, Bolivar Policy Area 19 which emphasises the importance of residential development in conjunction with small scale horse keeping and agricultural uses.

An important feature of the proposal is the mixed nature of the development comprising both its use as a community facility/place of worship and a horticultural use. Relevant Development Plan provisions anticipate the construction of community type uses and places of worship within residential zones. Given the connection between the proposed use and the horticultural/farming character of the locality the Rural Living Zone is suitable for the proposed use.

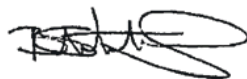
The applicant has sought to minimise any visual or noise impact on adjoining residential development. By locating all buildings a minimum of 9 metres from any side or rear boundaries, planting landscaping, surfacing access points and limiting after hours uses of the land there will be no adverse impact on adjacent dwellings.

Any buildings will not be visible from the street and the proposed landscaping and community gardens will improve the appearance of the subject land from the locality. Overall the proposed development will result in an improved streetscape when compared to the existing state of the subject land.

The proposed development satisfies relevant provisions of the Salisbury Council Development Plan and warrants Development Plan Consent.

Should you have any queries or require any further information or clarification with any components of this application, please do not hesitate to contact by calling me on 0478 509 777 or by email bill@townplanningadvisors.com.au

Yours faithfully



Bill Stefanopoulos, MPIA
BA Planning, Grad Dip Environmental Planning



Arborcare Tree and Garden Solutions

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W: www.arborcaresolutions.com.au12th August 2016

Tree Report 3045

D/A 361/1144/2016/3B

Prepared for Terri Efthimiou

M: 0411 172 755
E: terrye@me.com**Re: The proposed community facility at property at 701-709 Port Wakefield Road GLOBE DERBY PARK**

Dear Terry,

I was asked to inspect and assess the trees from ground level in relation to the proposed building envelope and development at 701-709 Port Wakefield Road GLOBE DERBY PARK; and identify if there will be any impact upon a regulated and or significant tree (See images 1 to 3) and the proposed development plan (See Appendix 1).

Brief

This report will assess the general condition, structure, health and vitality of the designated trees on the property and neighbouring trees.

Summary of tree locations:-

- ❖ Neighbouring property - All are Non -Regulated;
- ❖ Proposed building envelope
 - (None set off the boundary to the neighbours; all non regulated trees)
 - All can be pruned as some have failed; alleviating any issue with the proposed dwelling.
 - Pruning to AS4373-2007.
- ❖ Edge of the proposed building envelope; the pruning and removal of unwanted pest plants, trees; that are dying, dead trees on the boundary fences to the property.
- ❖ False Date Palms can be relocated and or retained with development of a road abutting the Palms.
 - Retention and prune these trees to maintain the aesthetics and amenity
- ❖ Sugar Gum on the southern Boundary near the two False Date Palms.

1) The trees will be assessed against the current provisions of the Development Act 1993 relating to "Regulated and Significant "trees. Those trees that are not protected, dead and or dying will be removed near and or within the proposed building envelope and or fences to allow for reasonable development.

2) Trees to be retained have a higher useful life expectancy and must be protected during development; I have identified those trees (See image 1) and will recommend appropriate Tree Protection Zones (TPZ)¹⁰

- 3) The management of the site before, during and after the proposed development to minimise any adverse effects upon the remaining trees; enhancing the completed project;
- 4) Provide any further information deemed appropriate regarding the proposed development.

Executive Summary

I am of the opinion the proposed development can proceed as the impacts upon those trees that can be maintained will not be impacted upon by the proposed development (See site plan with tagged reference points).

1) **Tree 1** the rear of the property is set back 13 metres off the western boundary (See Appendix 1) well away from the neighbouring property; all are non-regulated trees. Therefore any pruning can be completed to AS 4373-2007 "Pruning of Amenity Trees" by a qualified arborist (See Image 1).

2) **Tree 2** the northern side of the property will have a designated egress from the site set back approximately 3 metres off the northern boundary (See Appendix 1) well away from the neighbouring property; all are non-regulated trees. Therefore any pruning can be completed to AS 4373-2007 "Pruning of Amenity Trees" by a qualified arborist. (See Image 1).

3 and 4) **Trees 3 and 4** the False Date palms approximately 2.3 metres in circumference at 1 metre; and may be in the way of the proposed driveway and therefore can be relocated within the site as the main feature to the entrance of the complex. (See Image 1).

- ❖ Transplanting Palms can effectively be done without detrimental damage to the fibrous root system.
- ❖ Root ball at least 2 cubic metres
- ❖ Use of a soil conditioner, Humates and sucrose to aid in transplanting the palms avoiding shock. We have successfully transplanted over 100 Palms in Adelaide (Seppeltsfield Winery (45), Grange Jetty Project (32) and Apex Park Christies Beach (6) and numerous other sites) all successful.

5) **Tree 5** the Sugar Gum (Eucalyptus cladocalyx) is a regulated tree measuring 2920mm at 1 metre. The tree has major decay and is structurally defective at the base with the main central trunk dying out and epicormic regrowth dominates the main structure of the tree. Numerous recent major secondary trunk and ordered branch failures (150-300 mm in diameter) exist within the canopy. (See Image 1).

The southern canopy has been either lost as sudden limb failure, SA Power pruning clearances in alignment with the ETSA Act and or the neighbour removing the lower canopy for fruit production. This has had a significant effect on the Sugar gum.

Die back caused from past practices of lopping (ETSA) back in the 1980's has caused the tree to be in its current state with epicormic growth now the main structure of the tree with continual limb failure disfiguring the middle and upper canopy. Major dead wood within the tree approximately 100-300mm diameter.

I am of the opinion removal of the Sugar gum is the safest option for this tree and to replant with other trees within the proposed landscape. This will allow provide future landscaping for the immediate neighbours and community adding character and amenity to the streetscape.

The removal of the Sugar gum at 701-709 Port Wakefield Road, GLOBE DERBY PARK is supported by City of Salisbury Council Development plan Consolidated -- 7th July 2016 Principals of Development Control

Table 1

Tree Number	1	2	3	4	5
Common Name	Assorted gums	Assorted gums	False Date Palm	False Date Palm	Sugar gum
Tree Species	Eucalyptus Spp	Eucalyptus Spp	Phoenix canariensis	Phoenix canariensis	Eucalyptus cladocalyx
Circumference at 1 metre in (Millimetres)	<1000 mm	<1000 mm	2200 mm	2300 mm	2920mm
Tree Category	Non Regulated	Non Regulated	Regulated	Regulated	Regulated
Diameter at Breast Height	.200mm	.200mm	.700mm	700mm	
Height	6 metres	6 metres	8 metres	8 metres	12 metres
Width	4 metres	3 metres	8 metres	8 metres	8 metres
Form/structure	Poor	Poor	Excellent	Excellent	Poor
Vigour/Health	Good	Good	Excellent	Excellent	Average
Recommendation	Prune	Prune	Prune	Prune	Remove

PRINCIPLES OF DEVELOPMENT CONTROL

City of Salisbury Council Development plan Consolidated – 7th July 2016

Tree 5 the Sugar Gum (Eucalyptus cladocalyx) is a regulated tree measuring 2920mm at 1 metre

Development in balance with preserving regulated trees that demonstrate one or more of the following attributes:

- (a) Significantly contributes to the character or visual amenity of the locality No
- (b) Indigenous to the locality No,
- (c) a rare or endangered species No,
- (d) an important habitat for native fauna Yes,

Defective tree at the base

Development should have minimum adverse effects on regulated trees.

The proposed development has brought to our attention the structural defectiveness of Tree 5 a Sugar gum (Eucalyptus cladocalyx) caused by pollarding and lopping; to sudden limb failure and continual pruning from SA Power network (ETSA) and the neighbour pruning the Gum away from the semi mature crop of production trees; resulting in the poor management of the tree in the past.

A regulated tree should not be removed or damaged other than where it can be demonstrated that one or more of the following apply:

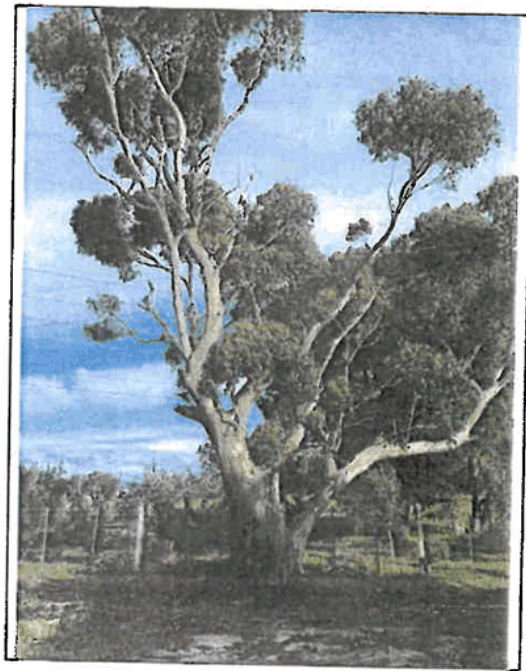
(a) in the case of tree removal:	Yes	Tree 5 Sugar Gum
(i) the tree is diseased and its life expectancy is short	Yes	Tree 5 Sugar Gum
(ii) the tree represents an unacceptable risk to public or private safety	Yes	Owner, neighbours and utility services
(iii) the tree is within 20 metres of a residential, tourist accommodation or habitable building and is a bushfire hazard within a Bushfire Prone Area	No	
(iv) the tree is shown to be causing or threatening to cause substantial damage to a substantial building or structure of value	No	
(v) all other reasonable remedial treatments and measures have been determined to be ineffective	Yes	Tree 5; Pruning not an option; a defective tree
(vi) it is demonstrated that all reasonable alternative development options and design solutions have been considered to prevent substantial tree-damaging activity occurring.	Yes	Tree 5; Damage to the base of the tree from pollarding and lopping; a poor specimen.
Recommendation		Removal

Site plan



Image 1: 701-709 Port Wakefield Road GLOBE DERBY PARK. Trees 1-5.

Item 5.1.1 - Attachment 2 - Application and Supporting Documentation



Images 2, 3 and 4: Tree 5 the Sugar Gum pollarded and lopped with epicormic growth and numerous sudden limb failures (SLF) within the canopy.

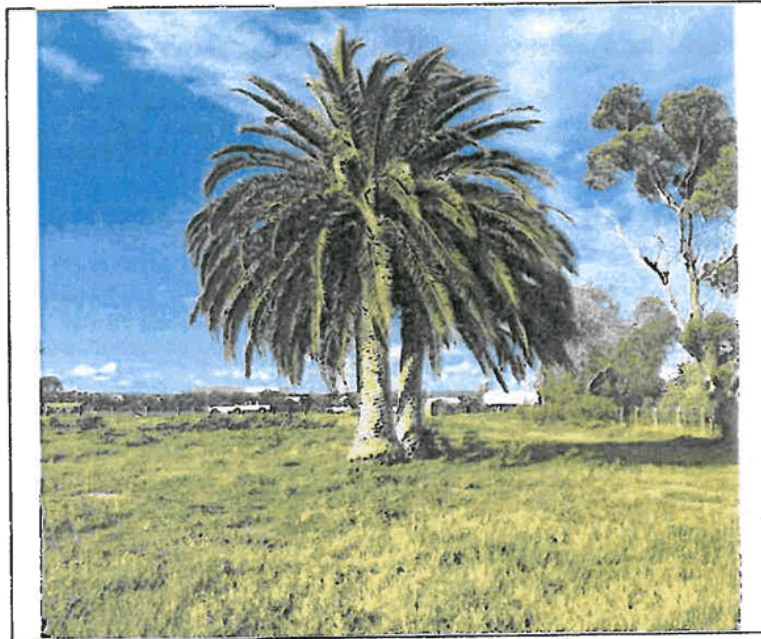


Image 5: Trees 3 and 4 The 2 False Date Palms (*Phoenix canariensis*) are approximately 11.68 metres in from the boundary to the centre of the closest Palm tree. Please Note: the proposed road is 9 metres in from the boundary

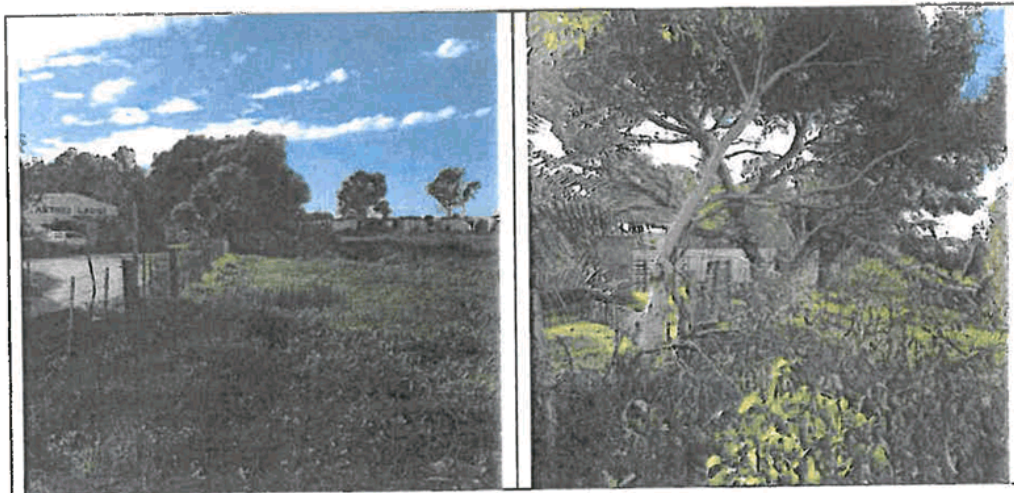


Image 6 and 7: The western boundary non-regulated trees that have failed over the fence that can be pruned to AS4373-2007. The northern fence requires minor pruning.

Item 5.1.1 - Attachment 2 - Application and Supporting Documentation

Item 5.1.2 - Attachment 1 - Copy of Agenda Item - 24 October 2017

Proposed development near trees

Root zones including excavations and activities that may damage roots.

- It is important to maintain the 'natural soil' level and avoid soil or material build within the TPZ. The roots of a tree require oxygen and minerals which they obtain from spaces within the soil. Soil build-up also affects the soils permeability and availability of water. Unless porous materials can be used to allow oxygen and water to filter through to the natural levels of the soil.
- Soil contamination due to spillage and run-off from building activities (cement washings) waste disposal (liquid waste) and waste storage, must be avoided within the TPZ.
- Any areas within the TPZ that require sealing for access driveways and or pathways must use low impact methods (above grade) incorporating open-sealed porous pavers (gravel, pavers or similar) to allow some air and water infiltration into the soil profile. This may be applicable for trees 3 and 4 the False Date Palms which are near the proposed driveway.

We can preserve the tree as identified within AS4970-2009 "Protection of Trees on Development sites" that incorporates the permeable surfaces can occur without adversely affecting the health or condition of the Palm trees as per the recommendations in this report and can be used as conditions as part of the approval process in accordance with the City of Salisbury Council Development plan Consolidated – 7th July 2016 relating to a regulated tree.



Image 8: The use of Eco Cell above the natural soil with 20mm gravel to allow yearly access; this is a viable option for the palms to allow reasonable access under the False Date Palms without causing structural root damage.

Tree Pruning

Damage to all the trees is inevitable either naturally occurring genetically, environmental, insect, pathogen and or human and or a combination of several factors affecting the form, habit, structure, longevity and or environmental factors, drought, water and or mechanical means can greatly shorten the safe useful life expectancy S.U.L.E. of a tree.

There is no product known that can prevent the trunk wound from decaying, so in time the branch and or trunk will lose its structural integrity; our main concern is the trees ability to sustain itself amongst built form and human habitation with all our impacts upon and affecting tree growth. Trees may never fully close (occlusions) over their injuries or wounds as water acts upon the timber (Catalyst) changing the structure as the changes from a dynamic to static force as wood rot and or decay persist within the structure of the tree.

Pruning cannot correct all the imbalance of the tree growing as a solitary specimen and or within a group of trees affected by each trees habit, form, allelopathy and or phototropism and pruning natural/human intervention; which is now entirely determined by the response from each tree through Compartmentalisation of Decay in Trees (C.O.D.I.T.) of their wounds. The preferred location to make a pruning cut is just beyond the branch collar at the branch's point of attachment. The tree is biologically equipped to close such a wound, provided the tree is healthy enough and the wound is not too large.

There are recommended techniques AS4373-2007 "Pruning of Amenity Trees. If practical, branches should be removed back to their point of origin. If a branch must be shortened, it should be cut back to a lateral that is large enough to assume the terminal role. A rule of thumb is to cut back to a lateral that is at least one-third the diameter of the limb being removed.

This method of branch reduction helps to preserve the natural form of the tree. However, if large cuts are involved, the tree may not be able to close over and compartmentalize the wounds. Sometimes the best solution is to remove the tree and replace it with a species that is more appropriate for the site.

Therefore this is my reason for removing those trees that are structurally unsound and or through past pruning practices. We have determined that a tree(s) having major structural faults cannot be resolved; the trees with poor structure and habit with so many multiple sudden limb failures, epicormic growth with wounds are points of entry for decay that pose a high to extreme risk that cannot be fully resolved; the long term issues of structural instability concerning (Tree 5 The Sugar Gum) and its removal is supported by the City of Salisbury Council Development plan Consolidated – 7th July 2016 relating to a regulated tree.

Discussion and conclusions

I am of the opinion the development of the property can proceed on several basic facts that can be adopted as part of the conditions for development.

However, I am of the opinion the proposed driveway can be developed through the tree protection zone (TPZ) of the Palms using suitable engineering techniques using Geo-fabrics and "Eco cell"® to form a driveway through the designated driveway. Minimising any further impacts upon the remaining root plate of the various tree which can be fenced off prior to development allowing for allow for "Tree Effects".

Similar situations have sought suitable engineering strategies to be implemented to allow for minimal disturbance of the soil using noninvasive building techniques. The maturity of vegetation may be shown in the landscape plan by a qualified engineer. I am of the opinion recent presentations, books and papers at conferences in Adelaide and Australia from 2008 showing the use of such structures and evidence from the University of Adelaide (See Appendix 1) without adversely affecting the health and vigour of the tree.

Principals of Development Control

Development involving ground work activities such as excavation, filling, sealing of surfaces (weather such work takes place on the site of a significant tree or otherwise) should only be undertaken where the aesthetic appearance, health and integrity of a significant tree, including its root system, will not be adversely affected.

I am of the opinion develop can occur to the property with the minimum of fuss that would allow compliance with a Tree Protection Zone (TPZ) enforced for those trees within the site; the installation of protective fencing to avoid tree damaging activities. The tree protection zone can be mulched to avoid drying out of the soil while protecting the root plate of the tree during development.

If a (TPZ) fence is erected it should consist of a 2.0 metre high, solid, chain-mesh, steel or similar fabrication with posts at three metre intervals. The fence should incorporate on all sides, a clearly legible sign displaying the words "Tree Protection Zone".

It is therefore reasonable to expect that applications for complying development will be assessed favourably against the provisions of the relevant Development Plan. This will provide adequate protection of the tree during construction of the dwelling without impacting upon the tree and is adhered to; therefore development with conditions would concur with therefore development with conditions would concur with the City of Salisbury Council Development plan Consolidated – 7th July 2016 relating to a regulated and or significant tree.

Proposed landscaping

The owner's expressed aim is to enhance the property in maintaining and nurturing appropriate trees which will add to the value and amenity of the site. One aim of tree assessment is to identify appropriate trees for retention in order that the best options for prolonging the life of each tree with inter-planting around those trees to be monitored and assessed in the future.

A final combined aim of tree assessment and landscape planning is to provide an attractive environment in which vegetation will add to the local amenity and environment without threatening or compromising safety of persons or property.

The owner has considered the streetscape and amenity of the area and sought the advice of a horticulturalist with regard to the site. A focus of the proposed landscaping is to retain and enhance those plants that can be retained within the allotment and sustainability; with consideration of water wise species suited to the local climate and projected climatic change.

I believe any tree retained should have a further assessment during and after the completion of the development and then at least an inspection every two years to ascertain tree health and appropriate action if required to remediate those issues.

All tree work if completed must be done by a suitably qualified arborist. Please contact me if you require more information on 0430 432 007.

Yours sincerely,

David M. G. Mably (Electronic signature 27th August 2016)

David M. G. Mably

ISA Certified Arborist AU- 0285A
Ad Dip Hort (Arb) Aust.
Ass Dip. App Sci. (Park Management) Aust.
Cert Tree Surgery U.K.

- 6. **Structural root zone (SRZ)** The area around the base of a tree required for the tree's stability in the ground. The woody root growth and soil cohesion in this area are necessary to hold the tree upright, so the entire profile (depth) of the root zone is included in the structural root zone. The SRZ is nominally circular with the trunk at its centre and is expressed by its radius in metres. This zone considers a tree's structural stability only, not the root zone required for a tree's vigour and long-term viability, which will usually be a much larger area.
- 7. **Tree protection zone (TPZ)** The combined area of the root protection zone (RPZ) and crown protection zone (CPZ) as an area set aside for the protection of a tree.
- 8. **Vigour** is the ability of a tree to sustain its life processes, as used in the Standard for calculating the minimum RPZ. **NOTE:** The term 'vigour' in this document is synonymous with commonly used terms such as 'health' and 'vitality'.
- 9. The Landscape below Ground 11 proceedings of an international Workshop on tree Root Development in Urban Soils. Dr Dan Neely Dr Gary W. Watson
- 10. It is commonly thought that a healthy tree tolerates the removal of up to one third of its root as noted by Harris 1992 and Helliwell 1985 as cited in Matheny and Clark 1998 Trees and Development A Technical Guide to Preservation of Trees During land Development (International Society of Arboriculture, Indiana) p72. It is also stated that healthy trees are more tolerant to root disturbance while trees with low vigour are less tolerant.
- 11. Trees and Development a Technical Guide to preservation of Trees During Land Development Nelda Matheny and James R Clark Pages 84 and 85.

Disclaimer

This report only covers identifiable defects and issues present at the time of inspection. The author accepts no responsibility or can be held liable for any structural defects or unforeseen event/weather conditions that may occur after the time of the inspection and assessment, unless clearly specified within timescales detailed within the report.

The author cannot guarantee trees contained within the report will be structurally sound under all circumstances and cannot guarantee that the recommendations made will categorically result in the tree being made safe.

Unless specifically mentioned, this report will only be concerned with issues above ground, and are undertaken visually. It is suggested that trees are living entities and as such are subject to forces and influences out of the control of the author. The recommendations are made on the basis of what can be reasonably identified at the time of the inspection; therefore the author accepts no liability for any recommendations made.

Care has been taken to provide information that is based on sound arboriculture practices and standards. The author accepts no liability for actions undertaken by third parties in undertaking any of the arboriculture work as recommended. All data has been verified and based on sound arboriculture standards, however the author cannot guarantee nor is responsible for the accuracy of information supplied by third parties.

Note: This report is valid for three months from the report date.

Appendix 1: See attached pdf
Appendix 2: Tree Protection Zone



Item 5.1.1 - Attachment 2 - Application and Supporting Documentation

Item 5.1.2 - Attachment 1 - Copy of Agenda Item - 24 October 2017

Attachment 3
Notice of Category 3 Application, List of Representors
and Representations

5.1.1 Notice of category 3 Application, List of Representors and Representations

**DEVELOPMENT ACT 1993
CITY OF SALISBURY**

NOTICE OF APPLICATION FOR CATEGORY 3 DEVELOPMENT

Pursuant to Section 38(5) of the Development Act, 1993

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

DEVELOPMENT NO:	361/1144/2016/3B
APPLICANT:	Town Planning Advisors PO Box 9061 HENLEY BEACH SA 5022
NATURE OF THE DEVELOPMENT:	MIXED USE DEVELOPMENT COMPRISING PRAYER HALL, DINING HALL AND LIBRARY/MUSEUM WITH ASSOCIATED FACILITIES INCLUDING PLAYGROUND, CARPARK, CARETAKER'S RESIDENCE, COMMUNITY GARDEN AND HORSE ENCLOSURE
LOCATED AT:	701-709 Port Wakefield Road , Globe Derby Park SA 5110
CERTIFICATE OF TITLE:	CT-5759/278
ZONE:	Rural Living

The application may be examined at the Office of the Council located at 12 James Street, Salisbury during business hours (8.30am – 5pm Monday to Friday) and on Council's web site at www.salisbury.sa.gov.au. Any person or body may make representations in writing, or by email to 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 4th October 2016**.

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

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

Signed: George Pantelos, Principal Planner

Date: 16 September 2016

THIS IS THE FIRST AND ONLY PUBLICATION OF THIS NOTICE

Item 5.1.1 - Attachment 3 - Notice of category 3 Application, List of Representors and Representations

Item 5.1.2 - Attachment 1 - Copy of Agenda Item - 24 October 2017



City of Salisbury
ABN 82 615 416 895

12 James Street
PO Box 8
Salisbury SA 5108
Australia

Telephone 08 8406 8222
Facsimile 08 8281 5466
city@salisbury.sa.gov.au

TTY 08 8406 8596
(for hearing impaired)
www.salisbury.sa.gov.au

5 October 2016

Bill Stefanopoulos
Town Planning Advisors
PO Box 9061
HENLEY BEACH SA 5022



Dear Bill

APPLICANT:	Town Planning Advisors
APPLICATION NO:	361/1144/2016/3B
SUBJECT SITE:	701-709 Port Wakefield Road , GLOBE DERBY PARK SA 5110
PROPOSED DEVELOPMENT:	MIXED USE DEVELOPMENT COMPRISING PRAYER HALL, DINING HALL AND LIBRARY/MUSEUM WITH ASSOCIATED FACILITIES INCLUDING PLAYGROUND, CARPARK, CARETAKER'S RESIDENCE, COMMUNITY GARDEN AND HORSE ENCLOSURE

Further to your application for consent, Council is required to notify an applicant of any representations in respect of the application.

You are advised that (31) representations have been made to Council. Copies of the representations are attached to this letter. Should you wish to respond to these representations, your reply is required to be lodged with Council, in writing **within ten (10) business days** from the date of this letter. Please refer to the above application number in all correspondence.

All representations received, together with your reply, will be taken into account by Council when considering the proposal.

Name and Address of Representors

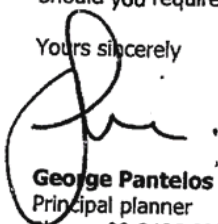
R Gaskin	8 Norton St, NORTHFIELD SA 5085
J C Lee	21 Alabar Cres, GLOBE DERBY PARK SA 5110
C Alexopoulos and D Alexopoulos	729 Port Wakefield Rd, GLOBE DERBY PARK SA 5110
A Kolovinos and M Kolovinos	739 Port Wakefield Rd, GLOBE DERBY PARK SA 5110
M A Harding and L B Harding	15 Trotters Dr, GLOBE DERBY PARK SA 5110
R Frezza and R Frezza	719 - 727 Port Wakefield Rd, GLOBE DERBY PARK SA 5110
P G Pavlovich and L Pavlovich	24 Grayling Ct, GLOBE DERBY PARK SA 5110
L P Randall and P B Randall	23 Trotters Dr, GLOBE DERBY PARK SA 5110
S L Trevean	23 Trotters Dr, GLOBE DERBY PARK SA 5110
R Trevean	23 Trotters Dr, GLOBE DERBY PARK SA 5110
C L Baker	23 Trotters Dr, GLOBE DERBY PARK SA 5110
H G Searle	2 Alabar Cres, GLOBE DERBY PARK SA 5110
S Lowe	109 Daniel Ave, GLOBE DERBY PARK SA 5110
V P King	711 Port Wakefield Rd, GLOBE DERBY PARK SA 5110

5.1.1 Notice of category 3 Application, List of Representors and Representations

- | | |
|---------------------------------|---|
| B Norman | 13 Trotters Dr, GLOBE DERBY PARK SA 5110 |
| H M Stevens and D Barrett | 18 Grayling Ct, GLOBE DERBY PARK SA 5110 |
| R H Norman | 69 Daniel Ave, GLOBE DERBY PARK SA 5110 |
| M L Norman | 69 Daniel Ave, GLOBE DERBY PARK SA 5110 |
| M P Crosby and L H Holberton | 10 Alabar Cres, GLOBE DERBY PARK SA 5110 |
| C E Newman and S M Newman | 667 Whites Rd, GLOBE DERBY PARK SA 5110 |
| D J Nolan and A K Nolan | 9 Alabar Cres, GLOBE DERBY PARK SA 5110 |
| V L Newman and D K Newman | 15 Grayling Ct, GLOBE DERBY PARK SA 5110 |
| T D Tsetsang and C H Tran | 5 Daisy Ct, PARAFIELD GARDENS SA 5107 |
| P M Spirou and S P Spirou | 734 Whites Rd, GLOBE DERBY PARK SA 5110 |
| R White | 751-761 Port Wakefield Rd, GLOBE DERBY PARK SA 5110 |
| P Marshall | 80 Main North Rd, PROSPECT SA 5082 |
| A J Zoontjens and M P Walden | 17 Grayling Ct, GLOBE DERBY PARK SA 5110 |
| M G Billinger | 91 Daniel Ave, GLOBE DERBY PARK SA 5110 |
| M C Agius and M Agius | 197 Ryans Rd, GLOBE DERBY PARK SA 5110 |
| J G Dougherty and W L Dougherty | 7 Grayling Ct, GLOBE DERBY PARK SA 5110 |
| K A Gully | 99 Daniel Ave, GLOBE DERBY PARK SA 5110 |

Should you require any assistance or further advice please do not hesitate to contact me.

Yours sincerely



George Pantelos
Principal planner
Phone: 08 8406 8277
Email: gpantelos@salisbury.sa.gov.au

STATEMENT OF REPRESENTATION
Pursuant to Section 38 of the Development Act

City of Salisbury
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: 361/1144/2016/3B
Applicant: Town Planning Advisors
Location: 701-709 Port Wakefield Road, Globe Derby Park SA 5110
Proposed Development: MIXED USE DEVELOPMENT COMPRISING PRAYER HALL, DINING HALL AND LIBRARY/MUSEUM WITH ASSOCIATED FACILITIES INCLUDING PLAYGROUND, CARPARK, CARETAKER'S RESIDENCE, COMMUNITY GARDEN AND HORSE ENCLOSURE

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

NAME(S): ROBERT GASKIN
ADDRESS: 8 NORTON ST NORTHFIELD
PHONE NO: [REDACTED] EMAIL: [REDACTED]

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

The owner/occupier of the property located at: 187 Ryans Rd Western boundary of proposed development
 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 to ensure that this is a valid representation.

Concerned that the proposed buildings will add to the existing problem of storm water drainage to the western boundary. There is no shelter or storage/feed store shedding.

5.1.1 Notice of category 3 Application, List of Representors and Representations

361/1144/2316/3B

Item 5.1.1 - Attachment 3 - Notice of category 3 Application, List of Representors and Representations

2/ cont
 3/ shown on plans. ~~200~~
 200 ppl til 9pm several (up to 10x)
 a year will severely aggravate the exis
 animals routine possibly causing injury to
 those animals or owners

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

- 1/ Proper drainage & provisions made and shown on map
- 2/ Proper shelters + sheddoly for horses to be provided
- 3/ Curfew at 7pm maximum
 A good solid fence to minimise interaction, flightiness of horses and strangers minimum 6-8 ft high

Item 5.1.2 - Attachment 1 - Copy of Agenda Item - 24 October 2017

5.1.1 Notice of category 3 Application, List of Representors and Representations

regulation 35(e) of the Development Regulations 2008 requires you to indicate a person's desire to be heard. Please note that if you do not indicate 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 4th October 2016, to ensure that it is a valid representation and taken in account.

Representor's Declaration:

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

Signature: _____

Please complete this checklist to ensure your representation is valid:

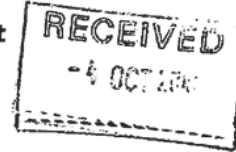
- Name and address of person (or persons).
- If more than one person, details of person making the representation.
- Detail of reasons for making the representation.
- Indication whether or not the person (or persons) wishes to be heard.
- Submitted no later than 11.59pm on **Tuesday 4th October 2016.**

5.1.1 Notice of category 3 Application, List of Representors and Representations

Item 5.1.1 - Attachment 3 - Notice of category 3 Application, List of Representors and Representations



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.

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

NAME(S): John Lee

ADDRESS: 21 ALABAMA CREEL, GLOBE DERBY PK, 5110

PHONE NO: [REDACTED] EMAIL: ---

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

- The owner/occupier of the property located at: AS ABOVE.
- 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.

THIS AREA IS A HORSE AREA AND PRESENTLY WE HAVE THE PROPOSED
FACILITIES AVAILABLE ALREADY.
FURTHER MORE CARS WOULD MAKE IT DANGEROUS ON THE
ROADS WHILE TAKING HORSES TO THE TRACK AS THEY ARE

PTO

Item 5.1.2 - Attachment 1 - Copy of Agenda Item - 24 October 2017

361/1144/2016/3B

MORE INCREASING DELAY TIME WITH TRUCKS DELIVERING BUILDING
MATERIALS (SAND, SILICA, ETC)
FURTHER TRAFFIC WOULD IN TIME CAUSE ACCIDENTS.

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

[Empty lined area for response]

PTO

5.1.1 Notice of category 3 Application, List of Representors and Representations

Item 5.1.1 - Attachment 3 - Notice of category 3 Application, List of Representors and Representations

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).

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Signature: 

Date: 28 / 9 / 16.

Please complete this checklist to ensure your representation is valid:

Name and address of person (or persons).

If more than one person, details of person making the representation.

Detail of reasons for making the representation.

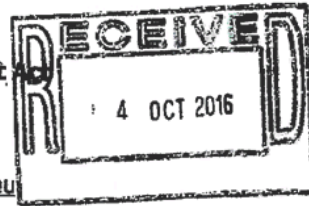
Indication whether or not the person (or persons) wishes to be heard.

Submitted no later than 11.59pm on **Tuesday 4th October 2016.**

Item 5.1.2 - Attachment 1 - Copy of Agenda Item - 24 October 2017



STATEMENT OF REPRESENTATION
Pursuant to Section 38 of the Development



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:	361/1144/2016/3B
Applicant:	Town Planning Advisors
Location:	701-709 Port Wakefield Road, Globe Derby Park SA 5110
Proposed Development:	MIXED USE DEVELOPMENT COMPRISING PRAYER HALL, DINING HALL AND LIBRARY/MUSEUM WITH ASSOCIATED FACILITIES INCLUDING PLAYGROUND, CARPARK, CARETAKER'S RESIDENCE, COMMUNITY GARDEN AND HORSE ENCLOSURE

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

NAME(S): Demetres + Christos Alexopoulos

ADDRESS: Lot 3 Pt Wakefield Rd Globe Derby

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: AS ABOVE
- 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 this development because we believe there will be a large number of people and vehicles present at this church also we concern about the amount of noise this will bring.

PTO

5.1.1 Notice of category 3 Application, List of Representors and Representations

361/1144/2016/3B

also concern of property values dropping
Due to this development

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

PTO

Item 5.1.1 - Attachment 3 - Notice of category 3 Application, List of Representors and Representations

Item 5.1.2 - Attachment 1 - Copy of Agenda Item - 24 October 2017

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 4th October 2016, to ensure that it is a valid representation and taken into account.

Representor's Declaration:

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

Signature: D. Hea... Date: 29 / 9 / 16

Please complete this checklist to ensure your representation is valid:

- Name and address of person (or persons).
- If more than one person, details of person making the representation.
- Detail of reasons for making the representation.
- Indication whether or not the person (or persons) wishes to be heard.
- Submitted no later than 11.59pm on **Tuesday 4th October 2016.**

5.1.1 Notice of category 3 Application, List of Representors and Representations

Item 5.1.1 - Attachment 3 - Notice of category 3 Application, List of Representors and Representations

Salisbury

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: 361/1144/2016/3B
 Applicant: Town Planning Advisors
 Location: 701-709 Port Wakefield Road, Globe Derby Park SA 5110
 Proposed Development: MIXED USE DEVELOPMENT COMPRISING PRAYER HALL, DINING HALL AND LIBRARY/MUSEUM WITH ASSOCIATED FACILITIES INCLUDING PLAYGROUND, CARPARK, CARETAKER'S RESIDENCE, COMMUNITY GARDEN AND HORSE ENCLOSURE

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

NAME(S): ALEXANDROS AND MARGARITA KOLOVINOS
 ADDRESS: 739 FLAT 2 PORT WAKEFIELD GLOBE DERBY PARK 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: 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.

We oppose this development due to high volume of traffic people at this community purpose built temple/church. It will affect

PTO

Item 5.1.2 - Attachment 1 - Copy of Agenda Item - 24 October 2017

361/1144/2016/3B

the local business area greatly
and we believe will affect
property values in the surrounding
area greatly ie de-value properties
It will also more than likely due
to high volumes of population
in care high volumes of noise

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

[Empty lined area for text input]

PTO

5.1.1 Notice of category 3 Application, List of Representors and Representations

Item 5.1.1 - Attachment 3 - Notice of category 3 Application, List of Representors and Representations

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 4th October 2016, to ensure that it is a valid representation and taken into account.

Representor's Declaration:

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

Signature: 

Date: 29/9/2016

Please complete this checklist to ensure your representation is valid:

- Name and address of person (or persons).
- If more than one person, details of person making the representation.
- Detail of reasons for making the representation.
- Indication whether or not the person (or persons) wishes to be heard.
- Submitted no later than 11.59pm on Tuesday 4th October 2016.

Item 5.1.2 - Attachment 1 - Copy of Agenda Item - 24 October 2017

- 3 OCT 2017

STATEMENT OF REPRESENTATION
Pursuant to Section 38 of the Development Act



To: City of Salisbury
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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: 361/1144/2016/3B
Applicant: Town Planning Advisors
Location: 701-709 Port Wakefield Road, Globe Derby Park SA 5110
Proposed Development: MIXED USE DEVELOPMENT COMPRISING PRAYER HALL, DINING HALL AND LIBRARY/MUSEUM WITH ASSOCIATED FACILITIES INCLUDING PLAYGROUND, CARPARK, CARETAKER'S RESIDENCE, COMMUNITY GARDEN AND HORSE ENCLOSURE

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

NAME(S): Mary Les Harding
ADDRESS: 15 Trotters Drive Globe Derby Park
PHONE NO: [REDACTED] EMAIL: [REDACTED]

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

- The owner/occupier of the property located at: 15 Trotters Drive Globe Derby Park
- 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 train harness racing horses from our property
Our main concern is the amount of car traffic which
would impact on not only Trotters Drive to A Deane
Avenue and Globe Derby Drive where horses are located

PTO

5.1.1 Notice of category 3 Application, List of Representors and Representations

361/1144/2016/3B

Item 5.1.1 - Attachment 3 - Notice of category 3 Application, List of Representors and Representations

and exercised from. They are jugged along these roads by their trainers to Globe Derby Park training tracks a racecourse. Our experience with people not familiar with the dangers associated to horses and handlers has intensified with non-industry related people driving on our roads. They refuse to slow down and be courteous and give way. Major accidents are more likely with the amount of new traffic this development would create.

Also, I note there is no mention of sewerage requirements.

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

All traffic in and out would need to be via Pt Waterford Road only and cars kept out of the rural horse training areas. Such a development does not meet rural requirements.

PTO

Item 5.1.2 - Attachment 1 - Copy of Agenda Item - 24 October 2017

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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:

(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 4th October 2016, to ensure that it is a valid representation and taken into account.

Representor's Declaration:

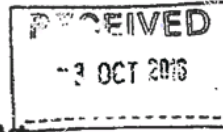
I am aware that the representation will become a public document as prescribed in the Freedom of Information Act 1991, and will be made available to the applicant, agencies and other bodies pursuant to the Development Act 1993, and may be uploaded to the Council's website as an attachment to the hearing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

Signature: Maya A. Dwyer Date: 2 10 16

Please complete this checklist to ensure your representation is valid:

- Name and address of person (or persons).
- If more than one person, details of person making the representation.
- Detail of reasons for making the representation.
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5.1.1 Notice of category 3 Application, List of Representors and Representations



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Pursuant to Section 38 of the Development Act



To: City of Salisbury
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Applicant:	Town Planning Advisors
Location:	701-709 Port Wakefield Road, Globe Derby Park SA 5110
Proposed Development:	MIXED USE DEVELOPMENT COMPRISING PRAYER HALL, DINING HALL AND LIBRARY/MUSEUM WITH ASSOCIATED FACILITIES INCLUDING PLAYGROUND, CARPARK, CARETAKER'S RESIDENCE, COMMUNITY GARDEN AND HORSE ENCLOSURE

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

NAME(S): Robert & Rosa Frezza (Tanniello)

ADDRESS: 719-727 Port Wakefield Rd Globe Derby Park

PHONE NO: [REDACTED] ... EMAIL: [REDACTED]

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

- The owner/occupier of the property located at: 719-727 Port Wakefield Rd
- Other (please state): Globe Derby Park

YOUR COMMENTS:

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

- Support the proposed development.
- Oppose the proposed development.

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

See attachment

PTO

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I/We:

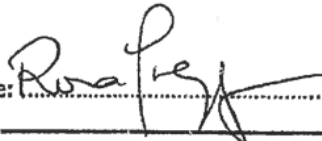
- Do not wish to be heard in support of my representation.
 - Wish to be heard in support of my representation, and I will be:
 - Appearing personally,
 - OR
 - Represented by the following person:
- Contact details:

(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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Representor's Declaration:

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Signature: 

Date: 3, 10, 16

Please complete this checklist to ensure your representation is valid:

- Name and address of person (or persons).
- If more than one person, details of person making the representation.
- Detail of reasons for making the representation.
- Indication whether or not the person (or persons) wishes to be heard.
- Submitted no later than 11.59pm on **Tuesday 4th October 2016.**

5.1.1 Notice of category 3 Application, List of Representors and Representations

Item 5.1.1 - Attachment 3 - Notice of category 3 Application, List of Representors and Representations

Rosa and Robert Frezza
For Antonio Ianniello (Owner and father of above)
719-727 Port Wakefield Road
Globe Derby Park SA 5110

To George Pantelos,

In regard to the Development Application no; 361/1144/2016/38 located at 701-709 Port Wakefield Road, Globe Derby Park SA. 5110 we are opposed to the development for the following reasons;

- The land in this area is zoned as rural living indicating quiet living with limited uses. This proposal will prejudice the integrity of the existing zone for its intended purposes.
- The development will result in contributing to the detrimental impact upon the function, appearance and the character of the locality. We feel this could result in larger development at a later stage as indicated in an image on the applicants' web page.
- The development of this application suggested that a Prayer hall with allocation for over car parks will be included. The access road in front of this property that serviced the surrounded properties will undoubtable become a very busy thorough fare of traffic again compromising the idea of rural living endangering local usage.
- Properties along this stretch do not have access to sewage facilities except septic systems. How will this be addressed when indications according to the proposal suggest they will have more than 250 people present at their events?
- Events that are proposed 10 times a year will impact on the noise level and affect the many horses in this area as well as the community.

We strongly oppose the proposed plan and look forward to being heard in support of this application.

Rosa Rosa Frezza
for Antonio Ianniello

Item 5.1.2 - Attachment 1 - Copy of Agenda Item - 24 October 2017

- 3 OCT 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: 361/1144/2016/3B
Applicant: Town Planning Advisors
Location: 701-709 Port Wakefield Road, Globe Derby Park SA 5110
Proposed Development: MIXED USE DEVELOPMENT COMPRISING PRAYER HALL, DINING HALL AND LIBRARY/MUSEUM WITH ASSOCIATED FACILITIES INCLUDING PLAYGROUND, CARPARK, CARETAKER'S RESIDENCE, COMMUNITY GARDEN AND HORSE ENCLOSURE

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

NAME(S): PHILIP GARY PAVLOVIC AND LYNNIE PAVLOVIC

ADDRESS: 24 GRAYLING COURT GLOBE DERBY PARK SA

PHONE NO: [REDACTED] EMAIL: [REDACTED]

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

- The owner/occupier of the property located at: 24 GRAYLING COURT GLOBE DERBY PARK
- 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.

Access to this proposed development is via a service road only. This proposal has a minimum of 107 car parking spaces. The only exit from this development to travel south

PTO

5.1.1 Notice of category 3 Application, List of Representors and Representations

361/1144/2016/3B

toward the city or over to Mawson Lakes and Paradise Gardens would be via the traffic lights on the corner Pt Walkfield Rd & Globe Derby Drive requiring people with little or no knowledge of horses to drive through this horse training area. We have children riding and driving ponies & horses we have race horses being trained at the Globe Derby complex who need access via the road ways as well as young horses being educated. Even though the speed limit is 50 horses have right of way in this area, with the bend lease project about to start and the expected increase of traffic - cars & trucks accessing & leaving this area via the traffic light it is unreasonable to expect another 100 plus vehicles could be accommodated.

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

If the traffic lights at Pt Walkfield Road and Ryans Rd were extended into the service Road there would be no reason for people attending this proposed development to drive past the Globe Derby complex that way people could enter and exit via those lights.

Also a stop sign at the southern end of the service road where it meets Daniel Ave is a must. This is a very dangerous corner.

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.

~~✓~~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 4th October 2016, to ensure that it is a valid representation and taken into account.

Representor's Declaration:

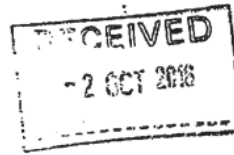
I am aware that the representation will become a public document as prescribed in the Freedom of Information Act 1991, and will be made available to the applicant, agencies and other bodies pursuant to the Development Act 1993, and may be uploaded to the Council's website as an attachment to the hearing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

Signature:  Date: 01/10/16

Please complete this checklist to ensure your representation is valid:

- Name and address of person (or persons).
- If more than one person, details of person making the representation.
- Detail of reasons for making the representation.
- Indication whether or not the person (or persons) wishes to be heard.
- Submitted no later than 11.59pm on **Tuesday 4th October 2016.**

5.1.1 Notice of category 3 Application, List of Representors and Representations



30th October 2016

To the CEO

Salisbury Council

Po Box 8

Salisbury

Dear Sir

I have in front of me a notice of Application for Category 3 development number 361/1144/2016/36.

We would like to lodge an objection on the grounds that no provision has been made to provide for the flow of traffic.

1. Entry is available from the Adelaide city direction via Daniel Avenue then turn into the side road to the development.
2. Entry from Bolivar direction is only available by crossing Port Wakefield Road via a very dangerous crossing (extremely dangerous at any time without extra traffic)
3. If unable to or to afraid to cross at this crossing then traffic must continue up to the lights at Globe Derby Drive then travel down to Trotters Drive and back towards Port Wakefield Road then left into side road.
4. Exiting this area has only one way to go, out of the side road to merge with Port Wakefield Road (another scary option) this does not provide an exit for traffic to travel back in the direction of Adelaide, Salisbury, Mawson Lakes etc.
5. The only other way of exit is back down Trotters Drive or Whites Road to Globe Derby Drive and to the lights.

As you can see by this description of the traffic management through this area traffic will most certainly have to travel through the "Horse" area of Globe Derby Park leaving a serious accident waiting to happen.

We have no objections to this establishment on cultural or religious grounds it is only the lack of entry and exit for this volume of traffic. As stated on the website for this planned building they list parking for 500 cars even though Salisbury Council have a lodged application stating approximately 100 car parks.

Council supported our community when we objected to a Mosque being built on the same principal as this so we are looking to them to again support us on the same reasons (Increased traffic through the very busy horse area)

Remembering we are also about to have up to 2 years of heavy truck traffic suppling soil and supplies to the building of the new freeway travelling up and down Globe Derby Road 6 days a week from 7am to 7pm.

I Lois Randall am prepared to speak on this subject on behalf of the other people that are listed here as objecting to this proposal.

Lois Randall

Peter Randall

Sharon Trevean

Reg Trevean

Charissa Baker

All of whom reside at

23 Trotters Drive Globe Derby Park.

Yours Sincerely

Lois Randall

Item 5.1.1 - Attachment 3 - Notice of category 3 Application, List of Representors and Representations

Item 5.1.2 - Attachment 1 - Copy of Agenda Item - 24 October 2017



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

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

NAME(S): HOWARD SEARLE

ADDRESS: NO 2 ALABAR CRESCENT GLOBE DERBY PARK

PHONE NO: [REDACTED] EMAIL: [REDACTED]

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

The owner/occupier of the property located at: NO 2 ALABAR CRESCENT

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 oppose the Proposed Development on the same grounds as was the mosque was opposed 2 years ago. Globe Derby Park is a very special place

PTO

5.1.1 Notice of category 3 Application, List of Representors and Representations

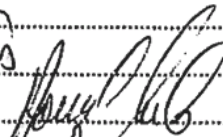
361/1144/2016/3B

Item 5.1.1 - Attachment 3 - Notice of category 3 Application, List of Representors and Representations

There is no other place in Adelaide like it. more chance of getting run over by a horse than a car, and we would like to keep it that way. The Sikh Religion has 5 prayer meetings per day and that would bring hundreds more cars through Globe Derby. The mosque has now got a property in Ryans Road, what a fantastic spot they have, commercial area, does not bother any body. Every body wants to move in to Globe Derby because it is a very quiet Cal-de-Sac of its own, but sadly that would change instantly, and with the amount of land they have they intend to grow in the urban areas, which would be catastrophic to the area.

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

not passing the Proposal. The Proposal does not compliment any thing for Globe Derby Park. To let one group in will set a precedent and it would be the end of Globe Derby Park. Globe Derby Park was designed for people and their horses, not churches of any description. McDonalds, Kentucky chicken etc etc.

Regards


I do find it a little strange, that they have purchased the land and got their fences up, before they get council approval, hope there is nothing untoward going on. 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:

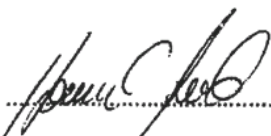
- Do not wish to be heard in support of my representation.
- Wish to be heard in support of my representation, and I will be:
 - Appearing personally,
 - OR**
 - Represented by the following person:
 - Contact details:

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

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Representor's Declaration:

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Signature: 

Date: 30/10/16

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STATEMENT OF REPRESENTATION
Pursuant to Section 38 of the Development Act

To: City of Salisbury
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Email: representations@salisbury.sa.gov.au

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Development Number:	361/1144/2016/3B
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Location:	701-709 Port Wakefield Road, Globe Derby Park SA 5110
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YOUR DETAILS: (this information must be provided to ensure that this is a valid representation)

NAME(S): Sue Lowe

ADDRESS: 109 Daniel Ave, Globe Derby Pk SA 5110

PHONE NO: [REDACTED] EMAIL: [REDACTED]

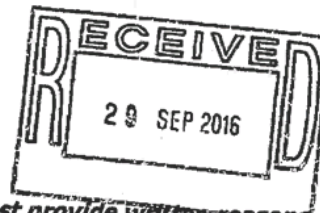
I am: (please tick one of the following boxes as appropriate)

- The owner/occupier of the property located at: 109 Daniel Ave, Globe Derby Pk
- Other (please state): land on whiter Rd 683A

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 proposed development is on a access road of
Pt Wakefield Rd, there is no direct access to the
property from Pt Wakefield Rd.
As you will be aware Globe Derby residents Main

PTO

Item 5.1.2 - Attachment 1 - Copy of Agenda Item - 24 October 2017

361/1144/2016/3B

entry point is the light traffic light entrance, so once again with your proposed developments, it puts extra traffic in the area, (107 parks allocation is a lot of extra cars for a small community Globe Derby park is a horse area, there are people who train horses, ride for pleasure or equestrian riders. Why should their lives and horses well being be put into danger. My family has a long association with the harness racing industry but Salisbury Council seems determined to keep allowing proposals to go ahead that are not suited to the area, and will cause traffic problems. I should add that if travelling North you can turn left into Daniel Avenue to access service road, which will still cause excess traffic on the service road for pleasure riders which usually ride there.

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

~~My~~ I really don't think my concerns can be addressed unless you made an access point from pt Wakefield Rd, straight to the proposed development.

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: / /

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

NAME(S): Vince King
 ADDRESS: 711 Port Wakefield Road, Globe Derby Park
 PHONE NO: [REDACTED] EMAIL: [REDACTED] 5110

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

- The owner/occupier of the property located at: 711 Port Wakefield Rd, Globe Derby Park 5110
- 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.

No Plans put forward about Joint
 our boundary.

PTO

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I/We:

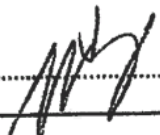
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- Wish to be heard in support of my representation, and I will be:
 - Appearing personally,
 - OR**
 - Represented by the following person:
 - Contact details:

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Signature:  Date: 04/10/16

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5.1.1 Notice of category 3 Application, List of Representors and Representations

Heidi Crossley

From: bazzanorman6@gmail.com
Sent: Monday, 3 October 2016 1:17 PM
To: Development
Cc: matthew.norman@auspost.com.au
Subject: development app number- 361/1144/2016/38- 701-709 Port Wakefield Rd

Barry Norman
13 Trotters Drive
globe Derby Park 5110
South Australia

To whom it may concern,

As a concerned resident and rate payer of Salisbury council I have some safety and road traffic management concerns with this proposed development.

When access to port Wakefield rd was closed via Daniel avenue , it has increased traffic flow on trotters drive to access the other Port Wakefield road exit via the traffic lights. It has now become a very busy road for local residents and local horse participants to share with other users.

I feel we have been very lucky there hasn't been a nasty traffic incident in this point of time

With this proposed development, traffic flow will increase therefore increasing the exposure to a life changing road incident. At the moment road users are exceeding speed limits and there has already been numerous near misses.

If this development is approved it will no doubt increase traffic flow and exposure to a life changing incident to local residents and horse participants. As we are zoned rural living local horse participants have a right to remind safe in using the local facilities.

I hope common sense prevails and this development is not approved.

Yours truly

Barry Norman

Sent from my iPad

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

NAME(S): Heather Stevens + David Barrett

ADDRESS: 18 Grayling Crt Globe Derby Park

PHONE NO: [REDACTED] EMAIL: [REDACTED]

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

- The owner/occupier of the property located at: As above
- 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.

Our main concern with this development is the volume of traffic it will create. Globe Derby Park is a horse training area with horses using the roads at all hours of the mornings and afternoons.

PTO

5.1.1 Notice of category 3 Application, List of Representors and Representations

Item 5.1.1 - Attachment 3 - Notice of category 3 Application, List of Representors and Representations

361/1144/2016/3B

If this complex is built it will create a significantly increased traffic flow through our streets with motorists who have little or no understanding of horses. This can be dangerous for trainers and riders. Any visitors leaving who need to travel South can only exit Globe Derby by going back to Daniel Ave turning right and then left onto Trotter Drive and then left onto Globe Derby Drive which takes them down to the traffic lights at Pt Wakefield Rd. This development is already being advertised on their website as 'The hub of religious and community activities all year round'. They also advertise weekly meetings on Sundays. Sundays we have horse trials at the Globe Derby race track. So again, increased traffic flow at this time would be unfavourable. Also potential noise issues. There are a number of residential properties close to the planned development. These include Ryans Rd, Grayling Crt and Alabar Cres. Any increased noise from events would impact on these residents.

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

Changes to Port Wakefield Rd so that people will be able to exit this complex without driving through the streets of Globe Derby Park. Motorists should be able leave this complex whether going North or South without impacting on local residents. The Globe Derby streets should be used for local residents not as a thoroughfare.

Noise restrictions imposed for Sunday mornings and all evenings.


PTO

Item 5.1.2 - Attachment 1 - Copy of Agenda Item - 24 October 2017

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RECEIVED
- 4 OCT 2018

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

NAME(S): Ryan Hartley Norman
 ADDRESS: 63 Daniel Ave Globe Derby Park
 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 Daniel Avenue
 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.

Main reason is due to there will be excessive traffic via Daniel avenue for access to development in and out. this is a horse training Area!

PTO

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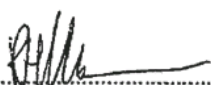
- Do not wish to be heard in support of my representation.
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 - Appearing personally,
 - OR**
 - Represented by the following person:
 - Contact details:

(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 4th October 2016, to ensure that it is a valid representation and taken into account.

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Signature: 

Date: 3 / 10 / 16

Please complete this checklist to ensure your representation is valid:

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- Detail of reasons for making the representation.
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YOUR DETAILS: (this information must be provided to ensure that this is a valid representation)

NAME(S): MICHAEL NORMAN
 ADDRESS: 69 DANIEL AVE GLOBE DERBY PIK SITE
 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.

MY MAIN ACTIVITY FROM THIS PROPERTY IS TRAINING HORSES, SO MY MAIN CONCERN WOULD BE THE ADDED TRAFFIC WHICH WOULD HAVE TO COME DOWN DANIEL AVE ON A REGULAR BASIS IF THEY HAVE TO GO TOWARDS ADELAIDE

PTO

Item 5.1.2 - Attachment 1 - Copy of Agenda Item - 24 October 2017

361/1144/2016/3B

AFTER LEAVING THERE PROPERTY, I REGULARLY HAVE TO CROSS THIS ROAD WITH MY HORSES. I HAVE LIVED HERE OVER 25 YEARS KNOWING THIS IS A DESIGNATED HORSE AREA SO HAVE A REAL PROBLEM WITH THIS ADDED TRAFFIC.

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

PTO

5.1.1 Notice of category 3 Application, List of Representors and Representations

Item 5.1.1 - Attachment 3 - Notice of category 3 Application, List of Representors and Representations

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:

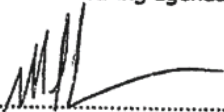
- Do not wish to be heard in support of my representation.
 - Wish to be heard in support of my representation, and I will be:
 - Appearing personally,
 - OR
 - Represented by the following person:
- Contact details:

(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 4th October 2016, to ensure that it is a valid representation and taken into account.

Representor's Declaration:

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

Signature: 

Date: 3 1 10 1 16

Please complete this checklist to ensure your representation is valid:

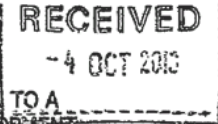
- Name and address of person (or persons).
- If more than one person, details of person making the representation.
- Detail of reasons for making the representation.
- Indication whether or not the person (or persons) wishes to be heard.
- Submitted no later than 11.59pm on **Tuesday 4th October 2016.**

Item 5.1.2 - Attachment 1 - Copy of Agenda Item - 24 October 2017

5.1.1 Notice of category 3 Application, List of Representatives and Representations

Salisbury

PO Box 8, SALISBURY SA 5108
Email: representations@salisbury.sa.gov.au



THE 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: 361/1144/2016/3B
Contact: Town Planning Advisors
Location: 701-709 Port Wakefield Road, Globe Derby Park SA 5110
Proposed Development: MIXED USE DEVELOPMENT COMPRISING PRAYER HALL, DINING HALL AND LIBRARY/MUSEUM WITH ASSOCIATED FACILITIES INCLUDING PLAYGROUND, CARPARK, CARETAKER'S RESIDENCE, COMMUNITY GARDEN AND HORSE ENCLOSURE

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

NAME(S): MARY CROSBY / LANCE HOLBERTON
ADDRESS: 10 Alabar Crescent Globe Derby Park
PHONE NO: [REDACTED] EMAIL: [REDACTED]

(please tick one of the following boxes as appropriate)

I am the owner/occupier of the property located at:
 Other (please state):

REPRESENTATIVE COMMENTS:

(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 to ensure that this is a valid representation:

Traffic - issues
A lot more traffic would be introduced to the Globe Derby Area which is currently a horse training + horse
PTO

5.1.1 Notice of category 3 Application, List of Representors and Representations

361/1144/2016/3B

Item 5.1.1 - Attachment 3 - Notice of category 3 Application, List of Representors and Representations

recreation precinct. Any increase in the volume of traffic would make it extremely unsafe as horses are "animals of flight" by nature, traffic being one of the things that scare them. Traffic must inevitably use the Globe Derby horse precinct to enter + exit the proposed development - particularly when exiting to the south *VERY DANGEROUS SITUATION*

Noise - again something that frightens horses - the loud bell ringing that occurs when people are "called to prayer" often starting when horses are being worked prior to sunrise and all day make this a *VERY DANGEROUS SITUATION

Horses are worked very close to this proposed development some having to walk past it. VERY DANGEROUS AGAIN - something

My concerns would be addressed by: (state changes/actions to the proposal sought) that has now been pointed out to council and injuries to human or animals as a result of this proposal would be a legal liability

AESTHETICS - not in keeping with the Rural Living in this area

PTO

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I/We:

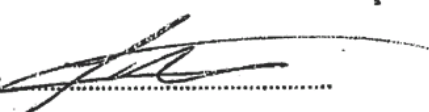
- Do not wish to be heard in support of my representation.
- Wish to be heard in support of my representation, and I will be:
 - Appearing personally,
 - OR**
 - Represented by the following person:
 - Contact details:

(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: 3 11/01/16

Please complete this checklist to ensure your representation is valid:

- Name and address of person (or persons).
- If more than one person, details of person making the representation.
- Detail of reasons for making the representation.
- Indication whether or not the person (or persons) wishes to be heard.
- Submitted no later than 11.59pm on **Tuesday 4th October 2016.**

5.1.1 Notice of category 3 Application, List of Representors and Representations

Item 5.1.1 - Attachment 3 - Notice of category 3 Application, List of Representors and Representations



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.

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

NAME(S): CE + SM NEWMAN

ADDRESS: 667 WHITES ROAD GLOBE DERBY PARK

PHONE NO: [REDACTED] EMAIL: _____

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

- The owner/occupier of the property located at: 667 WHITES ROAD G.D.Pk
- 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.

TRAFFIC INCREASED - DO NOT HAVE WALKING FOOTPATH ANYWHERE FOR PEDESTRIANS ALONG THIS ROADWAY AND WHITES AND RYANS ROADS WHERE TRAFFIC WILL OBVIOUSLY DEPART THIS VENUE WHEN GOING SOUTH BO NO OTHER EXIT THAN TRAFFIC LIGHTS GLOBE DERBY_{PTO} DRIVE. NO FOOTPATHS TROTTER DVE. G.P.Pk

Item 5.1.2 - Attachment 1 - Copy of Agenda Item - 24 October 2017

BE ENDANGERED WALKING THESE ROADS WITH NO FOOTPATHS & EXTRA TRAFFIC. PERSONS TRAVELLING THESE ROADS ALREADY DO NOT OBEY TRAFFIC REGULATIONS IN THIS AREA. NON HORSE PERS. THIS IS A HORSE AREA WITH MANY CHILDREN RIDING HORSES AND BICYCLES WITH NO OPTION BUT TO TRAVERSE THE ROADWAY AS THERE ARE NO PATHS TO THE SIDE OF THESE ROADS

A SIMILAR PROPOSAL WAS DECLINED PREVIOUSLY BECAUSE OF INCREASED TRAFFIC IN THIS AREA - AS ONE SOUTH BOUND EXT THROUGH A HORSE AREA

THERE HAVE ALREADY BEEN ACCIDENTS AT THE TRAFFIC LIGHT EASTERN END OF GLOBE DERBY DVE WITH MINIMAL LOCAL TRAFFIC

ACCESS SOUTH TO P.W. RD DUE TO FLOODING DANIEL AVE / WHITE ST JUNCTION SO SOUTHERN END WHITE ST. - COMPLICATE THE TRAFFIC SITUATION EVEN MORE
concerns would be addressed by: (state changes/actions to the proposal sought)
WITH A RECIPE FOR MORE DANGEROUS CONDITIONS ON THESE ROADWAYS IN THE GLOBE DERBY AREA.

PTO

5.1.1 Notice of category 3 Application, List of Representors and Representations

At the hearing, 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: C. D. Pk ASS

Contact details: p/o D NOUN

(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: [Handwritten Signature]

Date: 3 / 10 / 2016

Please complete this checklist to ensure your representation is valid:

- Name and address of person (or persons).
- If more than one person, details of person making the representation.
- Detail of reasons for making the representation.
- Indication whether or not the person (or persons) wishes to be heard.
- Submitted no later than 11.59pm on **Tuesday 4th October 2016.**



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

NAME(S): Des + Angela Nolan

ADDRESS: 9 Alabaster Crescent, Globe Derby Park

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.

Traffic Issues

On exiting the proposed development,

PTO

5.1.1 Notice of category 3 Application, List of Representors and Representations

361/1144/2016/3B

Item 5.1.1 - Attachment 3 - Notice of category 3 Application, List of Representors and Representations

South bound traffic would be directed through the Globe Derby Park back streets, which would potentially be dangerous for the horses/handlers + young riders + ponies on the roads.

HORSE KEEPING

Where are the plans for the stables/manure disposal.

KIDS PONY RIDES

Will this be carried out as a business?

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

If Daniel Avenue was to be re-opened up for a south bound exit this would diminish this potential problem.

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:

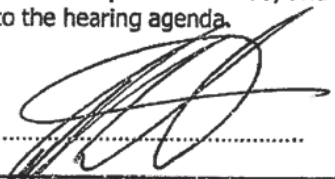
Contact details: Des Nolan - [REDACTED]

(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: 

Date: 3 / 10 / 16

Please complete this checklist to ensure your representation is valid:

- Name and address of person (or persons).
- If more than one person, details of person making the representation.
- Detail of reasons for making the representation.
- Indication whether or not the person (or persons) wishes to be heard.
- Submitted no later than 11.59pm on **Tuesday 4th October 2016.**

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RECEIVED
4 OCT 2016

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

NAME(S): VAUGHN + DENISE NEWMAN

ADDRESS: 15 GRAYLING CT. GLOBE DERBY PARK

PHONE NO: [REDACTED] EMAIL: [REDACTED]

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

- The owner/occupier of the property located at: AS ABOVE
- 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.

SAFETY CONCERN: Personally ride horse past this proposed development several times per week (including weekends) - very concerned in relation to the amount of traffic that will use this road. Re: horse being treated

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: DES NOLAN

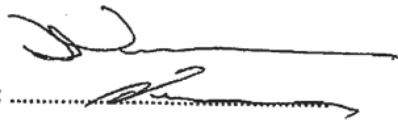
Contact details: 9 ALABAR CRS, GLOBE DERBY PARK

(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: 3 / 10 / 16

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- Detail of reasons for making the representation.
- Indication whether or not the person (or persons) wishes to be heard.
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Item 5.1.2 - Attachment 1 - Copy of Agenda Item - 24 October 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

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Applicant:	Town Planning Advisors
Location:	701-709 Port Wakefield Road, Globe Derby Park SA 5110
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YOUR DETAILS: (this information must be provided to ensure that this is a valid representation)

NAME(S): Chuong Hoang Tran & Tsepak Dorjee Tseting

ADDRESS: 713A Port Wakefield Road, Globe Derby Park, SA 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: 713A Port Wakefield Road, Globe Derby Park
- 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.

Our opposition to the proposed development is based on the fact that we are in a rural residential area (zone) and the proposal would have a negative impact on the current way of life for our neighbourhood.

PTO

5.1.1 Notice of category 3 Application, List of Representors and Representations

Item 5.1.1 - Attachment 3 - Notice of category 3 Application, List of Representors and Representations

361/1144/2016/3B

The two main areas of concern are traffic and noise levels in the area. The new development proposal is bound to increase traffic in the ~~road~~ area as well as parking in the immediate vicinity. Although Sikhs in general may pray quietly, some temples are known to project their prayers over loud speakers during their morning & evening prayers.

Noise levels as well as traffic/parking issues would increase exponentially on special occasions or festivals. Although my knowledge of Sikh religion is not extensive, I believe they give special merit to communal prayer so this could even be a daily issue if large numbers gather for ~~prayer~~ their morning and evening prayer on a daily basis.

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

We therefore strongly request that the proposal be rejected.

PTO

Item 5.1.2 - Attachment 1 - Copy of Agenda Item - 24 October 2017

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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, Chuong Heng Tran, 5 Daisy Court, Parkfield Garden
[REDACTED] 5107

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).

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Signature: 

Date: 4 / 10 / 2016

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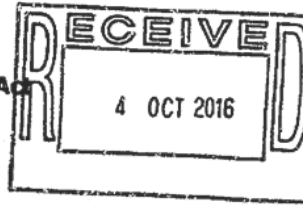
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YOUR DETAILS: (this information must be provided to ensure that this is a valid representation)

NAME(S): MRS S + MRS P SPROU

ADDRESS: 131 WHITES RD GLOBE DERBY PARK SA 5110

PHONE NO: EMAIL:

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

- The owner/occupier of the property located at: 131-137 RYANS RD GLOBE DERBY PARK
- 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.

BEING THE OWNERS OF 131-137 RYANS RD WHICH OPPOSE
THE PROPOSAL, OUR FIRST CONCERN IS NOISE.
GLOBE DERBY IS A "RURAL LIFESTYLE" WE ENJOY THE
PEACE & RELATIVE TRANQUILITY OF THE AREA. PLANS INDICATE

PTO

Item 5.1.2 - Attachment 1 - Copy of Agenda Item - 24 October 2017

361/1144/2016/3B

~~CONCERNING~~ OF 107: PWS ON THE WEBSITE OF THE 'UNITED SIKHS'
 THERE IS AN OUTLINE FOR FUTURE DEVELOPMENT OF 500 CARS!!
 WE WOULD CONSIDER A LARGE AMOUNT OF DISRUPTION FROM SO
 MUCH TRAFFIC AND CONSISTENT GATHERINGS. CAR WASH
~~ENTERING~~ ENTERING IS OK FROM BOTH NORTH + SOUTH BUT EXITING ^{SOUTH}
 WOULD BRING MANY VEHICLES INTO THE 'GLOBE DERBY AREA'
 AS THERE IS NO WAY OUT IF TRAVELLING SOUTH ONLY VIA
 RYANS RD - WHITES RD - GLOBE DERBY DRIVE - LIGHTS
 SERVICE RD - DANIEL AVE - TROTTERS DRIVE - GLOBE DERBY DRIVE LIGHTS
 I FEEL THE 'PROPOSAL' IS MISLEADING. THE PRESENTATION
 OF 3 BUILDINGS IS A 'FOOT IN THE DOOR' FOR THE TEMPLE
 PLANNED. AND NOISE AND TRAFFIC IS OUR CONCERN
 ARE MEMBERS OF GLOBE DERBY COMMUNITY WELCOME
 TO THIS SITE? *

~~SEWERAGE~~ IS A HUGE CONCERN?? HIGH WATER TABLE AND
 SEPTIC TANK SYSTEMS NOT ADEQUATE!
 My concerns would be addressed by: (state changes/actions to the proposal sought) WORK!
 TRAFFIC LIGHTS AT DANIEL AVE / PT. WAKEFIELD RD.
 SOUND BARRIORS BETWEEN ~~THE~~ PROPERTIES
 MORE INFORMATION AS TO THE NATURE AND
 ACTIVITIES PLANNED BY THE GURU DWARA SAHIB
 KNOWING IF MAINS SEWERAGE WOULD BE ADDRESSED?

.....

PTO

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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: *Sarah Higgins*

Date: 29/9/16

Please complete this checklist to ensure your representation is valid:

- Name and address of person (or persons).
- If more than one person, details of person making the representation.
- Detail of reasons for making the representation.
- Indication whether or not the person (or persons) wishes to be heard.
- Submitted no later than 11.59pm on **Tuesday 4th October 2016.**

Item 5.1.2 - Attachment 1 - Copy of Agenda Item - 24 October 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:	361/1144/2016/3B
Applicant:	Town Planning Advisors
Location:	701-709 Port Wakefield Road, Globe Derby Park SA 5110
Proposed Development:	MIXED USE DEVELOPMENT COMPRISING PRAYER HALL, DINING HALL AND LIBRARY/MUSEUM WITH ASSOCIATED FACILITIES INCLUDING PLAYGROUND, CARPARK, CARETAKER'S RESIDENCE, COMMUNITY GARDEN AND HORSE ENCLOSURE

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

NAME(S): R.T. WHITE
ADDRESS: LOT 20 PT WAKEFIELD RD G/D PARK
PHONE NO: [REDACTED] EMAIL:

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

- The owner/occupier of the property located at: AS ABOVE
- 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.

ON THE SURFACE OF THIS NOTICE, THE APPLICANT IS THE TOWN PLANNING ADVISORS..... IF THEY ARE MAKING THIS APPLICATION, COULD THEY PROVIDE MORE INFORMATION AS FOR "COMMUNAL"

PTO

5.1.1 Notice of category 3 Application, List of Representors and Representations

361/1144/2016/3B

Item 5.1.1 - Attachment 3 - Notice of category 3 Application, List of Representors and Representations

PARTICIPATION FOR ATTENDANCE, AS I DO NOT PRAY AND WOULD LIKE TO KNOW WHICH PART OF SOCIETY THAT THEY ARE REACHING OUT TO.

* I ALSO NOTICED "HORSE RIDES" BUT IS THAT AN EFFORT TO BYPASS COUNCIL ZONING DISAPPROVAL AS CURRENT RURAL ZONE APPLIES.

* AS NOT ALL IS DISCLOSED, IT MAY NOT BE POSSIBLE FOR US TO MAKE A FULL PRESENTATION. I NOTICED THE COUNCIL WANTS TO BE PREPARED FOR THIS MEETING AND AN AGENDA TO BE SET, WE NEED EQUIVALENT INFO NOT FULLY DISCLOSED.

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

* ALSO DOES THIS MEAN AN APPLICATION ON MY BEHALF FOR MY PROPERTY (LOT 20, PT W/ADJACENT) TO BE SUBDIVIDED, ALLOWING A STABLE WITH PONY, PER DIVISION (OR HOUSEHOLD), AS APPROVED BY COUNCIL, THAT THIS IS POSSIBLE.

* THIS AREA IS ZONED CURRENTLY (AS RURAL) TO SUPPORT THE LOCAL HARNESS INDUSTRY SHOULD THEY WANT TO ENGAGE WITH HORSES FOR THE PURPOSE OF RACING

* "COMMUNITY" FACILITY..... IS THIS FOR "ALL" OR "CHOSEN FEW" 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: R. J. SEARAMP
 - 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).

Your written representation must be received by Council no later than 11.59pm on Tuesday 4th October 2016, to ensure that it is a valid representation and taken into account.

Representor's Declaration:

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

Signature: R. J. Searamp

Date: 4 / 10 / 2016.

Please complete this checklist to ensure your representation is valid:

- Name and address of person (or persons).
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Location: 701-709 Port Wakefield Road, Globe Derby Park SA 5110
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YOUR DETAILS: (this information must be provided to ensure that this is a valid representation)

NAME(S): Paula Marshall (ACN 169 449 7689 Pty)

ADDRESS: 80 Main North Rd, Prospect SA 5082

PHONE NO: [REDACTED] EMAIL: [REDACTED]

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

- The owner/occupier of the property located at: 8 Crayling Court, Globe Derby
- 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.

Globe Derby Park is one of Adelaide's Best Kept Secrets. I have invested in this area because of the horse activities available to residents and the trotting community. I believe that any other activity desecrates and over populates Globe Derby.

FTO

Item 5.1.2 - Attachment 1 - Copy of Agenda Item - 24 October 2017

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I/We:

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 - Appearing personally,
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 - 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).

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Signature: P. Mansfield Date: 3 11 16

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Location: 701-709 Port Wakefield Road, Globe Derby Park SA 5110
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YOUR DETAILS: (this information must be provided to ensure that this is a valid representation)

NAME(S): Angelique Zoontjens / Matt Walden
ADDRESS: 17 Grayling Court Globe Derby Park
PHONE NO: [REDACTED] EMAIL: [REDACTED]

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

- The owner/occupier of the property located at: 17 Grayling Crt Globe Derby Park
- 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.

Needs more clarification on Horse enclosure not shown on map
This is a mosque not a public community centre for General Religious + Spiritual People other than Islamic. The Plaza, PTO

5.1.1 Notice of category 3 Application, List of Representors and Representations

Item 5.1.1 - Attachment 3 - Notice of category 3 Application, List of Representors and Representations

361/1144/2016/3B

- I would like written Confirmation that I as a catholic can utilise these premises
- The map is not clear on parking to accommodate Excessive amounts of people. Horse enclosure not shown on Map - Poor excuse used to have this Mosque pushed through.
- need further clarification on horse inclosure, Water, Wash bay, manure/Wastage areas and removal. Also as its community, are we allowed to use this enclosure whilst visiting or using the services of this Mosque.

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

My concerns are that the commercial where I reside will be inundated in Public Driving through Area. Harrasing Residents, horses, goats and pigs that reside in the area.

This is a horse community not a Mosque, Islamic practicing Community. There is also two community clubs within 10kms of this proposal - Parafield Gons Community club + the Mosque in Greenfields. This is a conflict of interest to the community clubs.

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: *I will attend but be represented by my partner Matthew Walden*

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: *[Handwritten Signature]*

Date: *28/9/16*

Please complete this checklist to ensure your representation is valid:

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

NAME(S): Martene Billinger

ADDRESS: 41 DANIEL AVE GLOBE DERBY PARK SA 5110

PHONE NO: [REDACTED] EMAIL: —

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

- The owner/occupier of the property located at: AS ABOVE
- 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 CAN NOT THINK OF A VALID REASON NOT TO SUPPORT THIS PROPOSAL SO THEREFORE I WILL SUPPORT IT.

27 SEP 2016 PTO

Item 5.1.2 - Attachment 1 - Copy of Agenda Item - 24 October 2017

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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:

(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 4th October 2016, to ensure that it is a valid representation and taken into account.

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Signature: 

Date: 22 / 9 / 2016

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- Name and address of person (or persons).
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YOUR DETAILS: (this information must be provided to ensure that this is a valid representation)

NAME(S): MICHAEL & MARY-CARMEN AGINS

ADDRESS: 197 RYANS RD GLOBE DERBY PARK 5110

PHONE NO: [REDACTED] EMAIL:

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

The owner/occupier of the property located at: AS ABOVE

Other (please state):

YOUR COMMENTS:

We: (please tick the most appropriate box below)

Support the proposed development.

Oppose the proposed development.

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

WE ARE NOT FUSSIED ABOUT BUILDING AS LONG AS THERE'S NOT TOO MUCH NOISE AROUND THE AREA.

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

NAME(S): J. G. W. L. Dougherty
ADDRESS: 7 Grayling Ct Globe Derby Pk 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: 7 Grayling Ct Globe Derby Pk
- Other (please state):

YOUR COMMENTS:

If/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.

.....
.....
.....
.....

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: 23 1 9 2016

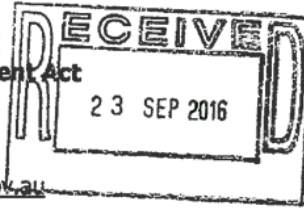
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YOUR DETAILS: (this information must be provided to ensure that this is a valid representation)

NAME(S): Mrs. KATHARIN A. GULLY
ADDRESS: 99 DANIEL AVE. GLOBE DERBY PARK SA 5110
PHONE NO: [REDACTED] EMAIL: N.F.P.

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

- The owner/occupier of the property located at: 99 DANIEL AVE. G.S.P.
- 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.

IN 1978 MY HUSBAND AND I MOVED & BUILT A HOUSE, STABLES & 3 KENNELS, TO PROVIDE OUR INTEREST IN HORSES & SHOW JOBS, WE HAVE BOTH RETIRED FROM CLASSES

PTO

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361/1144/2016/3B

RACING & SHOWING DOGS. MY HUSBAND
IS A PERMANENT RESIDENT AT 'HAPPING
HANDS AGES CARE' MOWSON LAKES.
ON A PERSONAL LEVEL I WELCOME
OTHER INTERESTS, PARTICULARLY, THE
LIBRARY, MUSEUM, COMMUNITY GARDEN.

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

PTO

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Signature:  Date: 24/9/2016

Please complete this checklist to ensure your representation is valid:

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5.1.1 Applicant's Response to Representations

Attachment 4
Applicant's Response to Representations

Item 5.1.1 - Attachment 4 - Applicant's Response to Representations

Item 5.1.2 - Attachment 1 - Copy of Agenda Item - 24 October 2017



PO BOX 9061 HENLEY BEACH SOUTH SA 5022
 Phone: 08 7070 7496 | Mobile: 0478 509 777
 Email: bill@townplanningadvisors.com.au
 Website: www.townplanningadvisors.com.au

22 September 2017

City of Salisbury
 PO Box 8
 SALISBURY SA 5108

Dear Sir/Madam

Mixed development comprising a community facility and place of worship together with associated facilities including playground, carpark, caretakers residence, community kitchen garden ongoing horse keeping and temporary horse keeping

1. Introduction

Town Planning Advisors, acts on behalf of the applicant in relation to this Development Application. The City of Salisbury has undertaken Category 3 notification of the application and has forwarded written representations from the following people:

Table 1 Opposed (immediate locality < than 300m)

Number	Name	Address	Distance (by Road)
1.	V P King	711 Port Wakefield Rd, GLOBE DERBY PARK SA 5110	Adjoining to the north
2.	T D Tsetsang and C H Tran	713A Port Wakefield Rd, GLOBE DERBY PARK SA 5110	Adjoining to the north
3.	R Gaskin	8 Norton St, NORTH FIELD SA 5085	Adjoining to the west
4.	R Frezza and R Frezza	719 - 727 Port Wakefield Rd, GLOBE DERBY PARK SA 5110	160m
5.	C Alexopoulos and D Alexopoulos	729 Port Wakefield Rd, GLOBE DERBY PARK SA 5110	300m

5.1.1 Applicant's Response to Representations

Table 2 Opposed (Wider Locality >400m)

6.	A Kolovinos and M Koiovinos	739 Port Wakefield Rd, GLOBE DERBY PARK SA 5110	400m
7.	R White	751-761 Port Wakefield Rd, GLOBE DERBY PARK SA 5110	550m
8.	R H Norman	69 Daniel Ave, GLOBE DERBY PARK SA 5110	1.4km
9.	M Norman	69 Daniel Ave, GLOBE DERBY PARK SA 5110	1.4km
10.	M P Crosby and L H Holberton	10 Alabar Cres, GLOBE DERBY PARK SA 5110	1.5km
11.	C E Newman and S M Newman	667 Whites Rd, GLOBE DERBY PARK SA 5110	1.5km
12.	S Lowe	109 Daniel Ave, GLOBE DERBY PARK SA 5110	1.6km
13.	M A Harding and L B Harding	15 Trotters Dr, GLOBE DERBY PARK SA 5110	1.6km
14.	B Norman	13 Trotters Dr, GLOBE DERBY PARK SA 5110	1.6km
15.	P Marshall	8 Grayling Court, GLOBE DERBY PARK SA 5110	1.6km
16.	A J Zootjens and M P Walden	17 Grayling Ct, GLOBE DERBY PARK SA 5110	1.7km
17.	L P Randall and P B Randall	23 Trotters Dr, GLOBE DERBY PARK SA 5110	1.7km
18.	S L Trevean	23 Trotters Dr, GLOBE DERBY PARK SA 5110	1.7km
19.	R Trevean	23 Trotters Dr, GLOBE DERBY PARK SA 5110	1.7km
20.	C L Baker	23 Trotters Dr, GLOBE DERBY PARK SA 5110	1.7km
21.	H G Searle	2 Alabar Cres, GLOBE DERBY PARK SA 5110	1.7km
22.	H M Stevens and D Barrett	18 Grayling Ct, GLOBE DERBY PARK SA 5110	1.7km
23.	V L Newman and D K Newman	15 Grayling Ct, GLOBE DERBY PARK SA 5110	1.7km
24.	P G Pavlovich and L Pavlovich	24 Grayling Ct, GLOBE DERBY PARK SA 5110	1.8km
25.	D J Nolan and A K Nolan	9 Alabar Cres, GLOBE DERBY PARK SA 5110	1.9km
26.	J C Lee	21 Alabar Cres, GLOBE DERBY PARK SA 5110	2km
27.	P M Spirou and S P Spirou	734 Whites Rd, GLOBE DERBY PARK SA 5110	2km

Table 3 Support

Number	Name	Address	Distance (by Road)
28.	M C Agius and M Agius	197 Ryans Rd, GLOBE DERBY PARK SA 5110	900m
29.	J G Dougherty and W L Dougherty	7 Grayling Ct, GLOBE DERBY PARK SA 5110	1.6km
30.	K A Gully	99 Daniel Ave, GLOBE DERBY PARK SA 5110	1.5km

Representors opposed to the application raised the following concerns:

- Concerns regarding the disposal of stormwater;
- There is no horse shelter or feed store shown on the plans;
- Noise associated with the development may upset animals within the locality;
- The proposed development may result in a conflict between horses and visitors to the land;
- There will be an increase in traffic on local roads;
- There may be an increase in noise;
- The proposed development will prejudice the use of nearby land for its intended use;
- Properties within the locality use septic systems, how will the waste be disposed of;
- Concerns regarding boundary construction;
- The proposal is not in keeping with a rural living area;
- Will horse/pony rides be carried out as a business; and
- Is there sufficient car parking.

In order to better understand the submissions it is worthwhile to consider the proximity and location of each representor.

A total of 5 submissions in opposition were received from residents within 300 metres of the proposed development, three of whom live adjacent the subject land. Of the three adjoining representors only one raised concerns with the actual land use, while the other two advised that their concerns were more localised and could be overcome, specifically:

- There is an existing stormwater problem associated with the boundaries of 187 Ryans Road and the subject land, these problems should be addressed;
- There is no shelters for the horses, this should be addressed;
- Large gatherings late at night could aggravate animals, there should be a curfew restricting activity at the land to before 7pm;
- A high fence should be erected between 187 Ryans Road and the subject land; and
- There needs to be more details regarding fencing between the subject land and 711 Port Wakefield Road Globe Derby Park.

The applicant is willing to address each of the above concerns, specifically:

- A detailed storm water management plan has been prepared, any existing storm water issues will be resolved as a result of the proposed development;
- A shelter has been added to the site plan;
- Attendance at the land will be in accordance with Table 1 below with all services concluding at 2pm, far earlier than 7pm requested by the representor; and
- The applicant is willing to erect a new fence separating the subject land from the neighbours and is willing to consult with the neighbours to ensure that any concerns are addressed.

The owner of the land has spoken with the adjoining neighbour to the south, the southern neighbour has advised that they support the proposed development.

The majority of submissions (22) in opposition to the proposed development were received from residents dwelling between 400 metres and 2 kilometres from the subject land, primarily from residents residing within residential type zones.

5.1.1 Applicant's Response to Representations

Figure 1 below shows the location of representors within the immediate locality.

Figure 1



The majority of representors reside greater than 400 metres from the subject land

2. Additional Information prepared

Following consultation the applicant has prepared the following additional information;

- Updated site plan;
- Traffic assessment;
- Traffic surveys of the locality;
- Stormwater management plan; and
- Preliminary site investigation.

3. Proposed Development

In responding to the above submissions it is critical to outline the proposed land use.

Specifically the development application before you proposes to construct a mixed development comprising a community facility and place of worship together with associated facilities including playground, carpark, caretakers residence, community kitchen garden ongoing horse keeping and temporary horse keeping.

The community facility comprises a total of 3 buildings, the southernmost building is to be used as a library/museum, the southern central building is to be used as a congregation hall/place of worship and the northern central building is to be used as a meeting and meals area.

The caretaker's residence is proposed to be located north of the community facility. The caretakers residence is proposed to have a total area of 114 square metres and includes three bedrooms and a living/lounge area.

The primary carpark is proposed to be located in close proximity to the proposed buildings and 128 metres from Port Wakefield Road. The car park provides a total of 118 spaces. An additional 5 car parking spaces will be provided adjacent the caretakers residence.

There will be a full time caretaker onsite at all times.

Attendance at the subject land will include a single weekly service catering to 150 people with only the groundskeeper and less than 20 people attending on any other day.

Services will occur between 10am and 2pm with attendance spread out over a four hour period. Services catering to up to 250 people will be held up to 6 times per year. Services will occur between 10am and 2pm on weekends with attendance staggered over these times.

In summary there will be a weekly service catering for up to 150 people and a maximum of up to 6 annual services catering to up to 250 people. The following table provides an overview:

Table 1

Day of the Week	Time	Maximum Number of People onsite
Monday	9am to 5pm	20 or less
Tuesday	9am to 5pm	20 or less
Wednesday	9am to 5pm	20 or less
Thursday	9am to 5pm	20 or less
Friday	9am to 5pm	20 or less
Saturday	9am to 5pm	20 or less
Sunday	10am to 2pm	150

Up to 6 annual services will occur per year with attendance of up to 250 people. The date of each service is associated with the lunar calendar. The Services will occur between 10am and 2pm on a Sunday.

It is proposed that any member of the community (not only members of the Sikh community) will be allowed to use the community kitchen garden. The community kitchen garden will function in a similar manner to Council operated community gardens, with interested persons able to access individual plots.

In addition to the community kitchen garden the applicant proposes to permit members of the wider community access to the land and use of all onsite facilities.

Sikh culture welcomes interaction with the wider community and proposes to operate in an open manner with anyone from the local or wider community invited enjoy the community kitchen gardens or other facilities.

A single horse is proposed to be kept on the subject land within the area identified as horse keeping on the attached plans. The horse is to be used for children's rides and horse riding lessons. Animal keeping forms an important part of the community use of the land. Up to an additional 2 horses will be brought to the land during services for pony/horse rides however these horses will not stay at the land overnight.

5.1.1 Applicant's Response to Representations

Table 2 below provides an overview of the use of the land.

Table 2

Land use	Area (square metres)	Percentage of Total area
Community Garden and playground	6,300	31%
Horse Keeping (including temporary horse keeping for up to 2 horses)	2,100	10%
Dining Hall, Library, Prayer Hall	1,200	5%
Caretaker Residence	114	0.05%

As shown above a total of 41% of the overall land area is to be utilised for the community kitchen garden and horse keeping. While the applicant considered keeping another horse onsite, a single horse is considered more appropriate when the overall area of the subject land is taken into consideration. A total of three horses may be located on the land during services however two of those horses will be transported to other locations before 4pm on any day.

A total of 5% of the overall land area is to be utilised for the dining hall, library and Prayer Hall.

When assessing the appropriateness of the proposed land use one must consider that 5% of the total land area is to be used for a place of worship/community centre. Further the place of worship/community centre will only be utilised for a total of 4 hours per week.

Between the hours of 9 and 5 (56 hours) per week, the land will only be used as a community centre for 8% of this time. The land will be used for horse keeping and community kitchen gardens for a total of 92% of the hours between 9 and 5 every day of the week. Accordingly the proposed use of the land is for a community kitchen garden and horse keeping with ancillary place of worship.

3.1. Relevance of Horticulture/Agriculture and the provision of meals to the community in Sikh Culture

As detailed in our original submission the community kitchen garden will be managed by Mr Daniel Connell. Daniel Connell has 25 years experience of designing, establishing and maintaining organic community gardens for various communities in Adelaide and in India, including for children, the elderly and people with a disability.

This Garden will be designed using organic principles of soil enhancement, permaculture principles, water conservation, monastic and Indian Gurdwara gardens and will focus on produce that the Punjabi community most commonly used.

A brief history of the Sikh connection with agriculture and the provision of free meals follows:

The Sikh faith has a persistent link to a geography and the dignity of labour as referenced in the Sikh Holy text, Guru Granth Sahib. The region significant for Sikhs, Punjab is the agriculture heartland of India. Most Sikhs today have an ongoing relationship with food cultivation. The founder of Sikhism, Guru Nanak Dev was a farmer and made the practice of manual labour imperative for Sikhs.

Honest labour (Kirat Karni) is one of the three main tenets of Sikhism.

The tradition of serving Langar - a free vegetarian meal, fulfils another of the three central tenets of Sikhism of Seva (service) or Vand Chakna. It is served not only to any one who comes to the Gurdwara but distributed to any one in need in the community. Making oneself known to those in need in a local community, is the work of the contemporary Sikh. This will become part of the practical aspect of the Gurdwara Sangat (community's) Vand Chakna, the necessary outreach to the wider community.

It is proposed that a collection of non perishable combined with fresh produce from the garden will be provided via existing service providers for the homeless, families in crisis, school breakfast programs or the city of Salisbury's subsidised meal programs. The garden will be a core part of this.

A determining factor for success in community gardens is ongoing maintenance and labour, The enthusiasm for Seva amongst sikhs because of the religious imperative of honest labour (Kirat Karni) of all generations creates a pool of keen, disciplined and willing workers of many capacities.

The garden will be in a unique position to rely on this labour for establishment of the garden and for weekly maintenance. It will become part of the daily routine alongside serving food, of the Gurdwara community

3.2. Relevance of Horses in Sikh Culture

A brief summary of the Sikh faith's connection with horses follows:

Horses have a very significant place in sikh history. Horses were the companions to sikh warriors who fought many wars with mughals. They were not only a main source transportation but also very useful in carrying weapons and other aids

But they were more than just a means of transport for the Sikhs.

There is also a Gurudwara (sikh temple) 'Sri Sohela Ghora Sahib' named after a horse. It is situated near the Anandpur Sahib city in Ropar district in India. Krori mal, a sikh from kabul & a disciple of 'Guru Har Gobind', one of the sikh Gurus, gifted two horses to the Guru Har Gobind- Jaan Bhai & Suhela. The Guru fought battle against mughals in Kartarpur Sahib on the horse named Suhela. Suhela was wounded in the battle & later died hence giving the temple its name

10th sikh Guru 'Guru Gobind Singh' was also known as 'Neelay Ghore Wala' meaning 'the One with the blue Horse' because of his horse which was blue roan coloured. Even to this day horses of that breed exist & are displayed during the festival of 'Holla Mohalla' in Anandpur Sahib India each year

Maharaja Ranjit Singh, a famous sikh ruler had a passion for horses and once fought a battle to re-possess his famous horse 'Laili'. Such was the respect for horses in his rule that many horses including Laili were given a state burial with a 21-gun salute when it died.

5.1.1 Applicant's Response to Representations

Sikh history is replete with stories of horses. A google search on- 'horses in sikh history' reveals numerous pages & stories on significance of horses in sikh history.

Figure 2



Horse Riding feats form an element of some Sikh events (it is not proposed to undertake any horse riding feats at the subject land)

Figure 3



Horses form a fundamental element of the Sikh Culture

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Item 5.1.2 - Attachment 1 - Copy of Agenda Item - 24 October 2017

Figure 4



Horses form a fundamental element of the Sikh Culture (it is not proposed to undertake any horse processions at the subject land)

4. Overview of Australian Unitarian Druze Community Inc v Adelaide Hills Council & Anor [2015] SAERDC 38

On 8 October 2014 Adelaide Hill Council Development Assessment Panel approved an application from the Druze Community of South Australia comprising:

Community facility including construction of a meeting hall (280 person capacity) associated earthworks and retaining walls, water storage tanks (4x22,000L underground tanks and 2 x 22,000L above ground tanks), undercroft and open car parking area (47 spaces) and driveways, conversion of portion of existing dwelling to reception, storage and meeting rooms associated with the community facility, demolition of existing outbuilding, horticulture (orchards and community garden) on the subject land together with the relocation of the masonry pillar gateway at 197 Norton Summit Road

A third party representor appealed the decision of Council; ultimately the application was determined by the Environmental Resources and Development Court.

The application by Australian Unitarian Druze Community Inc shares many similarities to the application currently under consideration such as being located in a similar zone. The 'Druze' application was located within the Watershed (Primary Production) Zone and the Rural (Norton Summit) Policy Area of the Adelaide Hills Development Plan.

Key Watershed (Primary Production) Zone and the Rural (Norton Summit) Policy Area provisions include:

Objective 1: Preservation of primary production, especially the mixture of horticulture.

5.1.1 Applicant's Response to Representations

Objective 2: Conservation of rural character and scenic amenity, especially significant tracts of bushland.

Objective 3: Restriction of residential development to existing allotments only.

Objective 4: No intensification of urban development.

PRINCIPLES OF DEVELOPMENT CONTROL

1 Development should primarily be limited to agriculture and horticulture and related activities and properly planned with due regard to topography, vegetation, possible impact on surrounding development and water resources.

The Watershed (Primary Production) Zone, Rural (Norton Summit) Policy Area shares many similarities with the Rural Living Zone Bolivar Policy Area 19. In particular both policy areas are intended to be used for low scale residential development and primary production.

His Honour Judge Costello, Commissioner Green and Commissioner Koukourou considered that the proposed land use for the 'Druze' application was appropriate, taking the following factors into consideration:

most of the members of the Druze Community, who are likely to utilise the facility, live outside the Zone, does not mean that the facility is any the less a community facility.

The Court found that members of the Druze Community lived outside of the zone where the community facility was to be constructed. A community facility can service members of the wider community, not only persons living within the zone.

it is not appropriate to approach a consideration of this issue from the point of view that these two forms of development are to operate separately and independently of each other.

The Court found that the proposed horticulture use and the community centre use were intrinsically linked. This is also true of the current application which proposes the construction of a community centre, a community kitchen garden as well as the keeping of horses.

Community service including the provision of meals has long been an important part of Sikh culture. The application currently under consideration proposes a community kitchen garden and kitchen which will feed not only members of the Sikh community but any other members of the community.

The community kitchen garden is proposed to serve the entire community and will be made available to any interested party.

As outlined in section 3.2 above horses form a fundamental part of Sikh culture. The proposed horse keeping, community kitchen gardens and community centre do not operated separately and independently and are fundamental elements of the proposed development.

The history and nature of both the philosophy and activities of the appellant demonstrate that these two forms of use are intended to operate in an integrated and complementary manner.

Number 701 to 709 Port Wakefield Road Globe Derby Park was selected as the preferred location for the Sikh community centre, kitchen garden and horse keeping as it is one of the few suitable locations for horse keeping within the City of Salisbury.

The proposed development is intended to operate in an integrated and complimentary manner.

We also recognise and accept that, for a mixed form of development with these characteristics, the opportunity for it to locate in a township, in proximity to businesses and shopping facilities is limited, given the area of land required and the consequent cost of purchase. We are satisfied that, allowing for the appellant's requirements for a sizeable tract of land to serve the horticultural use, the amended proposal will be located conveniently to the community it is to serve.

The above passage recognises the reality of locating land suitable for a mixed (community centre/agriculture) type of development within township or centre zone. A detailed review of alternative zones and locations is included in section 5 below.

The Rural Living Zone Bolivar Policy Area is a suitable location for an integrated land use comprising a community centre, community kitchen garden and horse keeping.

An important feature of the proposal was the mixed nature of the development comprising both its use as a community facility and a horticultural use. If the community facility use could commence and establish in advance of the horticultural use, the nature of such a use would be fundamentally different in character. It would not be appropriate, in our view, for the 'community facility' part of the development to proceed in advance of the substantial establishment of the horticultural use and a condition to ensure that this does not occur is now necessary.

In approving the 'Druze' application the court recognised that each element of the development must occur and that the community centre in isolation would not be appropriate. The same is true for the current application, accordingly the applicant is willing to accept any condition requiring horse keeping and the community kitchen garden to be established at the same time as the community centre.

5. Site Investigation

The Preliminary site investigation was undertaken to demonstrate that the subject land is suitable for a residential use. Agon Environmental undertook the following scope of work:

- A summary of property details and current zoning;
- A description of site features and land use on and surrounding the site;
- A brief discussion of regional geology and hydrology;
- A summary of search results on public databases;
- A summary of historical land titles ownership;
- A review of historical aerial photographs of the site and surrounding area;
- A brief summary of other available historical information relevant to the investigation;
- A review of public registers and databases indicating potential contaminants of concern; and
- Compilation of this information in the report.

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Following a review of the above investigations Agon Environmental concluded that the site appears to have historically been used for agricultural purposes.

Agon environmental concluded that site contamination risks associated with the previous use of the land are low. As such, Agon Environmental considers that previous use of the land will not pose any significant risk to human health or to the environment.

6. Planning Assessment

6.1. Land Use

The proposed development is appropriate within the Rural Living Zone Bolivar Policy Area key Zone and Policy Area provisions include:

Rural Living Zone

Objectives

- 1 A zone consisting of large allotments, detached dwellings and rural activities that do not adversely impact the amenity of the locality.

Principles of Development Control

- 1 The following forms of development are envisaged in the zone:
 - detached dwelling
 - domestic outbuilding in association with a detached dwelling
 - domestic structure
 - dwelling addition
 - farming
 - farm building
 - stable.
- 2 Development listed as non-complying is generally inappropriate.
- 4 Commercial, industrial, or retail activities should not be undertaken within the zone.

Bolivar Policy Area 19

Objectives

- 1 A policy area that accommodates low density residential development and stables on large allotments.
- 2 Residential development in association with the keeping of horses in close proximity of the South Australian Trotting Club (Globe Derby Park) facilities.
- 3 Development that contributes to the desired character of the policy area.

Desired Character

The policy area encompasses land set aside for persons desiring to live within detached dwellings on allotments that also accommodate stables. Uses within the site are generally linked to the Globe Derby Park sporting venue.

Principles of Development Control

- 1 *The following forms of development are envisaged in the policy area:*
 - *detached dwellings on large allotments*
 - *domestic outbuilding in association with a detached dwelling*
 - *horse keeping*
 - *stables.*
- 2 *Development should not be undertaken unless it is consistent with the desired character for the policy area.*
- 3 *Development should be designed and sited to allow for the orderly expansion of residential development and horse keeping.*
- 4 *Buildings should be set-back at least 30 metres from the top of the banks of the Little Para River west of Port Wakefield Road.*

The above Zone and Policy Area provisions promote:

- Large allotments;
- Development that will not adversely impact the amenity of the locality;
- Development that will not unreasonably impact adjacent development; and
- Horse keeping and stables;

Development that is not appropriate within the zone or policy area is listed within the non-complying development provisions:

5.1.1 Applicant's Response to Representations

Rural Living Zone

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	Advertisement and/or advertising hoarding where the development achieves at least one of (a) or (b): (a) it is adjacent to a road with a speed limit of less than 50 km/h (b) it has an advertisement area of 2 square metres or less and achieves all of the following: (i) the message contained thereon relates entirely to a lawful use of land (ii) the advertisement is erected on the same allotment as the use it seeks to advertise (iii) the advertisement will not result in more than two advertisements on the allotment.
Amusement machine centre	
Bed and breakfast for more than 6 guests	
Bulky Goods Outlet	
Caravan park	
Consulting room	Except where it achieves all of the following: (a) it is ancillary to and in association with a detached dwelling (b) the maximum component floor area used as a consulting room does not exceed 50 square metres.
Crematorium	
Dairy	
Dwelling	Except where it achieves one of the following: (a) it is a detached dwelling that results in no more than one dwelling per allotment (b) it is a second dwelling and it is attached to an existing detached dwelling.
Fuel depot	
Hotel	
Industry	
Intensive animal keeping	

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Form of development	Exceptions
Land division	Except where it achieves one of the following: (a) it is located within the Bulky Goods Area 19 and all resulting allotments are at least 4000 square metres (b) it is located within the Direct Policy Area 20 and all resulting allotments are at least 2 hectares.
Major public service centre	
Motor repair station	
Office	Except where it achieves all of the following: (a) it is ancillary to and in association with a detached dwelling (b) the maximum component floor area used as an office does not exceed 50 square metres.
Road transport terminal	
Service trade premises	
Shop or group of shops	Except where the gross leasable area is less than 200 square metres.
Stock sales yard	
Stock slaughter works	
Store	
Warehouse	
Waste reception, storage, treatment or disposal	
Wrecking yard	

Rural Living Zone Principle of Development Control 4 states that commercial, industrial, or retail activities should not be undertaken within the Zone. Principle of Development Control 4 is reinforced by the above list of non-complying development.

Non-complying uses include advertising, tourist accommodation, shops of varying scales, consulting rooms, intensive agricultural uses, hotels, industrial uses, offices and various commercial activities.

The proposed development is best described as a community centre with ancillary stables gardens and place of worship. A community centre is defined by the Development Regulations as:

community centre means land used for the provision of social, recreational or educational facilities for the local community, but does not include a pre-school, primary school, educational establishment or indoor recreation centre;

A place of worship is not defined within the Development Regulations. Importantly community centres and Places of worship have not been excluded from the Rural Living Zone by being listed as non-complying forms of development.

Community Centres have been listed as non-complying in the following zones within the City of Salisbury Development Plan, the Bulky Goods Zone, Caravan and Tourist Park Zone, Coastal Conservation Zone, Coastal Open Space Zone, Deferred Urban Zone, Hills Face Zone, Industry Zone, Light Industry Zone, Mineral Extraction Zone, Mixed Use (Bulky Goods, Entertainment and Leisure) Zone and parts of the Primary Production Zone.

5.1.1 Applicant's Response to Representations

While exclusion from the list of non-complying development does not mean that a form of development is appropriate within a zone, it does mean that, a particular form of development may be appropriate following a detailed assessment.

Assessing the proposed development against Rural Living Zone Principle of Development Control 4 and the list of non-complying development it is important to consider that:

- The proposed development is not commercial, industrial or retail;
- Larger services will only occur 1 day a week for a period of approximately 4 hours;
- The proposed buildings will not be visible from the street;
- No activity will occur at the subject land at night;
- Members of the local community will be encouraged to participate in the community kitchen gardens and horse keeping activities; and
- The subject land adjoins a total of four residential allotments.

The following Council Wide Objectives and Principles are of particular relevance in an assessment of the proposed land use:

Community Facilities

Objectives

- 2 The proper provision of public and community facilities including the reservation of suitable land in advance of need.

Principles of Development Control

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

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

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- 5 *Small (local) to medium (neighbourhood) scale places of worship within residential areas should be appropriately located on major collector roads to minimise congestion or traffic conflict within local streets.*
- 6 *Large places of worship should:*
- (a) *be located within centre, commercial or the periphery of industrial zones*
- (b) *demonstrate the following design features:*
- (i) *reuse of existing buildings*
- (ii) *the bulk, mass and height of development compatible with the character of the locality*
- (iii) *sharing of car parking facilities*
- (iv) *siting on arterial or collector roads rather than narrower local residential streets*
- (v) *promote crime prevention through environmental design principles*
- (vi) *reduced land use conflicts in relation to the scale of building form and hours of operation*
- (vii) *provide value added functions and facilities that can be used by neighbouring activities.*
- 7 *Large scale places of worship located in commercial or industry zones should not detrimentally impact on the operations of existing commercial or industrial land uses.*

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.*

Principles of Development Control

- 1 *Development should not prejudice the development of a zone for its intended purpose.*
- 4 *Urban development should form a compact extension to an existing built-up area.*
- 8 *Vacant or underutilised land should be developed in an efficient and co-ordinated manner to not prejudice the orderly development of adjacent land.*

5.1.1 Applicant's Response to Representations

The above Development Plan provisions provide guidance as to suitable locations for community facilities and places of worship. Community Facilities Principle of Development Control 4 categorises places of worship as small medium or large based on the number of attendees.

Small places of worship should be appropriately located on major collector roads to minimise congestion or traffic conflict within local streets. Large places of worship should be located within centre, commercial or the periphery of industrial zones. The proposed development is a medium place of worship.

Medium size places of worship should be purpose built or re-use existing buildings, have medium footprints and are found in most suburbs and country towns.

It is clear from the above provisions that places of worship and community centres are anticipated within residential type zones. The proposed development is located adjacent a primary arterial road and adjoins a total of four residential properties

Figure 1



The proposed development adjoins a total of 4 residential properties

In summary community centres and places of worship are not excluded from the Rural Living Zone Bolivar Policy Area. In addition community centres and places of worship are to be anticipated in residential type zones and suburbs.

Given the low density nature of the locality, significant setbacks between the proposed development and any residential use and low intensity nature of the proposed development, impacts on nearby residents will be minimal.

The proposed development can exist in a cohesive manner with nearby residential development. The proposed development should not be excluded from the Rural Living Zone Bolivar Policy Area.

6.2. Stormwater management

The applicant has engaged CPR to prepare a stormwater management plan for the subject land. The system has been designed to comply with the following criteria:

- Piped underground systems for 1 in 10 year event; and
- Overland flow for 1 in 100 year event.

Roof water from the new building and paving be collected and will discharged to an underground detention tank from where it will be pumped to the existing swale between Port Wakefield Road and the adjacent service road.

It is proposed to provide the following stormwater detention:

- 150,000 litres detention via a single underground tank with pumped discharge at controlled rate of 20 L/s (tank to be located adjacent the car park to the east of the proposed new buildings) – note that this tank will cope with the 1 in 10 year storm (with 20 L/s discharge); and
- Further 230,000 litres via ponding in the car park – note that this will only eventuate in storms exceeding the 1 in 10 year event and in combination with the tank will cope with storms up to the 1 in 100 year event (with 20 L/s discharge).

Treatment of the stormwater runoff from car parking areas will be provided by either a WSUD (water sensitive urban design) approach involving swales in the car park and/or landscaping or an underground gross pollutant trap (GPT). Either of these methods will treat the runoff from the car park area before running into the underground detention tank and then being discharged to the swale adjacent Port Wakefield Road.

The management plan demonstrates that stormwater generated by the proposed development will not unreasonably impact neighbouring properties and will comply with council flow rate and water quality guidelines. The applicant is willing to accept any Council conditions relating to stormwater.

The proposed development is consistent with the following Development Plan provisions:

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.*

5.1.1 Applicant's Response to Representations

2 Development should only occur where it provides, or has access to, relevant easements for the supply of infrastructure

6.3. Horse keeping

A horse shelter, feed storage area and details of fencing surrounding the horse keeping area have been added to the plans. The applicant is committed to ensuring that the health of the horse to be kept on the land is prioritised.

A single horse is to be kept within the area identified on the site plan, with up to two horses being brought to the site during services, the additional two horses will not remain on the land beyond 4pm. The onsite groundskeeper will be responsible for the care and supervision of the horses. The horse stables have been designed to ensure that the horse is comfortable regardless of weather or site conditions. If it is too hot or wet additional horses will not be brought to the land during services.

The stable/shelter and yard will be big enough for a horse to roll, lie down and move around. The height of the stable/shelter will be at least 60 cm (2') above the poll of the horse when standing alert. The horse will always be able to access both the yard and stable/shelter.

A dedicated exercise yard is to be provided, the yard is to have a total area of 80 square metres and will be located next to the stables. The yard will be surfaced with a 10 cm layer of compacted rubble or dolomite topped with 15 cm of a suitable topping, such as sand, shell grit or sand woodchip mix and with a minimum slope of 1/30 to provide both a good surface and suitable drainage.

The area of the land identified on the plans as 'horse keeping' will be used as an exercise and grazing area. The horse keeping area will be monitored in order to ensure that:

- Paddocks are soil tested regularly and fertilized accordingly;
- Pastures are not overgrazed;
- Pastures are rotationally grazed;
- Weeds are controlled;
- Insect pests are monitored and controlled; and
- Species of grass and legumes grown are suitable for the soil and climate and are safe for horses to eat.

Horse manure will be regularly picked up from paddocks, bagged and composted for use on the gardens located on the subject land. Manure will be removed daily from stables, yards and the exercise area and stored in an area protected from rain and surface run-off. This will ensure that no manure or nutrient-rich liquid drains into a watercourse.

The proposed development is consistent with the following Development Plan provisions:

Animal Keeping

Principles of Development Control

3 Stables, horse shelters or associated yards should be sited:

(a) at least 50 metres from a watercourse

(b) on land with a slope no greater than 1-in-10.

- 4 *A concrete drainage apron should be provided along the front of stables directing water from wash-down areas onto a suitably vegetated area that can absorb all the water, or into a constructed drainage pit.*
- 5 *Stables, horse shelters or associated yards should be sited at least 30 metres from any dwelling on the site and from the nearest allotment boundary to avoid adverse impacts from dust, erosion and odour.*
- 6 *All areas accessible to horses should be separated from septic tank drainage areas.*
- 8 *Development of stable and yard areas should have dimensions and areas of at least 3.7 metres by 3.7 metres per horse stable and provide a minimum of:*
 - (a) *15 square metres per horse per holding yard (standing only)*
- 9 *To ensure sanitary conditions and prevent soil erosion, dust, odour and pollution of stormwater run-off, horse keeping should conform with the following principles:*
 - (a) *stable floors constructed of concrete that is at least 100 millimetres thick and graded to the doorway with a fall of at least 15 millimetres over three metres*
 - (b) *stables constructed of masonry or concrete to a minimum height of 1.2 metres. Timber, metal or similar construction should only be used the minimum 1.2 metre height or on the roof*
 - (c) *stables sited at least 3 metres from all allotment boundaries.*

6.4. Noise

The following Development Plan provisions seek to ensure that development does not unreasonably impact existing uses within a locality:

Interface Between Land Uses

Principles of Development Control

- 6 *Development should be sited, designed and constructed to minimise negative impacts of noise and to avoid unreasonable interference.*
- 7 *Development should be consistent with the relevant provisions in the current Environment Protection (Noise) Policy.*

The subject land is to be used as a community facility for community gatherings. Attendance at the subject land will include a single weekly service catering up to 150 people with only the groundskeeper and less than 20 people attending on any other day.

Services will occur between 10am and 2pm with the larger groups attendance spread out over a four hour period. Services catering to up to 250 people will be held up to 6 times per year. The larger services will occur between 10am and 2pm on weekends with attendance staggered over these times.

In summary there will be a weekly service catering for up to 150 people and a maximum of 6 annual services catering to up to 250 people

5.1.1 Applicant's Response to Representations

The numbers listed above represent the maximum numbers of persons that may attend the land on any given day. Importantly persons attending the subject land will not arrive or depart at the same time. Attendees to the land are free to come and leave at their leisure, often members of the community will stay for only a short period or may attend intermittently.

When assessing noise impacts it is important to consider that the subject land is located within a rural type area and adjacent a primary arterial road and transport route. Noise generating activities such as the use of ride on mowers, chainsaws and wood chippers are to be expected as well as noise associated with heavy vehicles using Port Wakefield Road. No large scale gatherings (over 100 people) will occur after 8pm on any day. Further no amplified music will be used at any time and generally all noise will be confined to enclosed areas.

The proposed development will generate no greater level of noise than an agricultural use of the land. The proposed development is consistent with the above Development Plan provisions:

6.5. Vehicle movement, parking and potential conflict with horses within the locality

6.5.1. Will there will be an increase in traffic on local roads?

CIRQA traffic advisors have undertaken a complete review of vehicle movements to and from the subject land. The CIRQA review includes a review of the proposed use of the land and an analysis of the local road network.

CIRQA concluded that the site would generate in the order of 41 peak hour trips during a typical weekly 150 person service and up to 67 peak hour trips during special 250-person services (occurring no more than 6 times per year).

All traffic assessment has been undertaken based on a worst case scenario (the largest 250 person services that occur 6 times per year).

The following traffic volumes will be distributed to/from Port Wakefield Road (assuming that all attendees live outside of Globe Derby Park) via three access points. The following distribution of trips has therefore been assumed:

- 40% to/from the north via Port Wakefield Road (Port Wakefield Road / Port Wakefield Road service road intersection);
- 30% to/from the east via Martin Road, Ryans Road and/or Salisbury Highway (Port Wakefield Road / Daniel Avenue and Port Wakefield Road / Globe Derby Drive intersections); and
- 30% to/from the south via Port Wakefield Road (Port Wakefield Road / Daniel Avenue and Port Wakefield Road / Globe Derby Drive intersections).

The above assessment was prepared on a 'worst-case' basis for use of the internal road network within Globe Derby Park. In reality, there are alternative access routes (such as via Shepherdson Road/Victoria Drive as well as utilising the U-turn facility north of Daniel Avenue on Port Wakefield Road) that provide similar or shorter distances than those adopted for the original (conservative) assessment. It is considered that, with the exception

of the service road and its intersection with Daniel Avenue (and connection to Port Wakefield Road), the proposal does not rely heavily on the internal road network of Globe Derby Park.

CIRQA concluded that the above traffic volumes will be adequately accommodated on the adjacent roadway and are well within typical local road capacities. The volumes would have negligible impact on queues and delays currently experienced on the above roads and the associated intersections with Port Wakefield Road.

The applicant is committed to working with the local community to ensure that there is no conflict between horses and attendees at the land. The applicant will educate attendees of the land of the horse training that occurs within the area. Further the applicant will use volunteers during larger services to assist with directing visitors away from the Port Wakefield Road / Daniel Avenue and Port Wakefield Road / Globe Derby Drive intersections.

6.5.2. Potential conflict with horses

Austraffic have been engaged to assess the level of horse activity within the area, CIRQA traffic consultants have reviewed the Austraffic data and the locality to determine whether there will be any conflict between horses and vehicles as a result of the proposed development.

Austraffic undertook surveys on Sunday 19th March 2017 between 7am and 8pm at the Service Road/Daniel Avenue intersection, the Daniel Avenue/Trotters Drive intersection and mid-block on Trotters Drive. Surveys were undertaken on Sunday, as services will only occur on the land on Sundays.

The Austraffic survey found that:

- at the intersection of the Service Road and Daniel Avenue, no horse movements were recorded during either the 9am to 10am nor the 1pm to 2pm periods;
- at the surveyed mid-block section of Trotters Drive there were no horse movements recorded during either the 9am to 10am nor the 1pm to 2pm periods;
- at the Trotters Drive/Daniel Avenue intersection (including the adjacent off-road horse path and adjacent access gates to the trotting facility), there were 14 horse movements during the 9am to 10am period and no horse movements during the 1pm to 2pm period. Of the horse related movements recorded in the 9am to 10am period, there were:
 - 2 movements undertaken on Trotters Drive (one to the opposite off-road path and one to Daniel Avenue to the west);
 - 7 movements between (to/from) Daniel Avenue (west) and the access gates to the trotting facility; and
 - 5 movements between (to/from) the off-road path and the access gates to the trotting facility.

The key periods of potential interaction between horses and vehicles generated by the subject site will relate to the periods immediately before and after services. The above results indicate that during the key times associated with vehicle movements to/from the proposed facility, there is a low level of horse related movements on the adjacent road network.

5.1.1 Applicant's Response to Representations

Importantly the proposed operational times of the proposed facility are outside of the times when training of sulkies typical occurs (early morning). As such, minimal horse (sulky) movements would be expected when the proposed facility is in operation. This was confirmed by several spot checks of the subject site (and Globe Derby Park) throughout the day.

It is acknowledged that the distribution of movements via Trotters Drive would be higher during the after-service period. However, as noted above, no horse movements were recorded during this period.

CIRQA have considered the locality in its entirety and concluded that (in proportion to the total number of allotments in Globe Derby Park which contain horse facilities), interaction between vehicles and horses (sulkies) will be minimal.

In summary a detailed review of vehicle movements associated with the proposed development, horse movements within the locality and existing land uses within the locality has been undertaken. The review concluded that there will be almost no conflict between attendees to the subject land and existing horse training activities within the locality.

6.5.3. Total vehicle movements to and from the land

As part of the previous traffic assessment (detailed in the previous letter prepared by CIRQA, dated 05 December 2016), surveys were undertaken at a similar facility at Glen Osmond. The survey identified a peak hour traffic generation rate of 0.27 trips per person (adult or child) attending the site. As such, based upon a 250-person service, it could be expected that a peak hour traffic generation of 67 trips would occur.

CIRQA have discussed peak vehicle movements with Council's traffic engineers and provided additional justification for the calculations used. A full description of the methodology used is included in the updated traffic report

6.5.4. Internal access and layout

Council requested additional information regarding internal vehicle movements within the subject land. CIRQA have undertaken a complete review of the proposed internal access roads and proposed car parking areas.

The updated car park layout is illustrated on the attached plans prepared by CIRQA (drawing no. C16153_02-SH01 & SH02, dated 07 March 2017).

CIRQA have reviewed the proposed car parking area and have advised that the parking area has been designed in accordance with the "Australian / New Zealand Standard for Parking Facilities - Part 1: Off-street car parking" (AS/NZS 2890.1:2004) and "Australian / New Zealand Standard for Parking Facilities - Part 6: Off-street parking for people with disabilities" (AS/NZS 2890.6:2009) in that:

- regular parking spaces will be 2.5 m wide and 5.4 m long;
- parallel parking spaces will be at 2.1 m wide and 6.1 m long;
- disabled parking spaces will be at least 2.4 m wide and 5.4 m long with and adjacent shared area of the same dimension;
- aisle widths adjacent regular parking spaces will be 5.8 m wide;
- aisle widths adjacent parallel parking spaces will be at least 3.3 m wide; and
- 0.3 m clearance will be given to solid objects greater than 0.15 m in height.

Pedestrian paths have also been provided adjacent the northern and southern boundaries of the subject site. These 1.5 m wide paths provide connections to the Port Wakefield Road Service Road as well as access to the facility for drivers parked within the driveway.

Access to the parking area will be accommodated via two crossovers on the Port Wakefield Road Service Road (an ingress only and an egress only). The access points (and internal circulation roadway) have been designed to accommodate the turn-path of an 8.8 m rigid commercial vehicle (MRV).

In summary, it is considered that the likely level of interaction (and conflict potential) between vehicles generated by the proposed facility and existing horse related activities on and immediately adjacent the surrounding roads will be minimal. Survey data recorded confirms that the number of horse related movements undertaken in key locations at times the proposal would generate peak flows are very low.

6.5.5. Onsite car park numbers

The number of car parks proposed will cater for the maximum number of persons anticipated to attend the subject land at any time (the largest 250 person services). The internal car park has been designed and reviewed by qualified traffic consultants who have confirmed that there will be no impact on the locality.

6.5.6. Traffic Conclusion

In summary, it is considered that the likely level of interaction (and conflict potential) between vehicles generated by the proposed facility and existing horse related activities on and immediately adjacent the surrounding roads will be minimal. Survey data recorded confirms that the number of horse related movements undertaken in key locations at times the proposal would generate peak flows are very low.

The proposed development is consistent with the following Principles of Development Control:

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*
 - (d) *have minimal negative environmental and social impacts*
- 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*

5.1.1 Applicant's Response to Representations

(d) is appropriately located so that it supports and makes best use of existing transport facilities and networks.

Principles of Development Control

- 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.*
- 8 *Development should provide safe and convenient access for all anticipated modes of transport including cycling, walking, public and community transport, and motor vehicles.*
- 13 *Development should make sufficient provision on site for the loading, unloading and turning of all traffic likely to be generated.*
- 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.*
- 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.*
- 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.*

6.6. Caretakers residence form and function

In order to ensure that the proposed caretakers residence does not function as a 'detached dwelling' the applicant has updated the proposal to provide shared access to the associated bathroom from outside of the building.

The bathroom is proposed to be available not only to the caretaker but also to attendees to the land generally.

The caretakers residence is not 'self-contained'. The caretaker's residence is not proposed to function as a 'detached dwelling'.

6.7. Will the proposed development prejudice the use of nearby land for its intended use

The subject land is located in the Rural Living Zone Bolivar Policy Area 19. The Objectives of the Zone and Policy Area are:

Rural Living Zone

Objectives

5.1.1 Applicant's Response to Representations

- 1 *A zone consisting of large allotments, detached dwellings and rural activities that do not adversely impact the amenity of the locality.*

Bolivar Policy Area 19

- 1 *A policy area that accommodates low density residential development and stables on large allotments.*
- 2 *Residential development in association with the keeping of horses in close proximity of the South Australian Trotting Club (Globe Derby Park) facilities.*
- 3 *Development that contributes to the desired character of the policy area.*

The subject land has been selected, as the zone and policy area promote low intensity agricultural and horse keeping uses. A key element of the proposed development is the onsite horse keeping and low scale agricultural uses.

A connection with nature and agriculture form an important part of the Sikh philosophy. By locating the community kitchen gardens and horse keeping in close proximity the proposed community facilities the applicant seeks to create an integrated rural oriented facility.

As discussed the proposed development has been designed in a manner to ensure any offsite impacts are minimised. Attendance at the land will be staggered on weekdays with only 6 larger (250) people events to be held throughout the year. All roadways and parking areas will be surfaced to ensure that dust does not adversely impact neighbours.

6.8. Waste management

All wastewater associated with the proposed development will be disposed of via a SA Water wastewater connection point located to the east of the subject land.

6.9. Boundary construction

All structures are proposed to be located 13 metres from the rear boundary and 9.5 metres from the northern and southern boundaries. Further all building work will be screened from view by proposed landscaping the proposed development is consistent with the following Development Plan provisions:

Interface between land uses

Principles of Development Control

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

6.10. The proposal is not in keeping with a rural living area

The proposed development incorporates the following land uses that would be anticipated within the Rural Living Zone Bolivar Policy Area 19 including:

- Horse keeping;
- Low scale agriculture (community kitchen garden); and
- Low scale residential (grounds keeps residence).

The community kitchen gardens and horse keeping are rural living type activities. Horse keeping and low scale agriculture and a dwelling would ordinarily not be appropriate within a residential zone, commercial zone or other zones within the city of Salisbury.

The community kitchen garden, horse keeping and groundskeeper are integral parts of the proposed development. A similar development application was considered by His Honour Judge Costello, Commissioner Green and Commissioner Koukourou in Australian Unitarian Druze Community Inc v Adelaide Hills Council & Anor [2015] SAERDC 38 (4 September 2015). When assessing the suitability of the proposed use His Honour Judge Costello, Commissioner Green and Commissioner Koukourou considered alternative zones and locations for the Druze development. Ultimately a rural type zone was the most suitable location.

The Rural Living Zone Bolivar Policy Area 19 is a suitable location for the proposed development. The proposed development is compatible with development within the locality.

6.11. Will horse/pony rides be carried out as a business

The applicant does not intend to charge a fee for pony rides at the land. The applicant has advised that members of the wider community will be welcome to attend the land and participate in the community kitchen garden and horse riding.

7. Conclusion

Representors raised concerns regarding noise, traffic, storm water, wastewater and horse keeping. In order to address these concerns the applicant has engaged a number of specialist consultants as well as providing updated plans.

Each potential impact associated with the proposed development has been addressed.

Ultimately the key consideration is the suitability of the proposed use within the zone and policy area. The applicant proposes an integrated community centre, community kitchen garden and horse keeping use.

The keeping of horses and the operation of a community kitchen garden are fundamental elements of the proposed development and are fundamental elements of Sikh culture. Globe Derby Park was selected from the beginning because of its connection with horses and its suitability as a location for the keeping of horses.

The judgement of the Environment Court in Australian Unitarian Druze Community Inc v Adelaide Hills Council & Anor [2015] SAERDC 38 recognised the difficulties of finding a suitable location

While the proposed land use is different from other development within the locality the proposed use is low scale and agricultural in nature.

Any impact associated with the proposed development can be managed and the applicant looks forward to becoming a member of the Globe Derby community. The applicant welcomes all members of the wider community and has every intention of making the community kitchen garden and horse rides available to members of the wider community.

5.1.1 Applicant's Response to Representations

The proposed development is appropriate with the Rural Living Zone Bolivar Policy Area 19 and will not result in unreasonable impacts on the wider community. The application warrants Development Plan Consent.

Should you have any queries or require any further information or clarification with any components of this application, please do not hesitate to contact by calling me on 0478 509 777 or by email bill@townplanningadvisors.com.au

Yours faithfully



Bill Stefanopoulos, MPIA
BA Planning, Grad Dip Environmental Planning

Attachments

- Attachment A:** Site Plan
- Attachment B:** Elevation Plans
- Attachment C:** Traffic Report Part 1
- Attachment D:** Traffic Report Part 2
- Attachment E:** Agon Environmental Report

Item 5.1.1 - Attachment 4 - Applicant's Response to Representations

Item 5.1.2 - Attachment 1 - Copy of Agenda Item - 24 October 2017



Ref: 16153|BNW

Mr Callum Little
Town Planning Advisors
PO Box 9061
HENLEY BEACH SOUTH SA 5022

8 May 2017

Dear Callum,

**PROPOSED COMMUNITY CENTRE
701-709 PORT WAKEFIELD ROAD, GLOBE DERBY PARK**

I refer to the proposal to develop a Community Centre at 701-709 Port Wakefield Road, Globe Derby Park. As requested, I have undertaken a review of comments received from the City of Salisbury (letter from Mr George Pantelos, dated 11 January 2017, Application No. 361/144/2016/3B).

Key comments raised relating to traffic, parking and associated design aspects of the proposal are identified in italics below, followed by my response.

"The proposed Community Centre does not have direct access onto Port Wakefield Road and relies heavily on the internal road network in dispersing the majority of vehicles that will head in a southerly direction."

The previous letter prepared by CIRQA (dated 05 December 2016) provided a high-level traffic distribution associated with the proposal. Specifically, the assessment identified that *"the following distribution of trips has been ... assumed:*

- *40% to/from the north via Port Wakefield Road (Port Wakefield Road / Port Wakefield Road service road intersection);*
- *30% to/from the east via Martin Road, Ryans Road and/or Salisbury Highway (Port Wakefield Road / Daniel Avenue and Port Wakefield Road / Globe Derby Drive intersections); and*
- *30% to/from the south via Port Wakefield Road (Port Wakefield Road / Daniel Avenue and Port Wakefield Road / Globe Derby Drive intersections)."*

The above assessment was prepared on a 'worst-case' basis for use of the internal road network within Globe Derby Park. In reality, there are alternative

5.1.1 Applicant's Response to Representations



access routes (such as via Shepherdson Road/Victoria Drive as well as utilising the U-turn facility north of Daniel Avenue on Port Wakefield Road) that provide similar or shorter distances than those adopted for the original (conservative) assessment. It is considered that, with the exception of the service road and its intersection with Daniel Avenue (and connection to Port Wakefield Road), the proposal does not rely heavily on the internal road network of Globe Derby Park.

Nevertheless, it is acknowledged that drivers heading directly south of the site (during the after-service period) would primarily utilise Trotters Drive. Drivers heading south-east (i.e. to Elder Smith Road and beyond), however, would be presented with a shorter route via use of the nearby U-turn facility on Port Wakefield Road and Ryans Road. The number of movements experienced on Trotters Drive would therefore be low (further discussion on the number of horse movements on the adjacent road network at the time these movements would be generated is provided below).

"It [the proposal] could lead to conflict between people leaving the Community Centre after an event and residents using the road to take their sulkies to and from the trotting facilities. It may be that the key use times of the Community Centre are outside the popular times for track / training operations."

The subject site is located in the northern portion of Globe Derby Park, with only nine allotments further north of the site. Off-road paths do not appear to extend into this portion of Globe Derby Park. Available aerial imagery identifies that at least four allotments do not contain facilities for horses (or sulkies). As such, minimal sulky movements would occur past the subject site.

Furthermore, vehicles travelling between the subject site and Port Wakefield Road (via the service road and Daniel Avenue) are required to pass eight allotments, of which at least five do not appear to contain horse facilities. It is therefore considered that (in proportion to the total number of allotments in Globe Derby Park which contain horse facilities), interaction between vehicles and horses (sulkies) will be minimal. Nevertheless, it is acknowledged that some vehicle movements generated by the proposed facility would be directed to the Globe Derby Drive/Port Wakefield Road intersection (via Trotters Drive) and further consideration to potential impact is discussed below.

As noted by Mr Pantelos, the proposed operational times of the proposed facility are outside of the times when training of sulkies typical occurs (early morning). As such, minimal horse (sulky) movements would be expected when the proposed facility is in operation. This was confirmed by several spot checks of the subject site (and Globe Derby Park) throughout the day.

In addition, to confirm the level of horse related activity on the subject road network, Austraffic were commissioned to provide independent traffic surveys at key locations. The surveys were undertaken on Sunday 19th March 2017 between 7am and 8pm at the Service Road/Daniel Avenue intersection, the Daniel Avenue/Trotters Drive intersection and mid-block on Trotters Drive. The surveys included identification of existing vehicle movements and any movements associated with horses (i.e. being led by a pedestrian, via sulkies etc.). The key periods of potential interaction between horses and vehicles



generated by the subject site will relate to the periods immediately before and after services. It is understood that the primary services will be held between 10am and 1pm on Sundays. The following key survey results are therefore summarised for the hours before (9am to 10am) and after (1pm to 2pm) the proposed service times:

- at the intersection of the Service Road and Daniel Avenue, no horse movements were recorded during either the 9am to 10am nor the 1pm to 2pm periods;
- at the surveyed mid-block section of Trotters Drive there were no horse movements recorded during either the 9am to 10am nor the 1pm to 2pm periods
- at the Trotters Drive/Daniel Avenue intersection (including the adjacent off-road horse path and adjacent access gates to the trotting facility), there were 14 horse movements during the 9am to 10am period and no horse movements during the 1pm to 2pm period. Of the horse related movements recorded in the 9am to 10am period, there were:
 - 2 movements undertaken on Trotters Drive (one to the opposite off-road path and one to Daniel Avenue to the west);
 - 7 movements between (to/from) Daniel Avenue (west) and the access gates to the trotting facility; and
 - 5 movements between (to/from) the off-road path and the access gates to the trotting facility.

The above results indicate that during the key times likely to be associated with vehicle movements to/from the proposed facility, there is a low level of horse related movements on the adjacent road network. In particular, no movements were recorded during the above key periods on the Service Road (where all movements generated by the site would be accommodated). The only area where horse movements were identified was the Trotters Drive/Daniel Avenue intersection. The majority of movements were crossing movements with minimal horse movements undertaken along the roads likely to be utilised by vehicles associated with the proposed facility.

Importantly, the horse movements recorded occurred during the morning period when the majority of drivers would be able to access the site via the Port Wakefield Road/Daniel Avenue intersection and not pass through the Trotters Drive/Daniel Avenue intersection.

In particular, the number of movements (associated with the proposal) undertaken through the Trotters Drive/Daniel Avenue intersection during the pre-service period would be low given that only drivers accessing the site from the east would potentially use this route (drivers from the south and north can access the service road more directly). Furthermore, drivers accessing the site from the east could, alternatively, utilise a shorter access route via Shepherdson Road/Victoria Drive (north of the site with direct access to the

5.1.1 Applicant's Response to Representations



service road via the right turn lane on Port Wakefield Road) instead of Trotters Drive. Therefore, there would be little or no requirement for drivers to enter the site via Trotters Drive.

It is acknowledged that a higher portion of (southbound) drivers may utilise Trotters Drive during the after-service period. However, as noted above, no horse movements were recorded during this period. The small number of movements (less than 20 trips forecast) during this period would have minimal impact on the internal road network of Globe Derby Park.

"... traffic generation numbers which in the worst case scenario the consultant has estimated to be 67 peak hour trips. This was based on a survey of another similar inner metro site located at Glen Osmond. Council's Traffic Section believe that given the location and intended community use, the proposed use has the ability to generate higher vehicle numbers than what have been identified. The family nature and an assumption of (2) adults per vehicle could potentially generate vehicle numbers of approximately 125 vehicles."

As part of the previous traffic assessment (detailed in the previous letter prepared by CIRQA, dated 05 December 2016), surveys were undertaken at a similar facility at Glen Osmond. The survey identified a peak hour traffic generation rate of 0.27 trips per person (adult or child) attending the site. As such, based upon a 250-person service, it could be expected that a peak hour traffic generation of 67 trips would occur.

Council's assessment has been based upon an average car occupancy of 2 adults per vehicles. Taking into account a 250-person service (peak event mode), Council have forecast a traffic generation of 125 vehicles. However, this assumes that all vehicles associated with the service will arrive within one hour (i.e. Council's comment appears to relate to a generation associated with the overall number of vehicles associated with a service, rather than a peak hour generation rate). Not all vehicles associated with a service would be driven to (or from) the site in the peak hour (for example, some attendees would arrive earlier or later). Such patterns were also observed at the Glen Osmond facility and are taken into account with the peak hour traffic generation rate identified.

Council has noted it considers that the proposed facility would generate higher traffic generation than the surveyed Glen Osmond facility due to its inner metropolitan location. It assumed that this comment suggests that there would be higher propensity for Glen Osmond site users to access the site via other means (walking, cycling and public transport). However, during the survey of the Glen Osmond Road facility, there were no patrons identified using any means other than cars (including taxis) to access the site. Therefore the generation rate is considered comparable. Additionally, the more remote location of the proposed facility could, in fact, result in a higher level of car pooling by attendees which would reduce the generation rate identified at the Glen Osmond facility.

Council also acknowledges that family nature of the proposal, however then applies a direct occupancy rate of 2 adults per vehicle to the total capacity of 250 persons. This assumption erroneously excludes children attending the site



which would result in a reduction in the total number of vehicles associated with the site. In reality, occupancies would be in the order of one vehicle per three attendees (adults and children). This results in a more realistic total number of 85 vehicles (however noting again that this does not directly relate to the peak hour generation).

"... the plans provide minimal detail. The plan should be amend [sic] to show the width of the driveway and highlight /show a cross section of the width of the drive way and parallel parks with measurements to Australian Standards. This should in my view address carparking requirements on site."

CIRQA was not engaged to provide design advice or undertake a parking assessment as part of the initial engagement. As such, no input into the car park design, associated access or quantification of parking numbers was included in CIRQA's previous report.

Following receipt of feedback from Council, CIRQA has been engaged to review the proposed car park layout and provide an updated design. The updated car park layout is illustrated on the attached plans prepared by CIRQA (drawing no. C16153_02-SH01 & SH02, dated 07 March 2017).

The proposed parking area will accommodate 118 parking spaces in the main parking area (inclusive of 6 spaces for people with disabilities) plus an additional 42 parallel spaces along the ingress and egress driveways. A total of 160 parking spaces can therefore be accommodated on the site. Additionally, a set-down / pick-up area has also been incorporated into the car park design (i.e. for taxi access as well as for drivers to drop off children and/or elderly passengers prior to parking in the car park). The proposed provision will therefore easily accommodate peak demands associated with the site and is above Council's conservatively assessed requirement for 125 vehicles to be accommodated on-site during peak events.

The parking area has been designed in accordance with the "Australian / New Zealand Standard for Parking Facilities - Part 1: Off-street car parking" (AS/NZS 2890.1:2004) and "Australian / New Zealand Standard for Parking Facilities - Part 6: Off-street parking for people with disabilities" (AS/NZS 2890.6:2009) in that:

- regular parking spaces will be 2.5 m wide and 5.4 m long;
- parallel parking spaces will be at 2.1 m wide and 6.1 m long;
- disabled parking spaces will be at least 2.4 m wide and 5.4 m long with and adjacent shared area of the same dimension;
- aisle widths adjacent regular parking spaces will be 5.8 m wide;
- aisle widths adjacent parallel parking spaces will be at least 3.3 m wide; and

5.1.1 Applicant's Response to Representations



- 0.3 m clearance will be given to solid objects greater than 0.15 m in height.

Pedestrian paths have also been provided adjacent the northern and southern boundaries of the subject site. These 1.5 m wide paths provide connections to the Port Wakefield Road Service Road as well as access to the facility for drivers parked within the driveway. Within the primary parking area, shared areas have been installed to provide a pedestrian connection between the buildings and proposed horse keeping / community garden / playground.

Access to the parking area will be accommodated via two crossovers on the Port Wakefield Road Service Road (an ingress only and an egress only). The access points (and internal circulation roadway) have been designed to accommodate the turn-path of an 8.8 m rigid commercial vehicle (MRV). Figure 1 illustrates the turn path of an 8.8 m MRV accessing and circulating through the subject site.

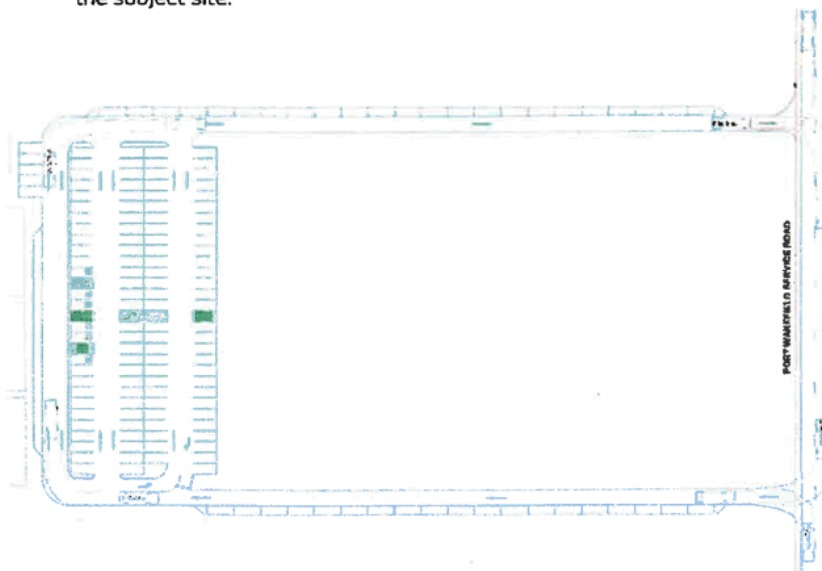


Figure 1 – An 8.8 m MRV accessing and circulating through the subject site.

In summary, it is considered that there will be minimal interaction and conflict potential (if any) between vehicles generated by the proposed facility and existing horse related activities on and immediately adjacent the surrounding roads. Survey data recorded confirms that the number of horse related movements undertaken in key locations at times the proposal would generate peak flows are very low. Of particular note, there would be little or no use of Trotters Drive before services (when horse movements were observed) and while a small number of drivers may utilise Trotters Drive after services, no horse movements were observed during the corresponding time.

An updated parking layout has been provided for the site which provides 160 spaces. Such a provision is well above that required to accommodate typical services as well



as accommodate demands generated during the proposed facility's (occasional) peak event mode. The parking layout has been prepared in accordance with the relevant Australian Standards.

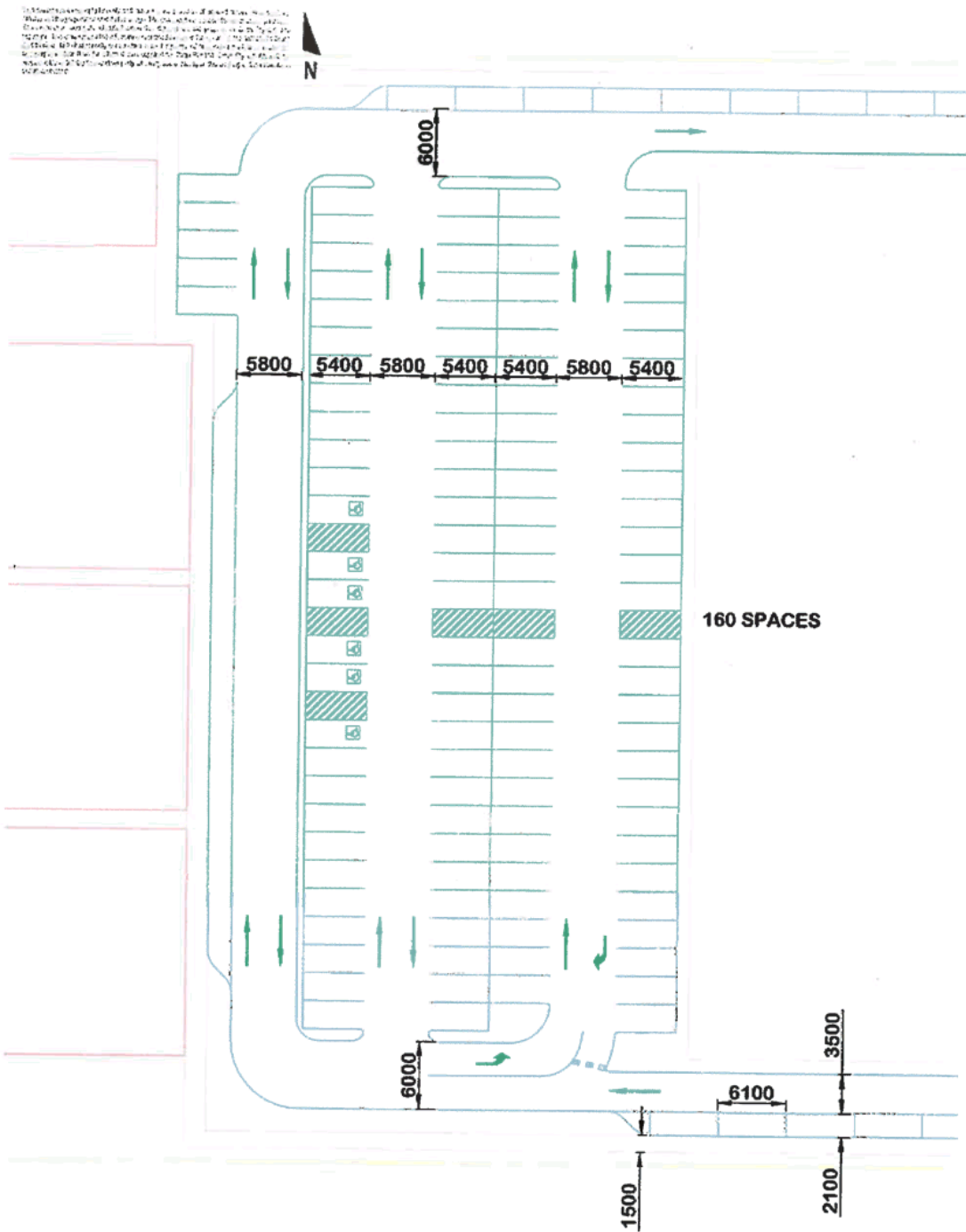
Please feel free to contact me on 0412 835 711 should you require any additional information.

Yours Sincerely,

BEN WILSON
Director, CIRQA Pty Ltd

Enc. - Parking and access plans prepared by CIRQA (C16153_02-SH01 & SH02)

5.1.1 Applicant's Response to Representations



701 PT. WAKEFIELD RD, GLOBE DERBY PK. CONCEPT CAR PARK

PROJECT NO: 16153	SCALE 1:300 (A3)
DRAWING: 02_SHD2	DATE: 07/03/2017
REVISION: -	DRAWN: TAW



5.1.1 Applicant's Response to Representations



Ref: 16153|BNW

Mr Callum Little
Town Planning Advisors
PO Box 9061
HENLEY BEACH SOUTH SA 5022

5 December 2016

Dear Callum,

**PROPOSED COMMUNITY FACILITY
701-709 PORT WAKEFIELD ROAD, GLOBE DERBY PARK**

I refer to the proposal to develop a community facility at 701-709 Port Wakefield Road, Globe Derby Park. As requested, I have undertaken a review of the traffic related aspects of the proposal. This letter summarises the assessment undertaken.

BACKGROUND

The subject site is located on the western side of Port Wakefield Road, within the suburb of Globe Derby Park. The 20,350 m² site (approximate) is currently vacant (brownfield) with access provided via two crossovers (located at the ends of the eastern boundary) on the Port Wakefield Road service road.

The Salisbury Council's Development Plan identifies that the site is located within a Rural Living Zone (Policy Area 19 – Bolivar). Existing access opportunities for the suburb of Globe Derby Park include:

- Port Wakefield Road / Globe Derby Drive (signalised intersection – all turning movements);
- Port Wakefield Road / Daniel Avenue (priority controlled – left-in/left-out with deceleration / acceleration lanes); and
- Port Wakefield Road / Port Wakefield Road service road (priority controlled – two-stage right-in with deceleration lane and left-out with acceleration lane).

Figure 1 illustrates the subject site and key adjacent roads.

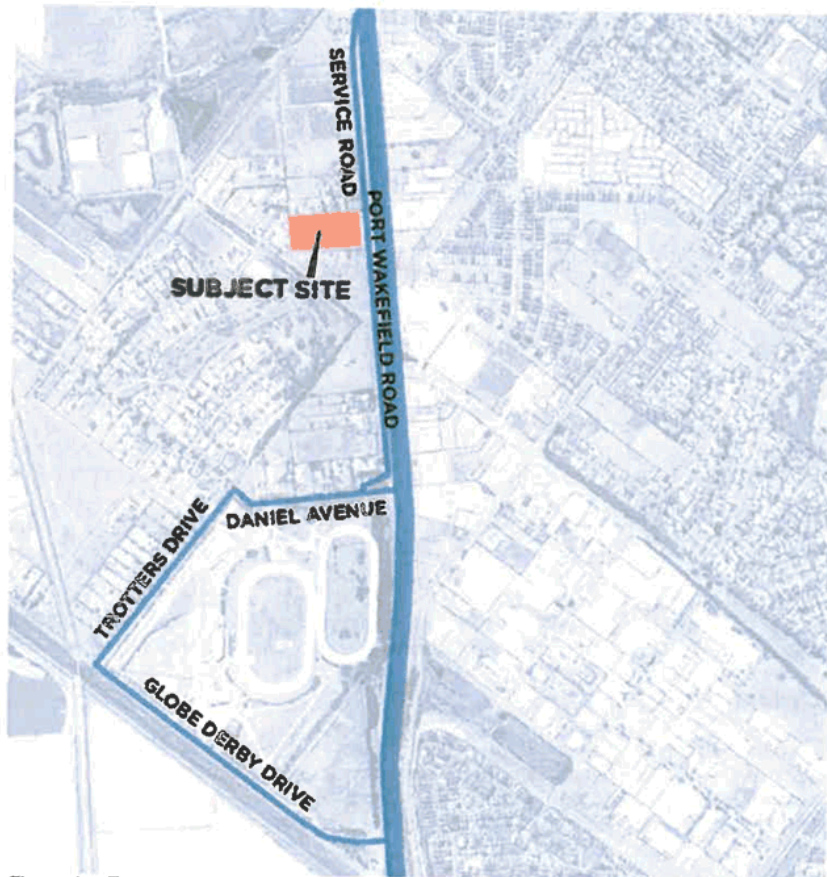


Figure 1 – The subject site, adjacent road network and Globe Derby Park access points.

Data provided by DPTI indicates the following Annual Average Daily Traffic (AADT) volumes (in vehicles per day – vpd) on the above roads (at each intersection with Port Wakefield Road) and their respective commercial vehicle (CV) percentages:

- Globe Derby Drive – 1,200 vpd (7.8% CV);
- Daniel Avenue – 230 vpd (0.8% CV); and
- Port Wakefield Road service road – DPTI data not available, albeit expected to be in the order of 150 vpd.

The proposed development comprises the construction of a mixed-use place-of-worship and community facility with ancillary areas including:

5.1.1 Applicant's Response to Representations



- a library / museum;
- a dwelling (caretaker's residence);
- a children's playground;
- a horse keeping area (with 3 to 4 horses kept on the subject site); and
- community gardens.

The site will be serviced by an associated car park, with access proposed to remain via the existing crossover on the Port Wakefield Road service road. However, the southern crossover will be converted to an ingress-only (left-in and right-in movements permitted) while the northern crossover will be used as an egress only (left-out and right-out movements permitted).

It is understood that the facility will primarily service a catchment of patrons residing to the north and north-east of the site (with a number of similar existing facilities located within metropolitan Adelaide to the south of the subject site).

A development application for the proposal has been submitted to Council. A number of representations were received in respect to the proposal during the community notification period. The primary issue raised in the representations related to the traffic impact of the proposal. This included comments in relation to the interaction of additional vehicle traffic and horses on the local road network within Globe Derby Park.

TRAFFIC ASSESSMENT

The NSW Roads and Maritime Services' (RMS) "Guide to traffic generating developments" is a commonly utilised document for review of traffic generation rates relevant to a variety of land uses. However, the RMS Guide does not identify traffic generation rates specific to community facilities such as the proposal.

In order to determine a relevant traffic generation rate, surveys were undertaken at a similar facility (Sikh Society of South Australia Gurdwara, Glen Osmond) on Sunday 13 November between 9:45 am and 12:00 noon. The surveys identified that during the peak period (11:00 am to 12:00 pm), a peak trip generation rate in the order of 0.27 trips per person attending the site.

By applying the above surveyed traffic generation rate to the proposal, it is expected that the site would generate in the order of 41 peak hour trips during a typical 150-person service and up to 67 peak hour trips during special 250-person services (occurring no more than 10 times per year).

The above traffic volumes will be distributed to/from Port Wakefield Road (assuming that all attendees live outside of Globe Derby Park) via three access points. The following distribution of trips has therefore been assumed:

- 40% to/from the north via Port Wakefield Road (Port Wakefield Road / Port Wakefield Road service road intersection);



- 30% to/from the east via Martin Road, Ryans Road and/or Salisbury Highway (Port Wakefield Road / Daniel Avenue and Port Wakefield Road / Globe Derby Drive intersections); and
- 30% to/from the south via Port Wakefield Road (Port Wakefield Road / Daniel Avenue and Port Wakefield Road / Globe Derby Drive intersections).

Given the limited access to / from Globe Derby Park, the highest traffic volume utilising local roads adjacent the site will occur when visitors are leaving (i.e. when the subject site becomes the origin of a trip). Based upon this, traffic volumes have been forecast assuming a 20% in / 80% out split of traffic movements.

Based upon the above traffic distribution and the origin / destination percentages, Table 1 illustrates the forecast traffic generation of the subject proposal at the three Globe Derby Park access points during 150-person and 250-person services.

Table 1 – Forecast additional traffic movements at the key access roads

	150 person Service	250 person Event
Service Road Right In	3	5
Service Road Left Out	13	22
Daniel Avenue Left In	2	4
Daniel Avenue Left Out	10	16
Globe Derby Dr Right In	2	4
Globe Derby Dr Right Out	10	16

Table 1 indicates that the peak hour traffic volumes distributed to the adjacent road network will be low. Specifically, the above distribution indicates the following additional volumes on roads within Globe Derby Park during the site's peak hour (depending on the size of the service):

- Service Road (north of the site) – 16 to 27 trips;
- Service Road (between Daniel Avenue and the site) – 24 to 40 trips;
- Daniel Avenue (between Service Road and Port Wakefield Road) – 12 to 20 trips;
- Daniel Avenue (between Service Road and Trotters Drive – 12 to 20 trips;
- Trotters Drive (between Daniel Avenue and Globe Derby Drive) - 12 to 20 trips; and
- Globe Derby Drive (between Trotters Drive and Port Wakefield Road) - 12 to 20 trips.

Such volumes will be adequately accommodated on the adjacent roadway and are well within typical local road capacities. The volumes would have negligible impact on

5.1.1 Applicant's Response to Representations



queues and delays currently experienced on the above roads and the associated intersections with Port Wakefield Road.

In relation to activities associated with horses on and adjacent the road carriageways within the area, there is little quantified information that can be utilised to assess the potential impact. However, a review of available traffic data provided by DPTI indicates that there have been no reported "hit animal" (or horse) categorised crashes (or any where horses were noted as a factor) in Globe Derby Park between 2005 and 2015.

A number of the respondents commented that issues associated with the potential for traffic-horse interaction related to driver unfamiliarity with the unique conditions within the suburb. It is considered that the majority of patrons associated with the proposed community facility will be regular attendees and be familiar with conditions on the surrounding road network. Additionally, the community nature of the proposal will provide a forum for education of patrons in relation to appropriate driving behaviour when accessing the site (particularly given the proposal itself includes horse keeping facilities).

SUMMARY

An assessment has been undertaken of the potential traffic generation associated with the proposed facility. The proposal will generate peak demands during services held at the site. Services will typically accommodate up to 150 patrons, however a maximum patronage of 250 persons may be experienced during special events.

In order to identify the potential traffic generation of the proposal, survey data from a similar facility has been reviewed. Based on the comparable site's generation rate, it is forecast that in the order of 40 and 70 peak hour trips could be generated during 150 person services and 250 person events, respectively.

The forecast volumes will be distributed to various access routes on the surrounding road network. The additional peak hour movements will be low and readily accommodated on the adjacent roads. In relation to the unique nature of horse activities within the public road reserves surrounding the site, it is considered that site users will typically be regular attendees and will become familiar with these conditions. The community nature of the facility will also allow opportunities for site management to educate and inform patrons of appropriate driving behaviour both within and adjacent the site.

Please feel free to contact me on 0412 835 711 should you require any additional information.

Yours Sincerely,

A handwritten signature in blue ink, appearing to read "Ben Wilson".

BEN WILSON
Director, CIRQA Pty Ltd



PRELIMINARY SITE INVESTIGATION

701-709 Port Wakefield Road
GLOBE DERBY PARK, SA



Prepared for: United Sikhs of SA Inc
Date: 8 December 2016
Reference No: JC0133
Report Version: JC0133 /01

AGON ENVIRONMENTAL
 3/223 Eden Clarendon Road, Edinburgh SA 5062
 Ph: (08) 8280 1000
 www.agonenvironmental.com.au

5.1.1 Applicant's Response to Representations

AGON ENVIRONMENTAL

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AGON DOCUMENT CONTROL

Report Title:		Project Reference:		
PRELIMINARY SITE INVESTIGATION 701-709 Port Wakefield Road, Globe Derby Park, SA, 5110		JC0133		
Written:		Approved:		
Sophie Hambour Environmental Scientist		David Probert SA State Manager		
Rev No	Status	Date	Author	Reviewer
01	DRAFT	8/12/2016	SH	DP
Rev No	Copies	Recipient		
01	1 electronic	Town Planning Advisors, Mr Callum Little		

JC0133-01 (Mole Derby Park) - Preliminary Site Investigation

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1.0 INTRODUCTION

1.1 Background

Agon was engaged by Town Planning Advisors on behalf of United Sikhs of SA Inc ("the proponent") to conduct a Preliminary Site Investigation (PSI) of the site located at 701- 709 Port Wakefield Road, Globe Derby Park SA ("the site", see

Figure 1).

The proponent plans to construct a mixed community development comprising a community facility and place of worship together with associated facilities.

1.2 Objectives

The objectives of this investigation were to:

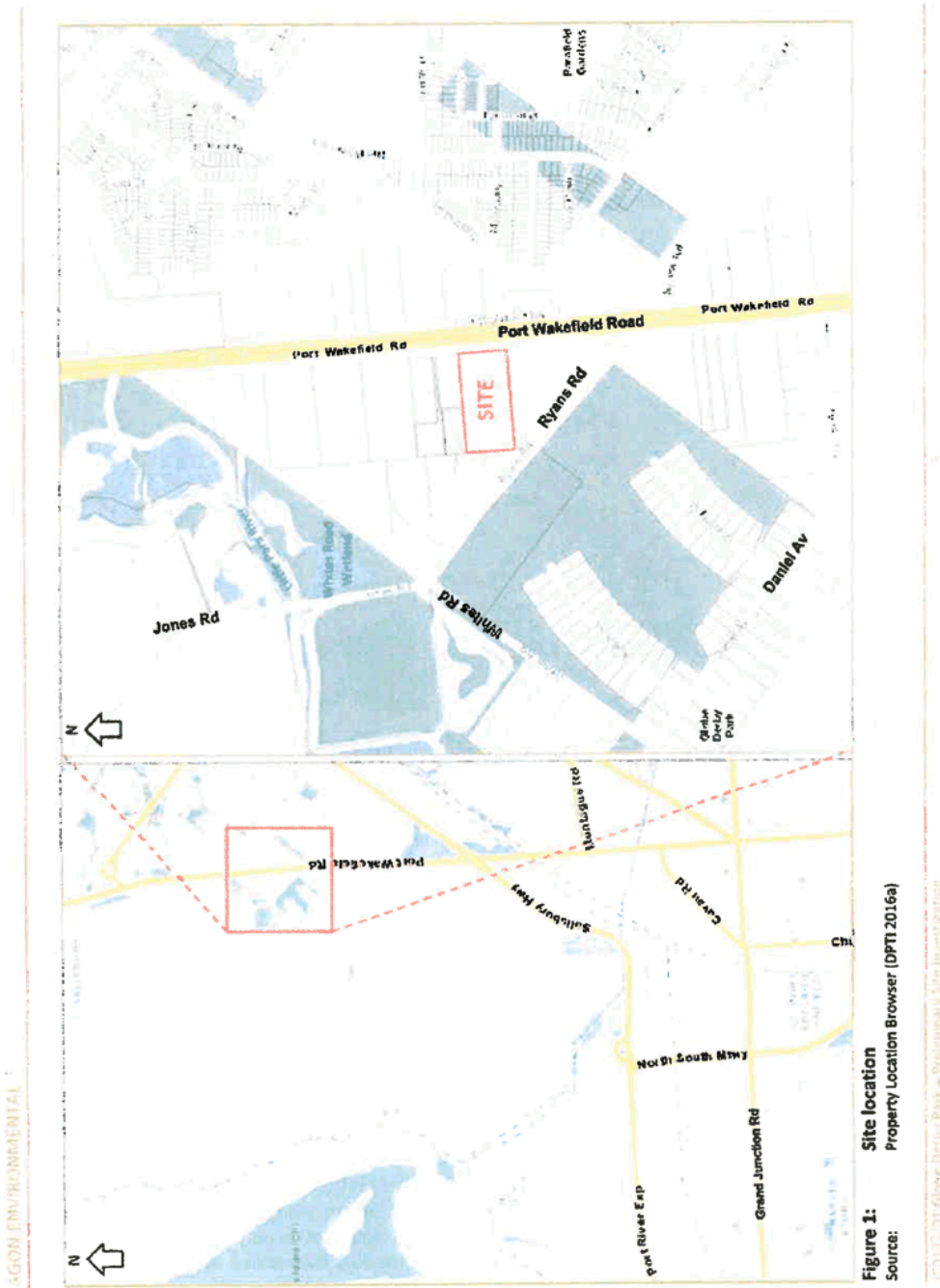
- Identify potentially contaminating activities (PCAs) which may have occurred at the site; and
- Provide a preliminary assessment of risks to human health and the environment associated with any contamination which may have been caused by the identified PCAs at the site.

1.3 Scope of Work

The scope of work for this investigation comprised:

- A summary of property details and current zoning;
- A description of site features and land use on and surrounding the site;
- A brief discussion of regional geology and hydrology;
- A summary of search results on public databases;
- A summary of historical land titles ownership;
- A review of historical aerial photographs of the site and surrounding area;
- A brief summary of other available historical information relevant to the investigation;
- A review of public registers and databases indicating potential contaminants of concern; and
- Compilation of this information in this report.

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2.0 SITE DETAILS

2.1 Site Identification

The site comprises one land piece outlined in red in Figure 2, which comprises approximately 2.2 Ha in area. Land parcel and Certificate of Title details are provided in Table 1. Current Certificates of Titles and a survey plan are provided in Appendix A.



Figure 2: Site allotment identification
Source: Property Location Browser (DPTI 2016a)

Table 1: Certificate of Title Details
Source: DPTI 2016a

CT Volume / Folio	Plan/ Allotment	Area	Owner
5759/278	D7060AL6	2.2 Ha	United Sikhs of South Australia Inc.

The site is identified as Allotment 6 in Filed Plan D7060 as described in Certificate of Title Book Register Volume 5759, Folio 278.

2.2 Physical Setting

The site is situated in the suburb Globe Derby Park on Port Wakefield Road, approximately 17 km north of the Adelaide CBD. The nearest surface water body is the White Road Wetlands and the Little Para River, approximately 450 – 500 m north of the site. The Little Para River flows to the west and discharges into the Port River estuary at Swan Alley Creek.

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2.3 Site Zoning

The site is located within the City of Salisbury and is currently zoned Rural Living. The primary objective of the Rural Living zone as described in the Salisbury Council Development Plan is:

1. A zone consisting of large allotments, detached dwellings and rural activities that do not adversely impact the amenity of the locality.

As shown in Figure 3, the site is bordered by a large expanse of land zoned for Rural living. Land with frontage on the eastern side of Port Wakefield Road is zoned Industrial, with Open Space and Residential beyond. Areas to the north and west of the site are zoned Open Space and Primary Production, with areas to the south zoned for Commercial and Community use.

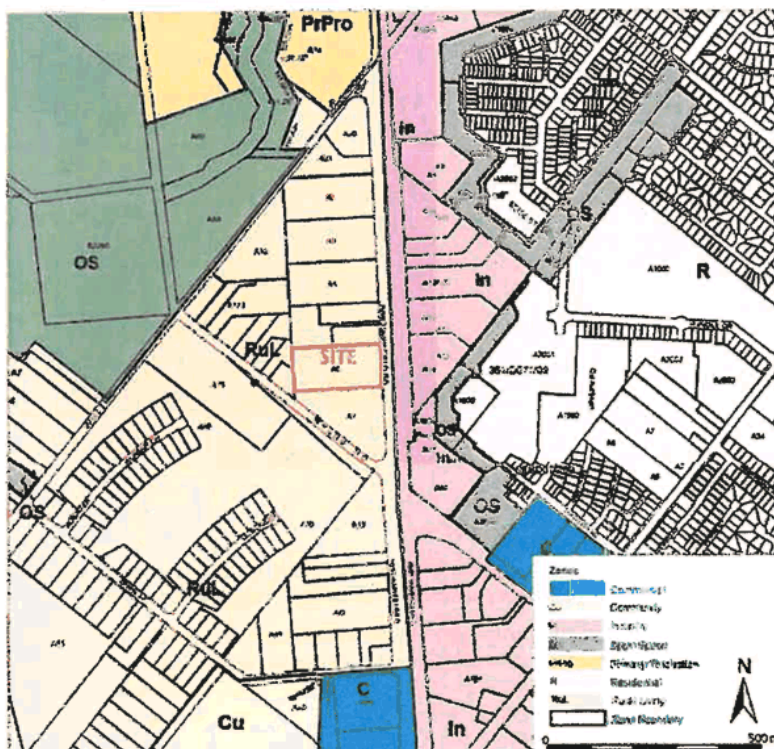


Figure 3: Site zoning
Source: Salisbury Council Development Plan (DPTI 2016b)

2.4 Land Use

As shown in Figure 4, land use on the site is identified as Rural Residential, with land use on adjoining allotments comprising rural residential and vacant land. The surrounding land uses, (west of Port Wakefield Road) is predominantly rural residential and recreation/reserves or vacant land, but also includes utilities/industry and agriculture. Other land uses (east of Port Wakefield Road) include residential, retail commercial and areas of vacant urban land.

R 04 03/01 Klobbe Darby Park Preliminary Site Investigation

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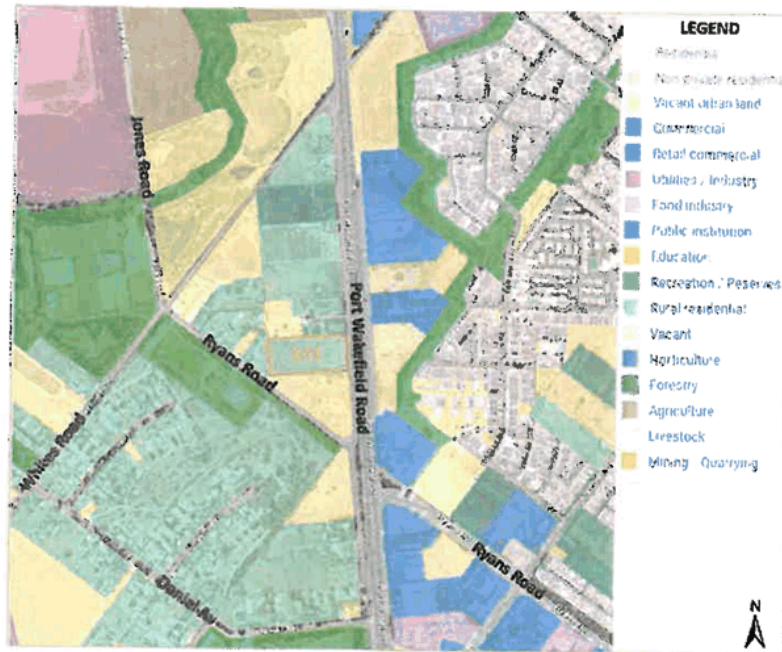


Figure 4: Surrounding land use
 Source: Location SA Map Viewer (SA Gov. 2016)

2.5 Local Hydrogeology

A search for registered groundwater wells within a 1 km radius of the site was undertaken using the online Water Connect website (DEWNR 2016a, see Figure 5).

Groundwater information obtained from the Water Connect website indicates that there are no registered groundwater wells on the site. However, there are 115 registered groundwater wells identified within a 1 km radius of the site, with standing water levels (SWL) ranging from 1.16 m below ground level (m bgl) to 30.48 m bgl, and salinities ranging from 228 mg/L TDS (Total Dissolved Solids) to 7,401 mg/L TDS.

This indicates that the shallow groundwater in the area is quite saline, while deeper groundwater in the area is generally of good quality, with water generally considered to be of potable quality at salinities less than 500 mg/L TDS (NHMRC 2003).

A summary of the Water Connect data is provided in Appendix B.

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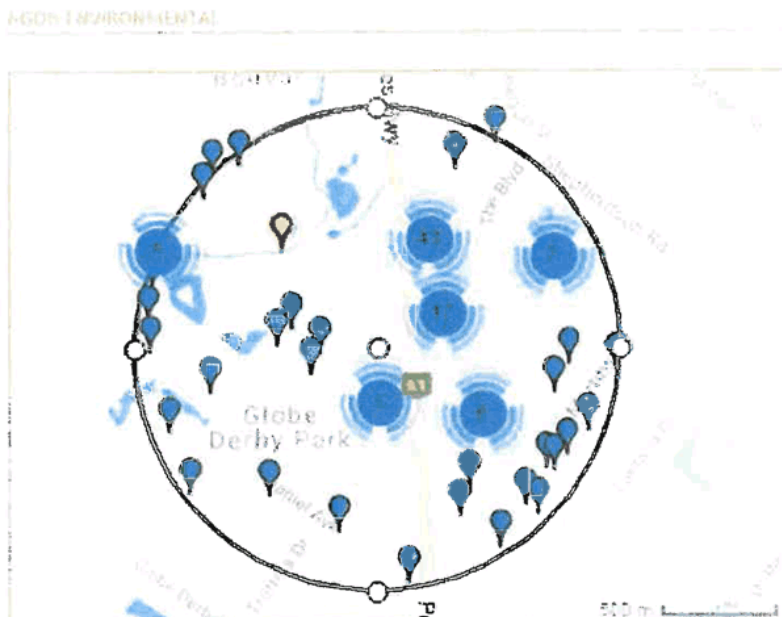


Figure 5: Groundwater wells within a 1km radius of the site
 Source: Water Connect (DEWNR 2016a)

Operational groundwater wells within a 300 m proximity to the site appear to access groundwater occurring at depths between 2.98-9.0 m bgl, and include observation and irrigation wells, and aquifer managed recharge, storage and recovery wells. Groundwater salinities in these operational local wells generally ranges between 228 and 4,158 mg/L TDS.

The nearest registered operational observation well (unit number 6628-18499) is located on the east side of Port Wakefield Road, about 200 m to the east of the site, and accesses groundwater from the Hindmarsh Clay Aquifer. This well was drilled to a final depth of 6 m on 25 September 1996. The standing water level recorded in the well on that day was 3 m bgl.

Regional groundwater flow is anticipated to be in a westerly direction (Gerges 2006).

2.6 Local Geology

The geological map sheet data presented in the South Australian Resources Information Geoserver (SARIG) indicates that the natural soil at the site is likely to comprise Pleistocene aged Pooraka Formation deposits (clay, sand and carbonate earth, silty with gravel lenses).

In the surrounding vicinity of the site (to the east), natural soil is likely to comprise Holocene aged Saint Kilda Formation deposits (undifferentiated Holocene coastal marine sediment).

A map showing geological data from SARIG in the vicinity of the site is presented in Figure 6.

FIGURE 6: Geological Data from SARIG in the Vicinity of the Site

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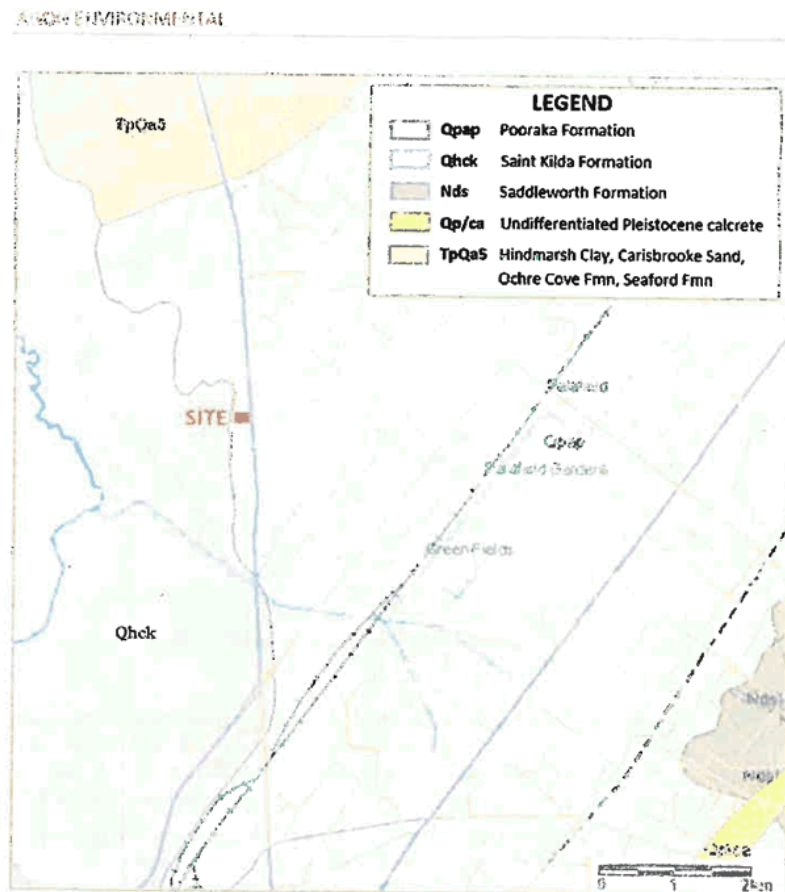


Figure 6: Generalised regional geology
 Source: SARIG (DSD 2016)

A description of materials encountered approximately 300 m north east of the site, likely to comprise Pleistocene aged Pooraka Formation deposits, in the borehole log for registered water well (unit number 6628-18459) in 1997, is presented in Table 2. This log suggests that Pleistocene aged clays dominate and extent to around 23 m depth at the site.

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Table 2: Drillers log from unit no. 6628 – 18459
 Source: SARIG (DSD 2016)

Depth to (m)	Major Lithology	Description
0.1	BITUMEN	Bitumen
0.2	GRAVEL	Gravel, small to medium sized, beige, within a fine sand and silty clay matrix (fill)
2.7	SAND	Sand, clean, medium grained, yellow, well sorted (fill)
3	CLAY (Undiff. Origin)	Clay, moderate plasticity, brown, some silt, little fine sand, brown to red brown, some quartzose and calcareous nodules
4	CLAY (Undiff. Origin)	Clay, high plasticity, red to brown, some fine sand
5	CLAY (Undiff. Origin)	Clay, same as above
7	CLAY (Undiff. Origin)	Clay, high plasticity, brown, strong odour
8	CLAY (Undiff. Origin)	Silty clay, low plasticity, brown, with mottled high plasticity grey clay.
9	CLAY (Undiff. Origin)	Clay, high plasticity, mottled grey
10	CLAY (Undiff. Origin)	Clay, moderate plasticity brown, mottled grey. Minor coarse grained gravel. No odour
11	CLAY (Undiff. Origin)	Clay, low plasticity, brown, mottled grey. Minor coarse grained gravel. No odour. Grading to a grey sandy clay.
12	CLAY (Undiff. Origin)	Clay, high plasticity, blue/grey
13.5	CLAY (Undiff. Origin)	Silty clay, brown with grey high plasticity mottled clay.
14	CLAY (Undiff. Origin)	Sandy clay, dark grey with coarse grained gravel
15	CLAY (Undiff. Origin)	Clay, high plasticity, red/brown mottled grey. No odour.
16	CLAY (Undiff. Origin)	Silty clay, low plasticity brown. Minor gravel
17	CLAY (Undiff. Origin)	Silty clay, low plasticity, brown with mottled high plasticity grey clay.
18	CLAY (Undiff. Origin)	Silty clay, brown with mottled grey/blue high plasticity clay.
20	CLAY (Undiff. Origin)	Silty clay, low plasticity brown & grey mottled.
21	GRAVEL	Gravel, coarse grained 2.5cm diameter. Intersected plenty of water. Matrix is a blue grey sandy clay.
23	CLAY (Undiff. Origin)	Clay, high plasticity, blue/grey.

2.7 Public Register Searches

Environment Protection Authority

A search of the SA EPA Public Register was completed for the site, under Section 7 of the Land and Business (Sale and Conveyancing) Act 1994 (SA Government 1994), which enables the general public to obtain site information relating to environment protection. The results

IC0185401 Globe Gerby Park - Preliminary Site Investigation

AGON ENVIRONMENTAL

of the Section 7 Search confirmed that the SA EPA holds no records pertaining to site contamination, orders, licences or other documentation associated with the site. A copy of the EPA Section 7 search is provided in Appendix C.

A search of the SA EPA's Site Contamination Register (SA EPA 2016) was undertaken to identify any site contamination notifications or reports held by the EPA pertaining to the site or nearby properties. The notifications listed on the Register for the site or nearby properties are summarised below in Table 3. Properties listed within close proximity to the site (<500 m) appear to be no longer operating under the potential contaminating activity listed, or the site is presently vacant. Accordingly, it is considered that any impacts would have a negligible likelihood of impacting the Globe Derby Park site.

City of Salisbury

A Section 7 search undertaken for the site by the Salisbury Council identified that the council holds no records pertaining to site contamination. A copy of Council's Section 7 search is provided in Appendix C.

Safework SA

Safework SA conducted a search of their Dangerous Substances licensing database, and have advised that there are no current or historical records for the site. A copy of the Safework SA search is provided in Appendix C.

2.8 Proposed Development

The proponent has submitted to Council a development proposal to construct a mixed use development comprising a community facility and place of worship together with associated facilities including playground, carpark, caretaker's residence, community garden and horse keeping.

This application (reference number 341/1144/2016/3B) was lodged with the City of Salisbury on 14 June 2016. A plan of the proposed development is provided as Figure 7, and a copy of the development application is provided in Appendix D.

5.1.1 Applicant's Response to Representations

Table 3: SA EPA Site Contamination Register Search Results

Notification	Type	Address	Potentially Contaminating Activity	Distance from Site
Green Fields				
60344-01	S83A Notification	Lots 1, 2, 3 & 4 George Street GREEN FIELDS SA 5017	Abrasive Blasting	1.2 km SE
Parafield Gardens				
60139	Audit Notification	Lot 11 Port Wakefield Road PARAFIELD GARDENS SA 5107	Listed Substances (manufacture, production, recycling)	N/A
60139	Audit Termination			
60870	Audit Notification	734-748 Port Wakefield Road PARAFIELD GARDENS SA 5107	Fertiliser manufacture	300 m NE
60870-001	Audit Report		Fertiliser manufacture; Pest control works	
60270	Audit Notification	692-694 Port Wakefield Rd;		100 m E;
60270-001	Audit Report	722-726 Port Wakefield Rd;		200 m NE;
60270	Audit Termination	141 & 147-149 Ryans Rd;		400 m SE;
		289-299 Martins Rd PARAFIELD GARDENS SA 5107		800 m E
60329 - 01	S83A Notification	Lot 501 & 141 Ryans Road;		400m SE;
		Lot 502 Rundle Road;		N/A
		692-694 & 722 Port Wakefield Rd;		100 m SE; 200 m NE;
		289-299 Martins Road PARAFIELD GARDENS SA 5107		800 m E

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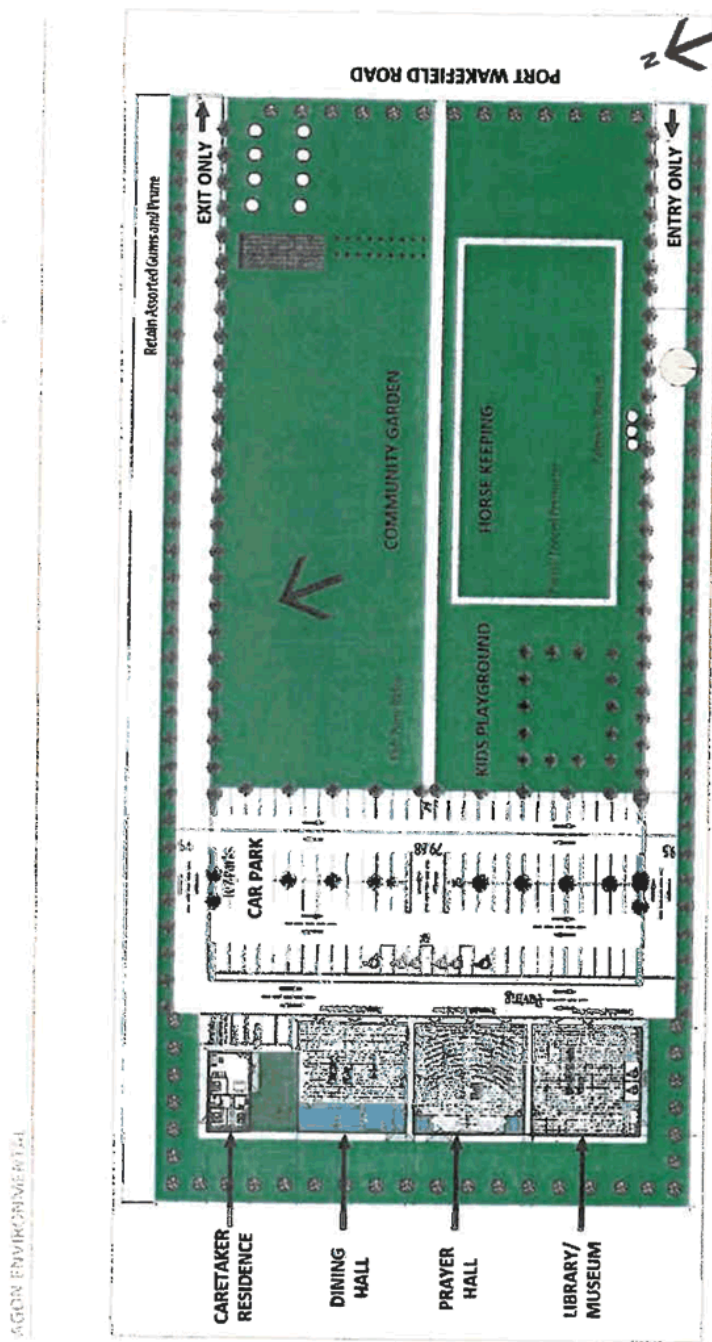


Figure 7: Proposed development
Source: Application of development, City of Salisbury 2016

5.1.1 Applicant's Response to Representations

ASION ENVIRONMENTAL

3.0 HISTORICAL INFORMATION

3.1 Review of Historical Aerial Photographs

Aerial photographs in approximate ten-year intervals were reviewed from 1949 to the present, with selected extracts provided in the figures below, with the approximate site location outlined in red.

A review of the 1949, 1959 and 1969 photographs indicate the site was vacant with a clear area (possibly low lying areas or creeks) on the western border of the site. Surrounding land use was predominantly used for broadacre agricultural purposes.



Figure 8: Extract from 1949 aerial photograph
Source: Port Adelaide Enfield Local Library (CoPAE 2016)

The development of the surrounding area increased from 1959, with an increase in smallholdings and market gardens to the north and east and, from 1979 onwards, an increase in residential use to the south of the site (the suburb of Globe Derby Park).

In the 1979 photograph (Figure 11), sheds and vegetation are visible on the site and race/trotting tracks appear around the perimeter of the site, with an oval track in the eastern quarter. The land with frontage along Port Wakefield Road is further developed (commercial land use). The suburb of Parafield Gardens to the east of Port Wakefield Road also becomes established during this period, replacing agricultural/ horticultural land use with residential.

The training tracks were present in 1985 (Figure 12), and an additional adjoining building was visible in the 2000 photograph (Figure 13). A review of Google Earth aerial photographs indicates that the removal of the structures on the site occurred during 2014-2015. All site buildings were removed by 2016; the photograph from this year (Figure 2) shows the site in its current disposition; i.e., as vacant, with two large palm trees near the southern boundary.

ASION ENVIRONMENTAL

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ALCON ENVIRONMENTAL

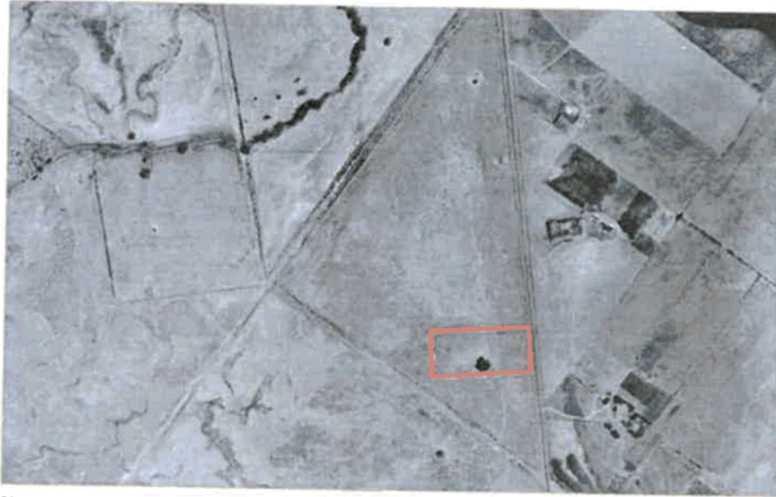


Figure 9: Extract from 1959 aerial photograph
Source: MapFinder (DEWNR 2016b)



Figure 10: Extract from 1969 aerial photograph
Source: MapFinder (DEWNR 2016b)

ALCON ENVIRONMENTAL
1007-1011 Givens Drive, Park - Preliminary Site Investigation

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5.1.1 Applicant's Response to Representations

ACORN ENVIRONMENTAL



Figure 11: Extract from 1979 aerial photograph
Source: MapFinder (DEWNR 2016b)



Figure 12: Extract from 1985 aerial photograph
Source: MapFinder (DEWNR 2016b)

M350 23/07/11 Glider Ferry Park - Preliminary Site Investigation

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Figure 13: Extract from 2000 aerial photograph
 Source: MapFinder (DEWNR 2016b)

3.2 Ownership History

Historical Titles were viewed using the South Australian Integrated Land Information System (DEWNR 2016c). A summary of ownership along with copies of historical titles, are provided in Appendix A.

Historical titles show that the land parcel encompassing the site has been owned by farmers since the first title for the land was issued in 1859. In 1961 the land was owned by Frederick George Ryan, who subdivided a larger landholding and transferred the portion comprising the site to Antonio Marciano, who then sold the site in 1972 to Thomas Oday. Mr Oday owned the site until his death, after which the site was transferred to the Animal Welfare League in 2013. The site was then transferred to Thuy Kim Nguyen and Dung Phuong Tong, who sold the site to the United Sikhs of South Australia. The site has been in the possession of the United Sikhs of South Australia Inc since January 2016.

5.1.1 Applicant's Response to Representations

AGON ENVIRONMENTAL

4.0 POTENTIALLY CONTAMINATING ACTIVITIES

Based on the current understanding of historical land use at and in the vicinity of the site, the following Potentially Contaminating Activities (PCAs) and Potential Contaminants of Concern (PCOCs) have been identified, as described in Table 4.

Table 4: Potentially Contaminating Activities & Potential Contaminants of Concern

PCA	PCOC	Risk of Significant Impact	Area of Site Potentially Impacted by PCA/ PCOC Other Comments
Historical application of pesticides / herbicides	Organochlorine Pesticides (OCP), Organophosphorus Pesticides (OPP) Metal salts (e.g. Arsenic)	Low	Historical use of pesticides and herbicides may have resulted in residue in soil. Whole of site.
Importation of fill	Various (metals, hydrocarbons, etc.)	Low	Fill imported to the site for levelling may have been impacted. Whole of site.
Fuel/ lubricant spillage	Total Recoverable Hydrocarbons (TRH), Monoaromatic Hydrocarbons (MAH), Polyaromatic Hydrocarbons-(PAH)	Low	Vehicle maintenance; likely to be localised.
Asbestos building materials	Asbestos	Low	All buildings were demolished in 2014-2015.
Migration of contaminants from neighbouring properties	Various (hydrocarbons, solvents etc.)	Low	Industrial areas east of the site.

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5.1.1 Applicant's Response to Representations

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LIMITATIONS OF THIS REPORT

This report has been prepared in accordance with industry recognised standards and procedures current at the time of the work. The report presents the results of the assessment based on the quoted scope of works (unless otherwise agreed in writing) for the specific purposes of the engagement by the Client. No warranties expressed or implied are offered to any third parties and no liability will be accepted for use of this report by third parties.

The assessment of environmental and human health risk included in this report relate to the whole site as described in the report. If the site is subject to demolition works or redevelopment, the risk profile of the site will change and the conclusions of this report will no longer be valid. If the site is subject to subdivision, the risk profile of each division of the site will change and the conclusion of this report will no longer be valid.

Consideration of the aesthetic and geotechnical suitability of site soils has been excluded from this report. Aesthetic and geotechnical suitability may need to be addressed in subsequent assessments.

Although no onsite sources of groundwater contamination were identified during this investigation, given the regional history of land use around the site, groundwater contamination may have occurred in the vicinity of the site. Groundwater investigation was excluded from the scope of this investigation and comments in relation to potential groundwater at the site have been excluded from this report.

All information provided by third parties has been assumed to be correct and complete. Agon does not assume any liability for misrepresentation of information by third parties or for matters not visible, accessible or present on the subject site.

Opinions and judgements expressed herein are based on Agon's understanding of current regulatory standards and should not be construed as legal opinions.

No responsibility is accepted for use of any part of this report in any other context or for any other purpose or by third parties other than those listed above.

This report should be read in full.

AGON 123456 (Site: Carby Park) - Preliminary Site Investigation

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AGDP ENVIRONMENTAL

APPENDIX A: CERTIFICATE OF TITLES

RC0132/01/0106 - 02/04/16 - Preliminary Site Investigation

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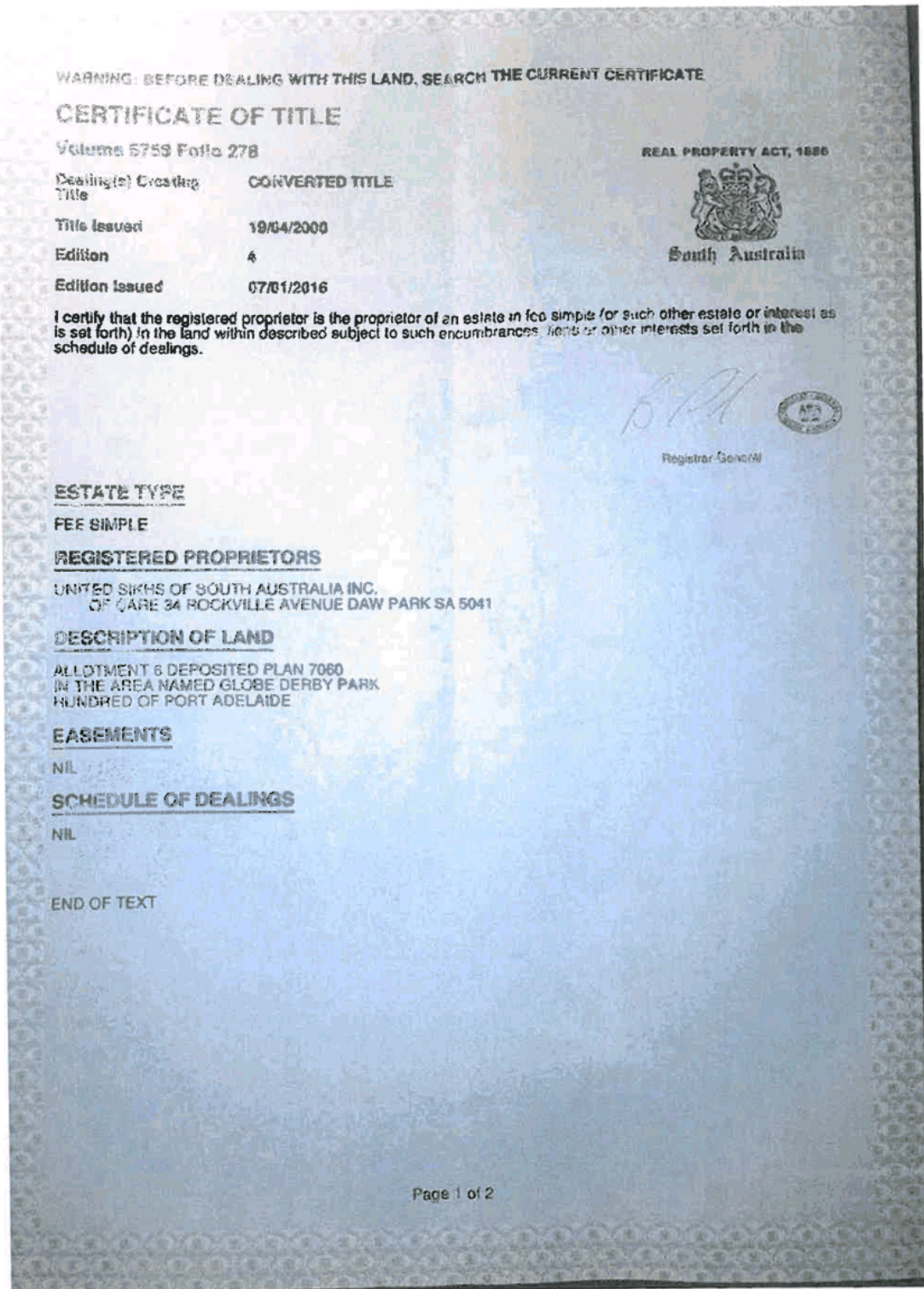
5.1.1 Applicant's Response to Representations

Cl Ref	Date	Action	Owner	Occupation/ Address
NA	15/04/1847	Original Land Grant	John Mayer and John Row	Adelaide Farmers
5/192	27/05/1859	Issue	Hugh Quin	Port Adelaide
	04/08/1876	Transfer	Henry Wright (d 5/5/1885)	Para Plains Farmer
	26/06/1885	Transfer	Robert Wright	Adelaide Storeman
	7/7/1926	Transfer	Henry Wright	Para Plains Farmer
	15/8/1929	Transfer portion	Thomas Henry Judd	Salisbury Farmer
			George Herbert Ryan	Salisbury Farmer
1554/38	6/09/1929	Issue	George Herbert Ryan	New Title - 1554/38 Balance - 1554/39
	16/3/1944	Transmission Application	(d 27/04/1943)	Salisbury Farmer
	20/9/1948	Transfer	Executor Trustee and Agency Company of SA Inc. Frederick George Ryan	Bolivar and Lower Light Grazier New Title - 3014/35 Balance - 3650/1
3014/35	1/11/1961	Issue subdivision	Frederick George Ryan	Bolivar and Lower Light Grazier
	18/12/1964	Transfer	Antonio Marciano	Factory Employee, Flinders Park
	14/4/1972	Transfer	Angelina Marciano Thomas Ivan Oday	Wife Airport Traffic Officer, Richmond
5759/278	19/4/2000	Issue	Thomas Ivan Oday	New Title - 5759/278
	10/1/2014	Transmission Application	Gertruda Elizabeth Maria Bouwens	
	10/1/2014	Transfer	Animal Welfare League of SA Inc	
	16/05/2014	Transfer	Thuy Kim Nguyen	
	7/01/2016	Transfer	Dung Phuong Tong United Sikhs of SA Inc	

ACTION ENVIRONMENTAL

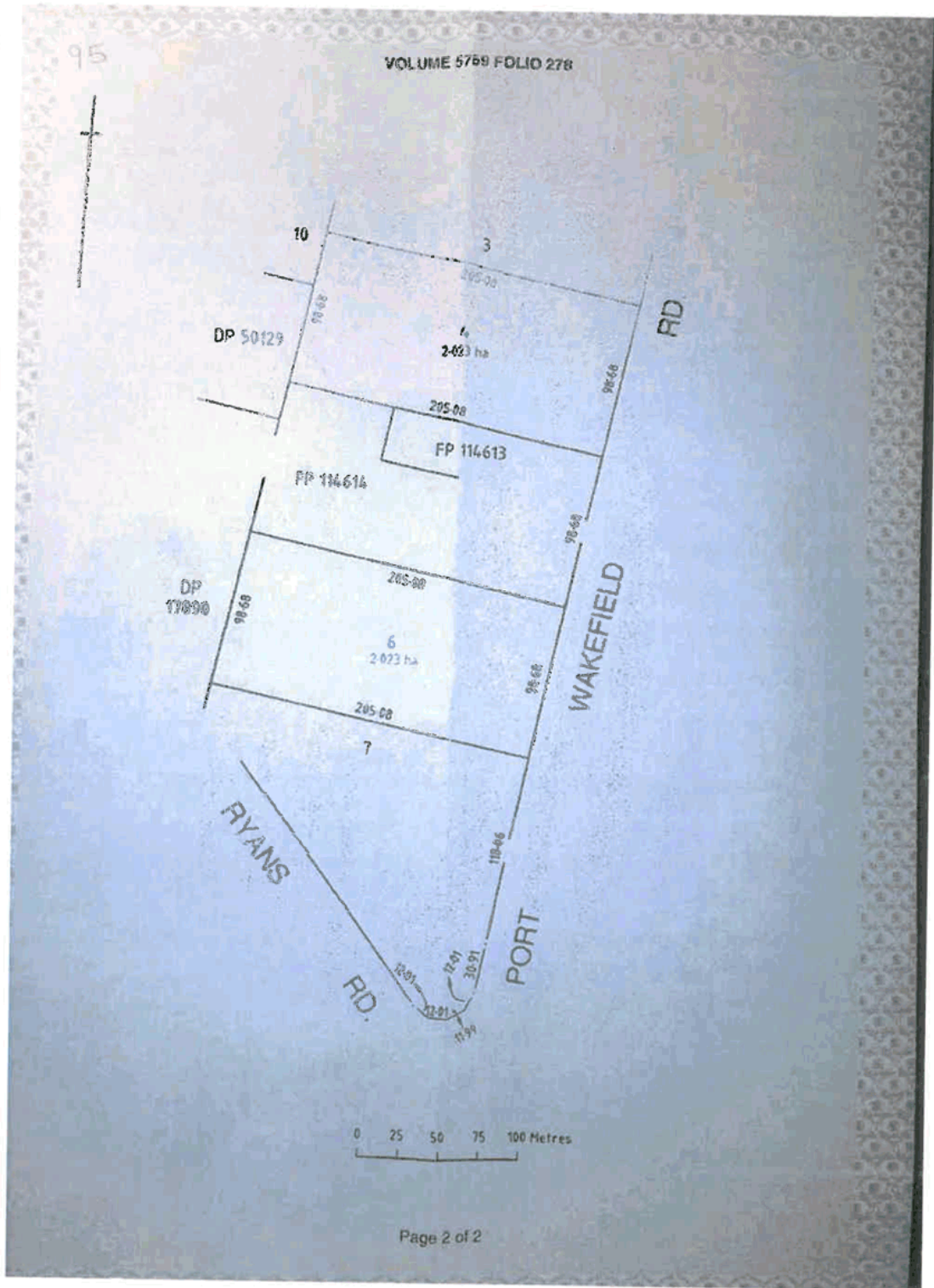
JC0133 Globe Derby Park PS

5.1.1 Applicant's Response to Representations



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5.1.1 Applicant's Response to Representations



Product
Date/Time

Historical Search
21/11/2016 01:29PM

Certificate of Title


Title Reference: CT 5759/278
Status: CURRENT
Parent Title(s): CT 3014/35
Dealing(s) Creating Title: CONVERTED TITLE
Title Issued: 19/04/2000
Edition: 4

Dealings

Lodgement Date	Completion Date	Dealing Number	Dealing Type	Dealing Status	Details
04/12/2015	07/01/2016	12441290	TRANSFER	Registered	UNITED SIKHS OF SOUTH AUSTRALIA INC.
24/04/2014	16/05/2014	12120447	TRANSFER	Registered	THUY KIM NGUYEN, DUNG PHUONG TONG
12/12/2013	10/01/2014	12053148	TRANSFER	Registered	ANIMAL WELFARE LEAGUE OF SOUTH AUSTRALIA INC.
12/12/2013	10/01/2014	12053147	TRANSMISSION APPLICATION	Registered	THOMAS IVAN ODAY (DECD), GERTRUDA ELIZABETH MARIA BOUWENS (EXEC)

South Australia
(CERTIFICATE OF TITLE)

Register Book,
Vol. 3658 Folio 1


 This Certificate of Title for portion of the land in Vol. 1014 Folio 38 and
 Vol. 1014 Folio 39 and the balance of the land in
 Vol. 1854 Folio 38 and Vol. 1889 Folio 39

FRANKLIN JAMES RYAN of the Emancipation Memorial Park 5044 Grapier

is the proprietor of an estate in fee simple

subject nevertheless in such circumstances liens and interests as are notified by memorial indelible or endorsed hereon in

BOOKS OF DEEDS of land situated in the COUNTY OF ADELAIDE being PIERCE FOLIO 3 of the subdivision

of Section 2263 in the DISTRICT OF FORT ADELAIDE laid out by WILLIAM and granted as

appears in the plan deposited in the Land Titles Registration Office No. 7009 DEERLY ROAD 4 and

FOLO 3 of the subdivision of Section 2264 and other land in the DISTRICT OF FORT ADELAIDE

laid out by WILLIAM and granted as appears in the plan deposited in the Land Titles Registration

Office No. 7008 and DEERLY ROAD 4 and STAN ROAD AND FORT WAREFIELD ROAD of the subdivision of

Section 2262 in the DISTRICT OF YARALA laid out by GREENFIELD and granted as appears in

the plan deposited in the Land Titles Registration Office No. 7005 SUBJECT nevertheless to the extent

of any encumbrance with exception granted by Memorandum of Transfer No. 2597 by the Executive

Trust of South Australia in and ever granted of the said land as delineated in the plan in the margin

hereof and therein expressed hereon


Which said Section: was delineated in the public map of the said Hundred deposited in the Land

Office at Adelaide.

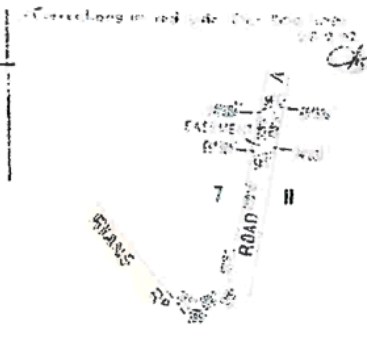
In witness whereof I have hereto signed my name and affixed my seal this 21st day of August 1967

Signed the 21st day of August 1967, in the presence of *Royce*

S.E. Russell
Acting Registrar-General


 REGISTRAR-GENERAL
 SOUTH AUSTRALIA

Correction in red ink. See page 202



7 11

ROAD

DEERLY ROAD

STAN ROAD

FORT WAREFIELD ROAD

TRANSFER No. 333768

FOR MANIFEST OPEN STATEMENT RECORD

OF THE WITHIN LAND. PRODUCED 11/12/67 AT 11:30a

11/12/67

CANCELLED

No. 333768

11/12/67

5.1.1 Applicant's Response to Representations



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South Australia (CERTIFICATE OF TITLE)

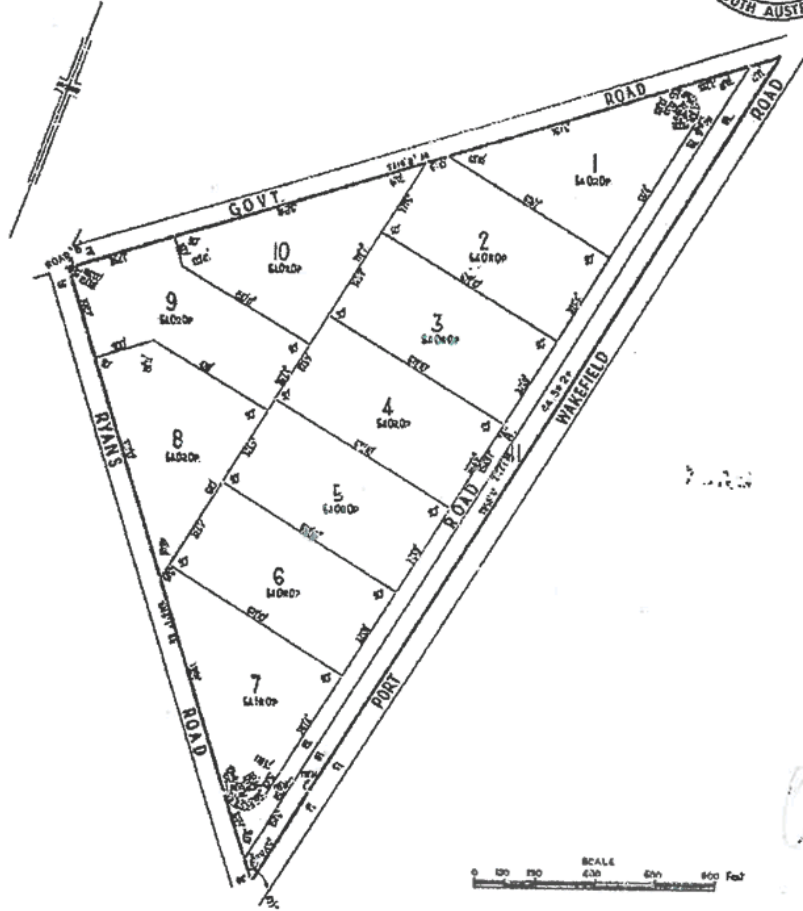
Register Book,
Vol. 3014 Folio 35

New Certificate of Title from Vol.1554 Folio 38 Vol.1689 Folio 92 and Vol.2239 Folio 58

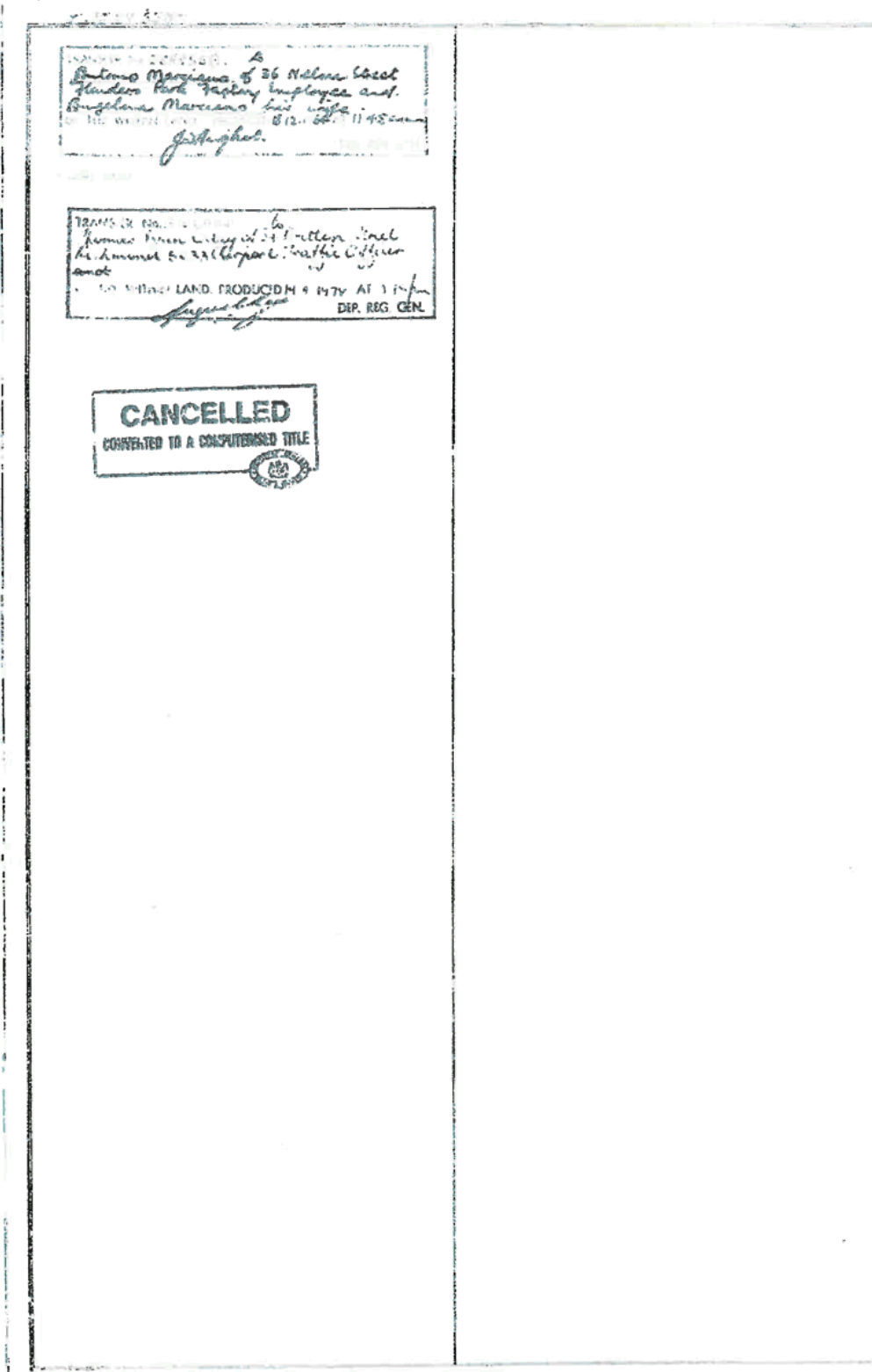
FREDERICK GEORGE RYAN of Bolivar and Lower Light Grazier is the proprietor of an estate in fee simple subject nevertheless to such encumbrances liens and interests as are notified by memorial underwritten or endorsed hereon in THAT PIECE of land situated in the HUNDRED OF PORT ADELAIDE COUNTY OF ADELAIDE being the ALLOTMENT 6 of the subdivision of portion of Section 2264 and other land laid out as BOLIVAR and bounded as appears in the plan in the margin hereof and in the plan deposited in the LANDS TITLES REGISTRATION OFFICE No.7060

In witness whereof I have herunto signed my name and affixed my seal this first day of November 1961
Signed the first day of November 1961, in the presence of *[Signature]*

Deputy Registrar-General 



5.1.1 Applicant's Response to Representations



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South Australia (CERTIFICATE OF TITLE)

Register Book, Vol. 1551 Folio 38

Instrument of Conveyance of Transfer No. 1073787 registered on Vol. 5 Folio 100

SECTION 2264 BY & OF Salisbery Farmer is

the proprietor of an estate in fee simple

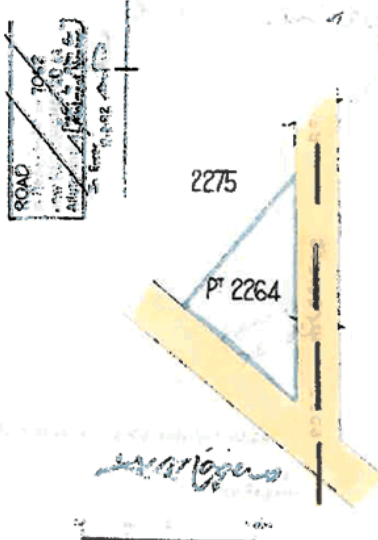

subject nevertheless to such encumbrances liens and interests as are notified by memorial indorsement or endorsed hereon in THAT piece of land situated in the MUNICIPALITY of SALISBERY COUNTY of ADELAIDE being PORTION OF SECTION 2264 and bounded as appears in the plan in the margin hereof and therein endorsed given: Which said piece of land contains two roods and thirty five perches or thereabouts and is more particularly delineated in the said plan

Which said Section is delineated in the public map of the said DISTRICT deposited in the Lands and Surveys Office at Adelaide.

In witness whereof I have hereunto signed my name and affixed my seal this 20th day of Sept - 1917

Signed the 20th day of September 1917 in the presence of

Registrar-General

Handwritten notes and signatures on the certificate, including a signature at the bottom right.

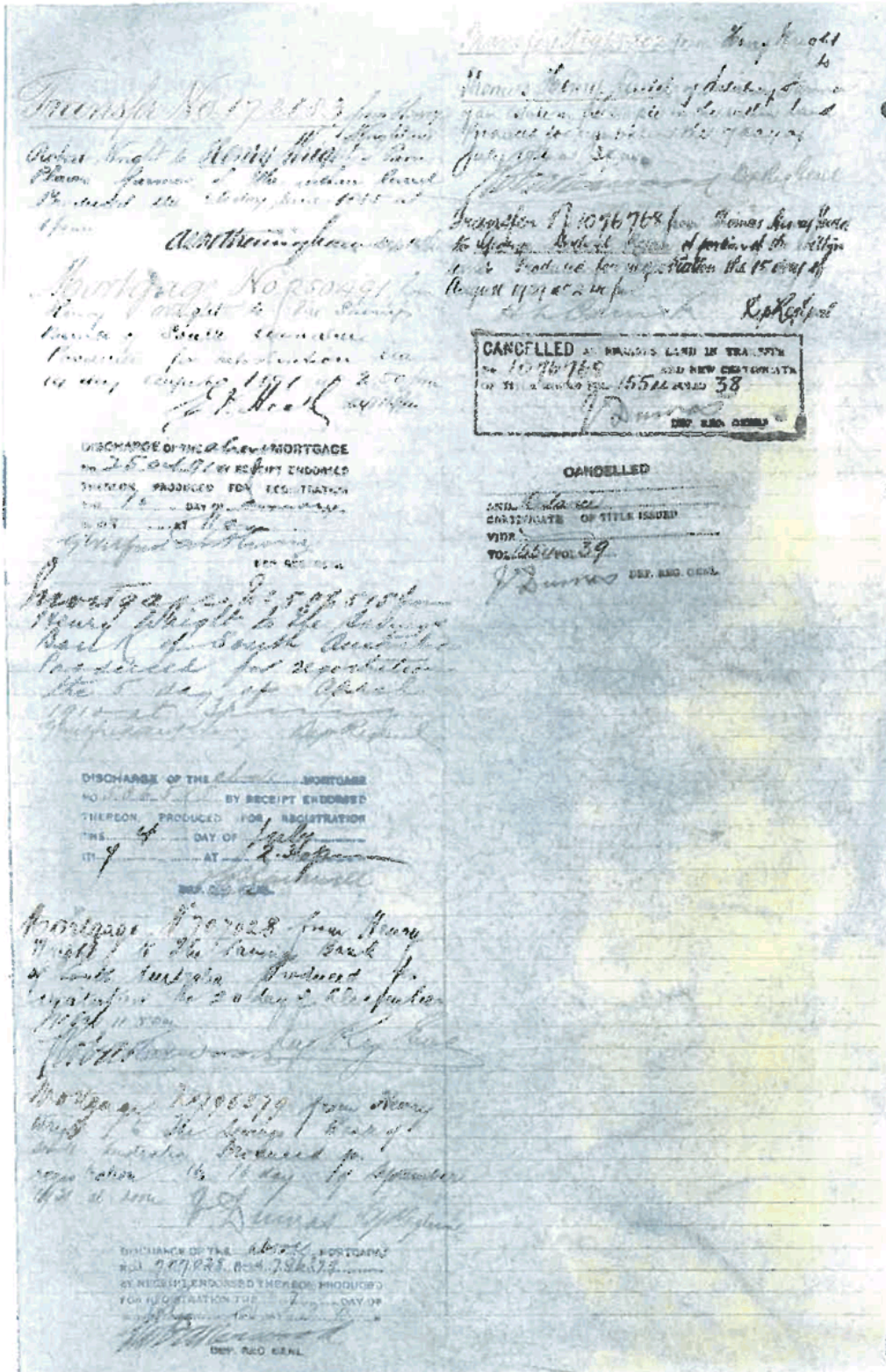
5.1.1 Applicant's Response to Representations



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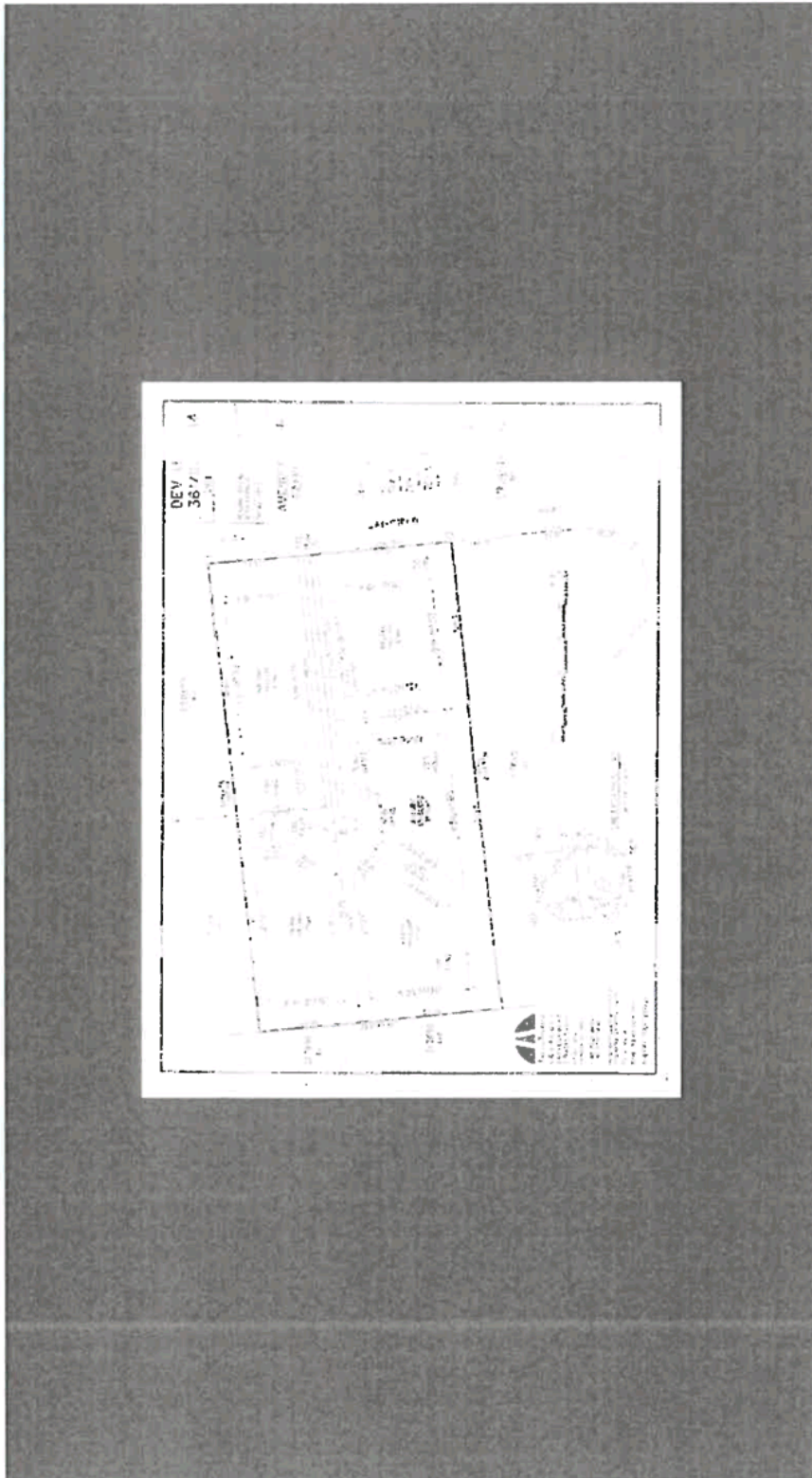


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5.1.1 Applicant's Response to Representations



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AGON ENVIRONMENTAL

APPENDIX B: REGISTERED GROUNDWATER SEARCH

16/01/13/01 Globe Derby Farm - Preliminary Site Investigation

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Circle Centre -34.785069,138.594444, Radius 1km

Groundwater Data Report



Unit No	Max Depth (m)	Latent Depth (m)	SWL (m)	SWL Date	Yield (l/sec)	Yield Date	TDS (mg/l)	TDS Date	Purpose	Aquifer	Status	Obs No	Date	SWL Status	Saltinity Status	Permit No	Cased To (m)
6628-3302	28.96	28.96	4.57	11/02/1969	0.91	11/02/1969	1415	11/02/1969	DOM	Qpsh	OPR						
6628-3303	8.53	8.53	3.35						IRR	Qpsh							
6628-3304	8.53	8.53		24/05/1974	0.63	14/04/1949	1476	14/04/1949	DOM	Qpsh	ABD						
6628-3305	112.78	0	3.27		12.63	24/10/1962	1010	24/05/1976	IRR	Tomw(T1)	BKF	VATO26	17/11/1956	H	H	109432	
6628-3306	21.34	21.34								Qpsh							
6628-3307	149.35	0	2.74	13/06/1974	12.63	13/06/1974	1151	06/06/2006	IRR	Tomw(T1)	BKF		01/01/1958			121122	
6628-3308	143.26	143.26	2.44	25/08/1967	6.31	18/01/1962	1139	19/01/1962	IRR	Tomw(T1)	UKN		01/01/1962				112.78
6628-3309	3.96	3.96	1.22	31/10/1962		31/10/1962	2015	31/10/1962	DOM	Qpsh							
6628-3310	91.44	91.44	0	22/01/1935	2.53	22/01/1935	1099	22/01/1935		Qpsh	ABD						
6628-3312	12.19	12.19			6.31	18/01/1952	1719	18/01/1952		Qpsh	ABD						
6628-3407	9.14	9.14							EXP	Qpsh			01/01/1959				
6628-3413	6.4	6.4							EXP	Qpsh			14/11/1960				6.4
6628-3414	96.01	0	1.16	05/06/1986			995	01/07/1960	EXP	Tomw(T1)	BKF	PTA053	01/07/1960	H	N		
6628-3415	6.1	6.1							EXP	Tomw(T1)	UKN		14/12/1960				
6628-3416	6.1	6.1							EXP	Tomw(T1)	UKN		15/12/1960				
6628-3417	5.79	5.79							EXP	Tomw(T1)	UKN		22/11/1960				5.79
6628-3421	4.88	4.88							EXP	Tomw(T1)	UKN		23/11/1960				4.88
6628-3422	101.5	101.5			1.14	12/07/1934	1202	17/06/1937		Tomw(T1)	ABD		01/01/1934				100.58
6628-3423	101.5	0	17.06	04/03/1988	0.13	24/10/1962	331	12/08/1974	OB5	Tomw(T1)	BKF	PTA054	01/01/1962	H	N		
6628-3424	147.83	147.83			0.63	21/09/1967			STK	Tomw(T1)			01/01/1962				137.16
6628-3425	4.27	4.27							EXP	Tomw(T1)	UKN		25/11/1960				4.27
6628-3427											ABD						
6628-3428			0	08/03/1962													
6628-3429	132.59	132.59	3.05	07/01/1965	11.37	07/01/1965	1101	17/06/2015	IND	Tomw(T1)							112.32
6628-3430					228				IRR	Tomw(T1)	OPR		01/05/2016	IRR	N	C	
6628-3431	134	134	24.38	24/02/1967	12.63	14/09/1965	750	15/07/1986	DOM	Tomw(T1)	UKN		01/01/1962				6.1
6628-3432	27.43	0					7401	14/03/1968		Qpsh	BKF						
6628-3433	123.44	123.44	4	09/09/2016	12.63	12/01/1973	934	17/06/2015	OB5	Tomw(T1)	OPR	PTA076	12/01/1973	N	C		97.23
6628-3435							1770	08/12/1986	RIV	Tomw(T1)	UFL						
6628-5167	141.73	141.73	12.24	08/03/1967	15.15	08/03/1967	1218	01/05/2016	IRR	Tomw(T1)							
6628-5168	81.38	0			0.63	01/01/1969	617	01/03/2001	IRR	Qpsh(Q4)	BKF		01/01/1960				66173
6628-5169	41.15	41.15			5.05	01/03/1969	2807	10/04/2013	IRR	Qpsh(Q3)	OPR		01/01/1967	N	N		41.15
6628-5170	106.68	0			5.05	24/09/1971	1005	01/04/1992	IRR	Tomw(T1)	BKF		24/09/1971				33244
6628-5171	144.78	144.78			16.42	01/01/1967	1130	30/04/2011	IRR	Tomw(T1)	OPR		01/01/1959	N	C		
6628-5172	141.43	141.43	30.48	17/03/1967	15.15	17/03/1967	1075	01/05/2016	IRR	Tomw(T1)	OPR		01/01/1955	N	C		
6628-5174	37.19	37.19			0.51					Qpsh	ABD						
6628-5175	13.41	13.41			1.77	14/04/1949	1363	14/04/1949	DOM	Qpsh							

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Friday, 15 November 2014, 11:41 PM

5.1.1 Applicant's Response to Representations

Unit No	Max Depth (m)	Latest Depth (m)	SWL (m)	SWL Date	Yield (L/sec)	Yield Date	TDS (mg/L)	TDS Date	Purpose	Aquifer	Status	Obs No	Date	SWL Status	Salinity Status	Permit No	Cased To (m)
6628-5177	91.44	91.44	1.52	24/08/1953	7.58	24/08/1953	701	24/08/1953	STK	Qpsh							
6628-5178	133.5	133.5	2.44	05/02/1969	1.52					Tomw(T1)							
6628-5190	9.14	3.05	15	08/09/2005	12.63	08/09/2005	1136	08/09/2005	OBS	Qpsh	RHB		17/08/1976			101319	1114
6628-8000	142	142	2.0							Tomw(T1)			19/07/1979			2741	
6628-10972	20	20								Tomw(T1)			12/10/1993			30266	13
6628-16401	13	13								Tomw(T1)			12/12/1994	N		33243	96
6628-17267	106.6	106.6	2.97	05/05/1997	15.15	12/12/1994	1102	29/09/2015	IRR	Tomw(T1)	OPR		05/05/1997			40440	50
6628-18458	30	30	2.98	15/04/1997					OBS	Qpsh			15/04/1997			41224	23
6628-18459	23	23	3	25/09/1996	0.01	25/09/1996			OBS	Qpsh			25/09/1996			38799	6
6628-20944	22	22							MON	Qpsh	ABD		07/06/2002			58708	13
6628-20945	23.5	23.5								Qpsh			10/06/2002			58709	14
6628-20946	21	21							MON	Qpsh			12/06/2002			58710	13
6628-22459	13.5	11.6	6	12/01/2006					MON	Qpsh			12/01/2006			113020	2.6
6628-22460	11	11	4	12/01/2006					MON	Qpsh			12/01/2006			113019	2
6628-22461	14	14	11	12/01/2006					MON	Qpsh			12/01/2006			113018	8
6628-22652	6	6	4.65	13/02/2006			1401	13/02/2006	MON	Qpsh			13/02/2006			113570	3
6628-22653	6	6	3.69	13/02/2006			2239	13/02/2006	MON	Qpsh			13/02/2006			113571	3
6628-25148	204	200	9	05/02/2010	80	05/02/2010	4152	27/02/2010	MAR	Tomw(T2)	OPR		05/02/2010			184505	156
6628-25277	198	197	9	24/02/2010	80	24/02/2010	3448	02/09/2010	MAR	Tomw(T2)	OPR		05/02/2010			184506	156
6628-25774	16	0	5.7	13/12/2010					INV	Qpsh	BKF		13/12/2010			219864	
6628-25775	15	0	5.6	14/12/2010					INV	Qpsh	BKF		14/12/2010			219903	
6628-25776	15	0	5.6	14/12/2010					INV	Qpsh	BKF		14/12/2010			219801	
6628-25777	19	0	5.9	15/12/2010					INV	Qpsh	BKF		15/12/2010			219895	
6628-26017	200	196	6	22/06/2011	60	22/06/2011	3846	23/06/2011	ASR	Tomw(T2)	OPR		22/06/2011			199675	156
6628-26022	200	200	7	15/04/2011	60	15/04/2011	4158	14/04/2011	ASR	Tomw(T2)	OPR		15/04/2011			199674	156
6628-26023	200	200	8	17/03/2011	50	17/03/2011	4158	17/03/2011	ASR	Tomw(T2)	OPR		17/03/2011			199648	156
6628-26024	198	198	8	02/06/2011	60	02/06/2011	4031	02/06/2011	ASR	Tomw(T2)	OPR		02/06/2011			199676	156
6628-26648	6	0								Qpsh	BKF		07/11/2012			219875	
6628-26649	5.11	0								Qpsh	BKF					219876	
6628-26650	5	0								Qpsh	BKF		21/09/2012			219877	
6628-26651	6.52	0								Qpsh	BKF		21/09/2012			219878	
6628-26652	6.08	0								Qpsh	BKF		21/09/2012			219853	
6628-26653	5.56	0								Qpsh	BKF		21/09/2012			219854	
6628-26654	5.84	0								Qpsh	BKF		21/09/2012			219849	
6628-26655	5.9	0								Qpsh	BKF		21/09/2012			219856	
6628-26656	6	0								Qpsh	BKF		21/09/2012			219865	
6628-26657	5.98	0								Qpsh	BKF		21/09/2012			219866	
6628-26658	6.03	0								Qpsh	BKF		21/09/2012			219867	
6628-26659	5.77	0								Qpsh	BKF		21/09/2012			219869	
6628-26660	4.5	0								Qpsh	BKF		21/09/2012			219879	
6628-26661	4.5	0								Qpsh	BKF		21/09/2012			219880	

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5.1.1 Applicant's Response to Representations

Unit No	Max Depth (m)	Latest Depth (m)	SWL (m)	SWL Date	Yield (L/sec)	Yield Date	TDS (mg/L)	TDS Date	Purpose	Aquifer	Status	Obs No	Date	SWL Status	Salinity Status	Permit No	Cased To (m)
6628-26662	4.8	0								Qpsh	BKF		21/09/2012			219881	
6628-26663	4.5	0								Qpsh	BKF		21/09/2012			219882	
6628-26664	4.6	0								Qpsh	BKF		21/09/2012			219883	
6628-26665	4.5	0								Qpsh	BKF		21/09/2012			219884	
6628-26666	10.57	0								Qpsh	BKF		21/09/2012			219885	
6628-26667	9.76	0								Qpsh	BKF		21/09/2012			219886	
6628-26668	9.27	0								Qpsh	BKF		21/09/2012			219887	
6628-26669	9.27	0								Qpsh	BKF		21/09/2012			219888	
6628-26670	23.16	0								Qpsh	BKF		21/09/2012			219889	
6628-26671	16.9	0								Qpsh	BKF		07/11/2012			219890	
6628-26672	16.2	0								Qpsh	BKF		21/09/2012			219891	
6628-26673	13.38	0								Qpsh	BKF		07/11/2012			219892	
6628-26674	14.37	0								Qpsh	BKF		21/09/2012			219893	
6628-26675	17.99	0								Qpsh	BKF		21/09/2012			219894	
6628-26676	16.71	0								Qpsh	BKF		21/09/2012			219895	
6628-26677	17.47	0								Qpsh	BKF		21/09/2012			219896	
6628-26678	16.66	0								Qpsh	BKF		21/09/2012			219897	
6628-26679	17.64	0								Qpsh	BKF		21/09/2012			219898	
6628-26680	16.01	0								Qpsh	BKF		21/09/2012			219899	
6628-26681	14.21	0								Qpsh	BKF		21/09/2012			219870	
6628-26682	17.8	0								Qpsh	BKF		21/09/2012			219871	
6628-26683	17.57	0								Qpsh	BKF		07/11/2012			219872	
6628-26684	15.97	0								Qpsh	BKF		21/09/2012			219899	
6628-26686	18.6	0								Qpsh	BKF		21/09/2012			219873	
6628-26687	18.78	0								Qpsh	BKF		10/01/2011			219900	
6628-26688	19.54	0								Qpsh	BKF		10/01/2011			219902	
6628-26689	19.05	0								Qpsh	BKF		10/01/2011			219904	
6628-26748	6	0								Qpsh	BKF		10/01/2011			219896	
6628-27641	24	0								Qpsh	BKF		21/09/2012			219848	
6628-27642	26	0								Qpsh	BKF		21/09/2012			219861	
6628-27643	33	0								Qpsh	BKF		21/09/2012			219862	
6628-28027	5	5	2.5	04/08/2015					INV	Qpsh	BKF		21/09/2012			219863	
6628-28029	5	5	2	03/08/2015					INV	Qpsh	BKF		04/08/2015			248282	1
6628-28030	5	5	2.5	03/08/2015					INV	Qpsh	BKF		03/08/2015			248284	1
6628-28031	5	5	2.5	03/08/2015					INV	Qpsh	BKF		03/08/2015			247035	1
6628-28392	25	25							INV	Qpsh	BKF		09/06/2016			259100	

115 records



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5.1.1 Applicant's Response to Representations

AGGN ENVIRONMENTAL

APPENDIX C: PUBLIC DATABASE SEARCH RESULTS

10105/01 Globe Derby Park Preliminary Site Investigation

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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

Agon Environmental Pty Ltd
Unit 3, 224 Glen Osmond Road
FULLARTON SA 5063

anita.ratke@agonenviro.com.au

Contact: Section 7
Telephone: (08) 8204 2026
Email: epasection7@sa.gov.au

Contact: Public Register
Telephone: (08) 8204 9128
Email: epa.publicregister@sa.gov.au

16 November, 2016

EPA STATEMENT TO FORM 1 - CONTRACTS FOR SALE OF LAND OR BUSINESS

The EPA provides this statement to assist the vendor meet its obligations under section 7(1)(b) of the *Land and Business (Sale and Conveyancing) Act 1994*. A response to the questions prescribed in Schedule 1-Contracts for sale of land or business-forms (Divisions 1 and 2) of the *Land and Business (Sale and Conveyancing) Act 1994* is provided in relation to the land.

I refer to your enquiry concerning the parcel of land comprised in

Title Reference CT Volume 5759 Folio 278
Address 701-709 Port Wakefield Road, GLOBE DERBY PARK SA 5110

Schedule – Division 1 – *Land and Business (Sale and Conveyancing) Regulations 2010*

PARTICULARS OF MORTGAGES, CHARGES AND PRESCRIBED ENCUMBRANCES AFFECTING THE LAND

7. *Environment Protection Act 1993*

Does the EPA hold any of the following details relating to the *Environment Protection Act 1993*:

7.1	Section 59 - Environment performance agreement that is registered in relation to the land.	NO
7.2	Section 93 - Environment protection order that is registered in relation to the land.	NO
7.3	Section 93A - Environment protection order relating to cessation of activity that is registered in relation to the land.	NO
7.4	Section 99 - Clean-up order that is registered in relation to the land.	NO
7.5	Section 100 - Clean-up authorisation that is registered in relation to the land.	NO
7.6	Section 103H - Site contamination assessment order that is registered in relation to the land.	NO
7.7	Section 103J - Site remediation order that is registered in relation to the land.	NO

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- | | | |
|------|--|----|
| 7.8 | Section 103N - Notice of declaration of special management area in relation to the land (due to possible existence of site contamination). | NO |
| 7.9 | Section 103P - Notation of site contamination audit report in relation to the land. | NO |
| 7.10 | Section 103S - Notice of prohibition or restriction on taking water affected by site contamination in relation to the land. | NO |

Schedule – Division 2 – Land and Business (Sale and Conveyancing) Regulations 2010

PARTICULARS RELATING TO ENVIRONMENT PROTECTION

3-Licences and exemptions recorded by EPA in public register

Does the EPA hold any of the following details in the public register:

- | | | |
|------|---|----|
| a) | details of a current licence issued under Part 6 of the <i>Environment Protection Act 1993</i> to conduct, at the land- | |
| i) | a waste or recycling depot (as referred to in clause 3(3) of Schedule 1 Part A of that Act); or | NO |
| ii) | activities producing listed wastes (as referred to in clause 3(4) of Schedule 1 Part A of that Act); or | NO |
| iii) | any other prescribed activity of environmental significance under Schedule 1 of that Act? | NO |
| b) | details of a licence no longer in force issued under Part 6 of the <i>Environment Protection Act 1993</i> to conduct, at the land- | |
| i) | a waste or recycling depot (as referred to in clause 3(3) of Schedule 1 Part A of that Act); or | NO |
| ii) | activities producing listed wastes (as referred to in clause 3(4) of Schedule 1 Part A of that Act); or | NO |
| iii) | any other prescribed activity of environmental significance under Schedule 1 of that Act? | NO |
| c) | details of a current exemption issued under Part 6 of the <i>Environment Protection Act 1993</i> from the application of a specified provision of that Act in relation to an activity carried on at the land? | NO |
| d) | details of an exemption no longer in force issued under Part 6 of the <i>Environment Protection Act 1993</i> from the application of a specified provision of that Act in relation to an activity carried on at the land? | NO |
| e) | details of a licence issued under the repealed <i>South Australian Waste Management Commission Act 1979</i> to operate a waste depot at the land? | NO |
| f) | details of a licence issued under the repealed <i>Waste Management Act 1987</i> to operate a waste depot at the land? | NO |
| g) | details of a licence issued under the repealed <i>South Australian Waste Management Commission Act 1979</i> to produce waste of a prescribed kind (within the meaning of that Act) at the land? | NO |

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- h) details of a licence issued under the repealed *Waste Management Act 1987* to produce prescribed waste (within the meaning of that Act) at the land? NO

4-Pollution and site contamination on the land - details recorded by the EPA in public register

Does the EPA hold any of the following details in the public register in relation to the land or part of the land:

- a) details of serious or material environmental harm caused or threatened in the course of an activity (whether or not notified under section 83 of the *Environment Protection Act 1993*)? NO
- b) details of site contamination notified to the EPA under section 83A of the *Environment Protection Act 1993*? NO
- c) a copy of a report of an environmental assessment (whether prepared by the EPA or some other person or body and whether or not required under legislation) that forms part of the information required to be recorded in the public register? NO
- d) a copy of a site contamination audit report? NO
- e) details of an agreement for the exclusion or limitation of liability for site contamination to which section 103E of the *Environment Protection Act 1993* applies? NO
- f) details of an agreement entered into with the EPA relating to an approved voluntary site contamination assessment proposal under section 103I of the *Environment Protection Act 1993*? NO
- g) details of an agreement entered into with the EPA relating to an approved voluntary site remediation proposal under section 103K of the *Environment Protection Act 1993*? NO
- h) details of a notification under section 103Z(1) of the *Environment Protection Act 1993* relating to the commencement of a site contamination audit? NO
- i) details of a notification under section 103Z(2) of the *Environment Protection Act 1993* relating to the termination before completion of a site contamination audit? NO
- j) details of records, held by the former *South Australian Waste Management Commission* under the repealed *Waste Management Act 1987*, of waste (within the meaning of that Act) having been deposited on the land between 1 January 1983 and 30 April 1995? NO

5-Pollution and site contamination on the land - other details held by EPA

Does the EPA hold any of the following details in relation to the land or part of the land:

- a) a copy of a report known as a "Health Commission Report" prepared by or on behalf of the *South Australian Health Commission* (under the repealed *South Australian Health Commission Act 1976*)? NO
- b) details (which may include a report of an environmental assessment) relevant to an agreement entered into with the EPA relating to an approved voluntary site contamination assessment proposal under section 103I of the *Environment Protection Act 1993*? NO
- c) details (which may include a report of an environmental assessment) relevant to an agreement entered into with the EPA relating to an approved voluntary site remediation proposal under section 103K of the *Environment Protection Act 1993*? NO

5.1.1 Applicant's Response to Representations

- | | | |
|----|--|----|
| d) | a copy of a pre-1 July 2009 site audit report? | NO |
| e) | details relating to the termination before completion of a pre-1 July 2009 site audit? | NO |

All care and diligence has been taken to access the above information from available records. Historical records provided to the EPA concerning matters arising prior to 1 May 1995 are limited and may not be accurate or complete and therefore the EPA cannot confirm the accuracy of the historical information provided.

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5.1.1 Applicant's Response to Representations



City of Salisbury
12 James Street
PO Box 8
Salisbury SA 5108
Australia

Telephone 08 8406 8222
Facsimile 08 8261 5466
city@salisbury.sa.gov.au
TTY 08 8406 8596
(for hearing impaired)
www.salisbury.sa.gov.au

17 November 2016

S Hambour
3/224 Glen Osmond Rd
FULLARTON SA 5063

Dear Sir / Madam

Request for Information

We refer to your request and now attached particulars and documentary material which Council must supply pursuant to the provisions of the Local Government Act and the Land Business (Sale and Conveyancing) Act 1994.

Yours faithfully

Per

Heidi Crossley
Delegate
Telephone: (08) 8406 8209
Email: hcrossley@salisbury.sa.gov.au

5.1.1 Applicant's Response to Representations



City of Salisbury
 Telephone 08 8406 8222
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 City - salisbury.sa.gov.au
 117 St. George Street
 (for the audio impaired)
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**LAND AND BUSINESS (SALE AND CONVEYANCING) ACT
 INFORMATION PURSUANT TO SECTION 7 CERTIFICATE**

APPLICANT	S Hambour 3/224 Glen Osmond Rd FULLARTON SA 5063	Certificate No: 62604 Date of Issue: 17 November 2016
------------------	--	---

DESCRIPTION OF LAND	701-709 Port Wakefield Road , Globe Derby Park SA 5110
----------------------------	---

Dear Sir/Madam

We refer to your request for information and now attach particulars and documentary material, which Council must supply pursuant to the provisions of the Local Government Act and the Land Business (Sale and Conveyancing) Act 1994.

DEVELOPMENT ACT 1993

Part 3 – Development Plan

Development Plan under the Development Act 1993.

Title: CT-5759/278
 Zone or Policy Area: RUL
 Rural Living

in which the land is situated as shown in the Development Plan.

Is the land situated in a designated State Heritage Area?

NO

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Is the land designated as a place of Local Heritage value?

NO

Is there a current Development Plan Amendment released for public consultation by a council on which consultation is continuing or on which consultation has ended but whose proposed amendment has not yet come into operation?

REFER TO ATTACHMENT

Is there a current Development Plan Amendment released for public consultation by the Minister on which consultation is continuing or on which consultation has ended but whose proposed amendment has not yet come into operation?

REFER TO ATTACHMENT

SECTION 42**Condition (that continues to apply) of a development authorisation**

Application No:	361/1120/2014/LD
Description:	LAND DIVISION
Decision Date:	19-Dec-2014
Decision:	Approved
Conditions:	8

1. The financial requirements of the SA Water Corporation shall be met for the provision of water supply and sewerage services (SA Water H0020578).
2. Payment of \$25952 into the Planning and Development Fund (4 allotment/s @ \$6488 /allotment).
Payment may be made by credit card via the internet at www.edala.sa.gov.au or by phone (8303 0724), by cheque payable to the Development Assessment Commission marked "Not Negotiable" and sent to GPO Box 1815, Adelaide 5001 or in person, at Level 5, 136 North Terrace, Adelaide
3. A final plan complying with the requirements for plans as set out in the Manual of Survey Practice Volume 1 (Plan Presentation and Guidelines) issued by the Registrar General to be lodged with the Development Assessment Commission for Land Division Certificate purposes.
4. Prior to the grant of Section 51 Clearance, construction plans must be submitted to and be approved by the Relevant Authority and generally provide partial road construction comprising road pavement, drainage, vehicle crossings and landscaping within Rights of Way 'A, B and C'. The construction of the internal road pavement shall be to the satisfaction of the Relevant Authority.

Certificate No. 62604

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5.1.1 Applicant's Response to Representations

5. Prior to the grant of Section 51 Clearance of Stage 2 (which allotments 703, 705 and 707), the internal road as required by Condition 1 (Council Requirements) within the unencumbered rights of way, 'A', 'B' and 'C', shall be constructed to the satisfaction of the Relevant Authority.
6. All buildings and works associated with the construction of a dwelling, ancillary outbuildings, farm buildings and stables, shall be wholly contained within the building envelopes as shown on the endorsed Plan of Division.
7. Measures must be undertaken to minimise any loss of amenity to the neighborhood from the development caused by dust, noise, the transport of materials to and from the land and the deposit of mud and debris on public roads, to the satisfaction of the Relevant Authority.
8. Prior to the grant of 51 Clearance for Stage 2, all allotment boundary fencing shall be constructed of colorbond 'teatree' color to the satisfaction of the Relevant Authority. Aside from the front fencing (abutting the Port Wakefield Road Reserve) for allotments 701 and 709, which are to be constructed of post and wire to the satisfaction of the Relevant Authority.

Repealed Act Conditions

Condition (that continues to apply) of an approval or authorisation granted under the

**Building Act 1971 (repealed)
City of Adelaide Development Control Act 1976 (repealed)
Planning Act 1982 (repealed) or
Planning and Development Act 1966 (repealed)**

Application No:	361/148/1984/HA
Description:	DWELLING
Decision Date:	14-Aug-1984
Decision:	Approved
Conditions:	Nil

Application No:	361/2712/1984/HA
Description:	CARPORT
Decision Date:	27-Dec-1984
Decision:	Approved
Conditions:	Nil

Application No:	361/1388/1985/HA
Description:	GARAGE
Decision Date:	13-Aug-1985
Decision:	Approved
Conditions:	Nil

Application No: 361/3232/1972/HA
 Description: STABLE
 Decision Date: 03-Feb-1972
 Decision: Approved
 Conditions: Nil

Application No: 361/3249/1973/HA
 Description: HAY SHED
 Decision Date: 16-Apr-1973
 Decision: Approved
 Conditions: Nil

Application No: 361/3313/1973/HA
 Description: GARAGE
 Decision Date: 30-Jan-1973
 Decision: Approved
 Conditions: Nil

Application No: 361/125/1974/HA
 Description: CARPORT
 Decision Date: 23-Jul-1973
 Decision: Approved
 Conditions: Nil

Application No: DA4764
 Description: DWELLING
 Decision Date: 21-Jun-1983
 Decision: Approved
 Conditions: 2

1. Such minor alterations to the application as the applicant and Council may mutually agree.
2. Such alterations, additions and outbuildings of a residential nature as Council may subsequently approve.

DEVELOPMENT ACT 1993

Section 50(1)—Requirement to vest land in a council or the Crown to be held as open space

NIL

Section 50(2)—Agreement to vest land in a council or the Crown to be held as open space

NIL

5.1.1 Applicant's Response to Representations

Section 55—Order to remove or perform work

NIL

Section 56—Notice to complete development

NIL

Section 57—Land management agreement

SEE TITLE FOR DETAILS

Section 69—Emergency order

NIL

Section 71—Fire safety notice

NIL

Section 84—Enforcement notice

NIL

Section 85(6), 85(10) or 106—Enforcement order

NIL

Part 11 Division 2—Proceedings

NIL

FIRE AND EMERGENCY SERVICES ACT 2005

Section 105F (or section 56 or 83 (repealed)) – Notice to take action to prevent outbreak or spread of fire.

NIL

FOOD ACT 2001

Section 44—Improvement Notice

NIL

Section 46—Prohibition Order

NIL

Certificate No. 62604

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HOUSING IMPROVEMENT ACT 1940

Section 23—declaration that house is undesirable or unfit for human habitation

NIL

LOCAL GOVERNMENT ACT 1934

Notice, order, declaration, charge, claim or demand given or made under the Act

NIL

LOCAL GOVERNMENT ACT 1999

Notice, order, declaration, charge, claim or demand given or made under the Act

NIL

For charges refer to the Certificate of Rates Liabilities

PUBLIC AND ENVIRONMENTAL HEALTH ACT 1987

Part 3—Notice

NIL

Public and Environmental Health (Waste Control) Regulations 2010 (or 1995) (revoked) Part 2—Condition (that continues to apply) of an approval

NIL

Public and Environmental Health (Waste Control) Regulations 2010 (or 1995) (revoked) regulation 19—Maintenance order (that has not been complied with)

NIL

SOUTH AUSTRALIAN PUBLIC HEALTH ACT 2011

Section 66 – Direction or requirement to avert spread of disease

NIL

Section 92 – Notice

NIL

Certificate No. 62604

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South Australian Public Health (Wastewater) Regulations 2013 Part 4 – Condition (that continues to apply) of an approval

NIL

WATER INDUSTRY ACT 2012

Notice or order under the Act requiring payment of charges other amounts or making other requirement

NIL

BUILDING INDEMNITY INSURANCE

Section 7(1)(c)

Any approved building work undertaken on the property the subject of Building Indemnity Insurance.

NO


FURTHER INFORMATION HELD BY COUNCIL

Does the council hold details of any development approvals relating to –
(a) commercial or industrial activity at the land; or
(b) a change in the use of the land or part of the land (within the meaning of the Development Act 1993)?

All development approvals on council records relating to this subject land are listed under the heading "Development Act 1993".

The information herein is provided pursuant to the Council's obligations under Section 7 of the Land Business (Sales and Conveyancing) Act, 1994.

Only that information which is required to be provided has been given and that information should not be taken as a representation as to whether or not any other charges or encumbrances affect the subject land.

Per 

Authorised Officer: Heidi Crossley

Date: 17/11/2016

Certificate No. 62604

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City of Salisbury

Section 7 Attachment

Development Plan under the Development Act 1993:

Is there a current Development Plan Amendment (DPA) released for public consultation by a council on which consultation is continuing or on which consultation has ended but whose proposed amendment has not yet come into operation?

YES

Mawson Lakes DPA

This DPA updated the zoning affecting the suburb of Mawson Lakes to more accurately reflect the existing and future land uses envisaged for the area. The Minister for Planning in his consideration of the DPA for approval has separated the DPA into two parts. The first part has now been approved.

The second part of the DPA affects the following areas:

- An area of current wetlands at the end of Broadwater Crescent and Carlett St, Shoalhaven and adjacent the railway and Port Wakefield Road. This area is proposed to be zoned as Residential, and identified as a Policy Area. The Minister for Planning has required that it be excluded from the approved DPA until such time as it has undergone Community Land Revocation.
- The Mary Street and Dan Street area is to be zoned in such a manner to allow a mix of non-residential uses and residential uses at higher densities while ensuring that existing industrial uses are not unnecessarily pressured to relocate prematurely. The appropriate zone has not been selected as yet and is subject to further endorsement by Council and the Minister for Planning.

The public consultation version of the DPA can be viewed on the City of Salisbury website at www.salisbury.sa.gov.au/mawsonlakes

Salisbury City Centre DPA

This DPA proposes to update zoning and policies affecting the existing District Centre Zone at Salisbury, and a portion of Residential zoned land to the south of Park Terrace. The DPA was initiated to ensure Development Plan policy reflects the recognition of the Salisbury City Centre as a key activity centre within Northern Adelaide, consistent with the State Government's 30 Year Plan for Greater Adelaide and the City of Salisbury's Salisbury City Centre Renewal Strategy. Specifically, the consultation version of the DPA proposes the following key changes to council's Development Plan:

- Rezone the area affected to Urban Core zone

5.1.1 Applicant's Response to Representations

- Identification of a 'Core' and 'Transition' area, with new policies to guide the desired land uses, maximum building heights, minimum density requirements, design and car parking requirements within these areas
- Inclusion of a concept plan to identify key development outcomes sought within the Salisbury City Centre

The DPA was released for concurrent agency and public consultation between 3 March 2016 and 29 April 2016. Council endorsed the DPA for approval at its meeting in June 2016, and the DPA is currently awaiting final approval from the Minister for Planning.

A copy of the DPA can be viewed on the City of Salisbury website at:
www.salisbury.sa.gov.au/salisburycitycentre

Is there a current Development Plan Amendment released for public consultation by the Minister on which consultation is continuing or on which consultation has ended but whose proposed amendment has not yet come into operation?

YES

Greater Edinburgh Parks Employment Lands Structure Plan Development Plan Amendment

The Minister for Planning released this DPA for consultation between June and August 2013. Consultation has now closed.

The affected area is to the west and north of the RAAF Base at Edinburgh and proposes planning controls that will:

- Introduce a new urban employment zone to replace existing rural and primary production zones;
- Consolidate a number of existing industrial zones at Direk, Edinburgh Parks, Edinburgh North and Penfield;
- Introduce policies to encourage a high quality employment precinct;
- Provide flexible policy to enable development of a range of services; and
- Allow for the creation of coordinated mixed use precincts to demonstrate innovative and integrated living and workplace environments.

Part 1 of the DPA was approved on 19 December 2013 and rezoned existing Industry zoned areas to Urban Employment zone.

Part 2 of the DPA, which affects the Primary Production zoned area west of Heaslip Road, will be considered by the Minister once infrastructure issues have been addressed.

For more information:
www.dpti.sa.gov.au/planning/playfordgrowth

Updated: 7th July 2016



Parafield Airport Noise Advice

'This property is located adjacent to the Parafield Airport and is subject to frequent overflight and aircraft noise. Intending residents are encouraged to make their own enquiries and ascertain whether their circumstances are compatible with the ambient environment.'

'The Council has considered the proximity of the Subject Land at Parafield Airport and the potential implications of aircraft noise and having regard to a report prepared by Bassett Acoustics dated 19 December 1995, the Council has formed the view that, on the information currently before it, no special planning consideration or construction techniques aimed at reducing noise intrusion to dwellings constructed on the Subject Land (following its division into residential allotments) nor any amendments to the Development Plan will be required.

Any enquiries in relation to this advice should be referred to:

Development Services ~ 8406 8222

5.1.1 Applicant's Response to Representations



Government of South Australia
SafeWork SA

Attorney-General's Department
Licensing, Customer Services Team
Level 4 World Park A
33 Richmond Road
Kewwick SA 5035
GPO Box 485
Adelaide SA 5001
DX 715 Adelaide

Phone 1300 365 255
Fax 08 8204 9200
Email licensing.safework@sa.gov.au
ABN 60-560-588-327
www.safework.sa.gov.au

5 December 2016

Sophie Hambour
Agon Environmental Pty Ltd
Unit 3, 224 Glen Osmond Road
FULLARTON SA 5063

Dear Ms Hambour

DANGEROUS SUBSTANCES LICENCE SEARCH

PROPERTY DETAILS: 701-709 PORT WAKEFIELD ROAD, GLOBE DERBY PARK

Further to your Application for a Dangerous Substance Search dated 28/11/2016 for the abovementioned site, I advise that there are no current or historical records for this site.

Yours sincerely

MANAGER
LICENSING, CUSTOMER SERVICES TEAM
SAFEWORK SA

For general enquiries please call the SafeWork SA Help Centre on 1300 365 255

008/DSL

Item 5.1.1 - Attachment 4 - Applicant's Response to Representations

Item 5.1.2 - Attachment 1 - Copy of Agenda Item - 24 October 2017

AGON ENVIRONMENTAL

APPENDIX D: DEVELOPMENT APPLICATION

W0425/01 Estate Services Park - Preliminary Site Investigation

10

5.1.1 Applicant's Response to Representations

**DEVELOPMENT ACT 1993
CITY OF SALISBURY**

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

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

DEVELOPMENT NO:	361/1144/2016/3B
APPLICANT:	Town Planning Advisors PO Box 9061 HENLEY BEACH SA 5022
NATURE OF THE DEVELOPMENT:	MIXED USE DEVELOPMENT COMPRISING PRAYER HALL, DINING HALL AND LIBRARY/MUSEUM WITH ASSOCIATED FACILITIES INCLUDING PLAYGROUND, CARPARK, CARETAKER'S RESIDENCE, COMMUNITY GARDEN AND HORSE ENCLOSURE
LOCATED AT:	701-709 Port Wakefield Road , Globe Derby Park SA 5110
CERTIFICATE OF TITLE:	CT-5759/278
ZONE:	Rural Living

The application may be examined at the Office of the Council located at 12 James Street, Salisbury during business hours (8.30am – 5pm Monday to Friday) and on Council's web site at www.salisbury.sa.gov.au. Any person or body may make representations in writing, or by email to 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 4th October 2016**.

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

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

Signed: George Pantelos, Principal Planner


Date: 16 September 2016

THIS IS THE FIRST AND ONLY PUBLICATION OF THIS NOTICE

Item 5.1.1 - Attachment 4 - Applicant's Response to Representations

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CITY OF SALISBURY
DEVELOPMENT APPLICATION FORM

 **301/ 1144 12016/ 3B**
Please use BLOCK LETTERS and Black or Blue ink

APPLICANT NAME: Town Planning Advisors		
POSTAL ADDRESS: PO Box 9061 Henley Beach SA 5022		
OWNER NAME: (This must be completed) United Sikhs of SA Inc		<input type="checkbox"/> as above
OWNER POSTAL ADDRESS: PO BOX 61 Kilkenny SA 5009		<input type="checkbox"/> as above
OWNER PHONE NO:	OWNER FAX NO:	OWNER EMAIL:
CONTACT PERSON FOR FURTHER INFORMATION <input type="checkbox"/> as above		
NAME: Bill Stefanopoulos		TELEPHONE (M): [REDACTED] (H): [REDACTED]
EMAIL: bill@townplanningadvisors.com.au		FAX:
BUILDER NAME: TBA		BUILDER'S EMAIL:
BUILDER POSTAL ADDRESS:		CONTACT NO: LICENCE NO:
CURRENT USE OF PROPERTY: Vacant		
DESCRIPTION OF PROPOSAL: Mixed development comprising a community facility, together with associated facilities including playground, carpark, caretakers residence and community garden.		DEVELOPMENT COST \$1,000,000
LOCATION OF PROPOSAL		
Street No: 701-709	Street: Port Wakefield Road	Suburb: Globe Derby Park
Lot No: 8	Section: 6	Plan: 7060
	Volume: 5759	Folio: 276
OFFICE USE ONLY		
Registration Date: 14 / 6 / 2016	Zone: RU1	Ward: West
BUILDING RULES CLASSIFICATION		
Classification sought:		
If Class 5, 6, 7, or 8 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 of the premises:		

I acknowledge that copies of this application and supporting documentation may be provided to interested persons in accordance with the Development Regulations, 1983. 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: 09 / 06 / 16

5.1.1 Applicant's Response to Representations



PO BOX 9061 HENLEY BEACH SOUTH SA 5022
Phone: 08 7070 7496 | Mobile: 0478 509 777
Email: bill@townplanningadvisors.com.au
Website: www.townplanningadvisors.com.au

27 June 2016

George Pantelos
City of Salisbury
PO Box 8
SALISBURY SA 5108

Dear George,

Mixed development comprising a community facility and place of worship together with associated facilities including playground, carpark, caretakers residence, community garden and horse keeping

1. Introduction

Town Planning Advisors have been engaged by, the owners of number 701 to 709 Port Wakefield Road Globe Derby Park, to provide a Development Report to accompany a Development Application. The applicant proposes to construct a mixed development comprising a community facility and place of worship, together with associated facilities including a playground, carpark, caretakers residence, community garden and horse keeping. The following report is provided in support of this application.

2. Subject Land & Locality

The subject land is known as 701 to 709 Port Wakefield Road Globe Derby Park and comprises a single allotment. The site is formally described in Certificate of Title Volume 6029 Folio 841 as Allotment 6 within Deposited Plan 7060 within the Hundred of Yatala. A copy of the Certificate of Title is included as Attachment A. The land is rectangular and has a 98.68 metre frontage to Port Wakefield Road, and a depth of 205 metres. The subject land has a total area of approximately 20,229 square metres.

The land is currently vacant and covered with sparse vegetation and grasses with a single mature gum and a single mature palm located close to the southern boundary. The land is fenced from Port Wakefield Road by a chain mesh fence with access via gates supported by brick pillars.

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Adjoining the subject land to the south is a vacant allotment of a similar area to the subject land. The allotment to the south houses a significant piece of electricity transmission infrastructure.

The locality is dominated by Port Wakefield Road, a primary arterial road which carries substantial vehicle traffic including heavy vehicles. The western side of Port Wakefield Road is characterised by rural living type land uses, dwellings and orchards. The diverse mix of uses gives the locality a semi-rural/industrial character.

3. Proposed Development

The development application before you proposes to construct a mixed development comprising a community facility and place of worship together with associated facilities including playground, carpark, caretakers residence, community garden and horse keeping.

The community facility comprises a total of 3 buildings, the southernmost building is to be used as a library/museum, the southern central building is to be used as a congregation hall/place of worship and the northern central building is to be used as a meeting and meals area. The library/museum element is proposed to have a wall height of 2.7 metres. The remaining community facility buildings are proposed to have a wall height of 3.6 metres. Each building's roof is to be covered by colorbond with a hipped design.

The proposed use has been described as a mixed development including a community facility. A similar use to that proposed was considered in *Australian Unitarian Druze Community Inc v Adelaide Hills Council & ANOR* [2015] SAERDC 38 (4 September 2015). In this case the court defined a facility catering to the entire South Australian Druze community as a community facility.

The South Australian Planning Policy Library Terminology List provides guidance as to land uses that may be defined as a community centre or community facility. The Planning Policy Library Terminology List defines a non-residential club and community facility as a community centre. Based on the Environment Resources and Development Court definition of community facility and the broad range of uses covered by the definition of community centre, we believe that the proposed use is best defined as a community facility.

The caretaker's residence is proposed to be located north of the community facility. The caretakers residence is proposed to have a total area of 114 square metres and includes three bedrooms a living/lounge area and associated amenities.

The primary carpark is proposed to be located in close proximity to the proposed buildings and 128 metres Wakefield Road. The car park provides a total of 107 spaces. An additional 5 car parking spaces will be provided adjacent the caretakers residence.

There will be a full time caretaker onsite at all times.

5.1.1 Applicant's Response to Representations

No parties or receptions are to be held on site, weekly services catering to around 150 people will be the primary use of the land. On special yearly occasions (less than 10 times per year) there will be a maximum of 250 people.

Operation Hours - place will be available to pay visit by members of congregation between 7.00am and 9.00pm, mass will not run for more than 4 hours on any service day.

Further details of the proposed gardens and agricultural use have been prepared by Daniel Connell and are attached as Attachment C. Attachment C outlines the importance of the community gardens as part of the community use of the land.

It is proposed that any member of the community (not only members of the Sikh community) will be allowed to use the community garden. The community garden will function in a similar manner to Council operated community gardens, with interested persons able to access individual plots.

In addition to the community gardens the applicant proposes to permit members of the wider community access to the land to and use of all onsite facilities. Sikh culture welcomes interaction with the wider community and proposes to operate in an open manner with anyone from the local or wider community invited enjoy the community gardens or other facilities.

A total of 3-4 horses are proposed to be kept on the subject land within the area identified as horse keeping on the attached plans. The horses are to be used for children's rides and horse riding lessons. Animal keeping forms an important part of the community use of the land.

4. Zoning and Planning Process

In accordance with Schedule 1 of the Development Regulations 2008 the proposed development is best described as:

Mixed development comprising a community facility and place of worship together with associated facilities including playground, carpark, caretakers residence, community garden and horse keeping

The subject land is located within the Rural Living Zone, Bolivar Policy Area 19 as depicted on Zone and Policy Area Maps Sa/31. The procedural matters section of the Rural Living Zone states that:

Categories of public notification are prescribed in Schedule 9 of the Development Regulations 2008.

As the proposed development is not specifically described within Schedule 9 of the Development Regulations the proposed Development is Category 3.

5. Assessment against the Development Plan

Land Use

The following Objectives and Principles are of particular relevance in an assessment of the proposed land use:

Community Facilities

Objectives

- 2 The proper provision of public and community facilities including the reservation of suitable land in advance of need.

Principles of Development Control

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

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

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

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

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.

5.1.1 Applicant's Response to Representations

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.

Principles of Development Control

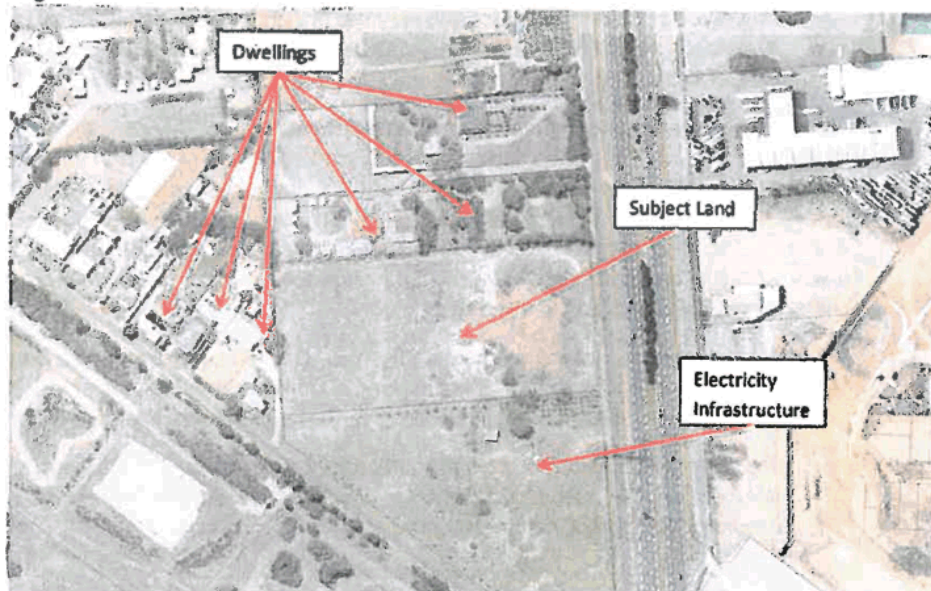
1 *Development should not prejudice the development of a zone for its intended purpose.*

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

8 *Vacant or underutilised land should be developed in an efficient and co-ordinated manner to not prejudice the orderly development of adjacent land.*

The subject land is currently vacant and underutilised. The applicant proposes to develop a community facility/place of worship, playground and community gardens.

Figure 1



Development on the western side of Port Wakefield Road is Rural Living in nature

The purpose of the Rural Living Zone Bolivar Policy Area is for residential development on large allotments in association with the keeping of horses. The applicant proposes to construct a community facility/place of worship, playground community gardens and to keep two horses. The playground is proposed to include recreational activities such as pony and horse rides and horse riding lessons.

The proposed development also includes the provision of a community garden and the following landscaping:

- At the entrance a contemporary drought tolerant garden of Adelaide plains indigenous species;
- Within the grounds a series of approximately 10, 3x1m raised garden beds suitable for the elderly;
- An area of approximately 50 square metres of ground level garden beds for cultivation of perennial larger plantings of such as sugar cane, turmeric, ginger, garlic, herbs and medicinal plants using heavily mulched organic methods and again harvested rain water through micro irrigation systems;
- Fruit trees (citrus, apple, pear, stone fruit, fig, avocado, mango, almonds, walnuts, pomegranate, guava, table grapes and pecan) planted around the children's play area, bordering the site;
- Creating shaded recreation areas;
- Silver Banksia planted adjacent the length of the northern and southern boundaries;
- Native Frangipani Adjacent the length of the western boundary and part of the northern and southern boundaries;
- Garden beds will aim to utilise 90% recycled or rain water; and
- A state of the art vermiculture system to recycle all food waste from the Langar kitchen into manures to be used on the gardens.

The proposed development is an orderly and economic form of development which is likely to protect rural living land, from conversion to non-production or other incompatible land uses, by utilising it, in part, for open space and low intensity agriculture and horse keeping purposes. Although it will at the same time also introduce a building and activities which are non-residential in nature, it will do so in a way which, to an appropriate extent, will continue to serve and preserve the rural character of the subject land and in turn, the locality.

A similar application was determined by the Environment Resources and Development Court in Australian Unitarian Druze Community Inc v Adelaide Hills Council & Anor [2015] SAERDC 38 (4 September 2015). The Court determined that:

The history and nature of both the philosophy and activities of the appellant demonstrate that these two forms of use are intended to operate in an integrated and complementary manner.

And

We also recognise and accept that, for a mixed form of development with these characteristics, the opportunity for it to locate in a township, in proximity to businesses and shopping facilities is limited, given the area of land required and the consequent cost of purchase. We are satisfied that, allowing for the appellant's requirements for a sizeable tract of land to serve the horticultural use, the amended proposal will be located conveniently to the community it is to serve.

5.1.1 Applicant's Response to Representations

The circumstances of the above Druze application are similar to the proposed development in that the community functions of the subject land are to operate in concert with the proposed horse keeping and low scale horticultural use of the land. The Rural Living Zone Bolivar Policy Area 19 is a suitable location for the form of development proposed.

Site Layout and Appearance of the Development

Design and Appearance Development Plan provisions seek:

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.
- 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.
- 11 Buildings, landscaping, paving and signage should have a co-ordinated appearance that maintains and enhances the visual attractiveness of the locality.
- 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.

The above provisions seek to ensure that new buildings are compatible in scale and design to existing development within the locality. The above provisions also seek to ensure that new buildings include design elements that improve building façades when viewed from the locality.

Each of the proposed buildings will be located a minimum of 157 metres from the Port Wakefield Road boundary. Each of the proposed buildings will be screened from the street by landscaping and the proposed community gardens

Some elements of the proposed buildings will be visible from adjoining dwellings to the north and the west. The visual impact of the proposed buildings will not unreasonably impact any adjacent dwelling as:

- The proposed buildings include design elements such as eaves and hipped roofs;
- The proposed buildings are to be of a residential scale and not exceed one storey in height;
- Each element of the proposed development is to be housed within a separate building rather than a single large building;
- Each building is proposed to be setback a minimum of 9.5 metres from any boundary;
- The land to the south is vacant and unlikely to be developed for residential purposes given the presence of significant electrical infrastructure; and
- Significant landscaping is proposed adjacent the northern, western and southern boundaries, that will soften views of any new building.

The proposed buildings and associated earthworks (in terms of their visual impacts) are generally in conformity with the relevant provisions of the Plan and will not, in any event, detrimentally affect the amenity of the locality in any meaningful way.

Interface Between Land Uses

The following Development Plan provisions seek to ensure that any proposed development does not unreasonably impact other development within the locality:

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) *hours of operation*
 - (g) *traffic impacts.*

5.1.1 Applicant's Response to Representations

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

In order to ensure that the proposed development does not result in any adverse impact on adjacent residential development the applicant has included the following design elements:

- Significant setbacks from all side and rear boundaries;
- Surfacing of all car parks and driveways to minimise dust pollution;
- Landscaping around the perimeter of the site; and
- No after hours activity will occur on the land.

The proposed development will not jeopardise the continuing use of any adjacent residential property. The low scale horticultural and community nature of the proposed development is compatible with development within the locality and will not adversely impact any adjacent development.

Car Parking and Access

The applicant proposes to provide a total of 113 off street car parking spaces. The proposed development will function as a community facility/place of worship. The following Transportation and Access Principles of Development Control specify the minimum car parking rates within the City of Salisbury:

- 32 Development should provide off-street vehicle parking and specifically marked disabled car parking places to meet anticipated demand in accordance with Table Sal/2 - Off Street Vehicle Parking Requirements unless an agreement is reached between the Council and the applicant for a reduced number of parking spaces where one of the following applies:
- (a) a financial contribution is paid into the Council Car Parking Funds specified by the Council, in accordance with the gazetted rate per car park associated with the 'Car Park Fund Areas' identified on Concept Plan Map Sal/27 - Salisbury District Centre Car Park Fund Area and Concept Plan Map Sal/29 - Ingle Farm District Centre Car Park Fund Area.
- (b) it can be demonstrated that fewer car parks would be required to meet the car parking needs associated with the development.
- 33 Development should be consistent with Australian Standard AS 2890 Parking facilities.
- 34 Vehicle parking areas should be sited and designed in a manner that will:

- (a) facilitate safe and convenient pedestrian linkages to the development and areas of significant activity or interest in the vicinity of the development
- (b) Include safe pedestrian and bicycle linkages that complement the overall pedestrian and cycling network
- (c) not inhibit safe and convenient traffic circulation
- (d) result in minimal conflict between customer and service vehicles
- (e) avoid the necessity to use public roads when moving from one part of a parking area to another
- (f) minimise the number of vehicle access points to public roads
- (g) avoid the necessity for backing onto public roads
- (h) where reasonably possible, provide the opportunity for shared use of car parking and integration of car parking areas with adjoining development to reduce the total extent of vehicle parking areas and the requirement for access points
- (i) not dominate the character and appearance of a site when viewed from public roads and spaces
- (j) provide landscaping that will shade and enhance the appearance of the vehicle parking areas.

Table Sa1/2 - Off Street Vehicle Parking Requirements

Form of Development	Number of Required Car Parking Spaces
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	

Based on the above table the proposed development can cater for up to 339 persons (place of worship). The applicant only proposes that a total of 250 persons will attend the subject land at any one time (less than 10 times per year). Generally the number of persons attending the subject land will be much less.

The car park layout will allow for vehicles to enter and exit the site in a forward direction and has been engineered to ensure all Stormwater associated with the development can be drained to the street. The proposed onsite car parking and access arrangement complies with all relevant Principles of Development Control.

6. Conclusion

The applicant proposes to develop a community facility/place of worship on a vacant parcel of land as well as a community garden and horse keeping. The land is located

5.1.1 Applicant's Response to Representations

in the Rural Living Zone, Bolivar Policy Area 19 which emphasises the importance of residential development in conjunction with small scale horse keeping and agricultural uses.

An important feature of the proposal is the mixed nature of the development comprising both its use as a community facility/place of worship and a horticultural use. Relevant Development Plan provisions anticipate the construction of community type uses and places of worship within residential zones. Given the connection between the proposed use and the horticultural/farming character of the locality the Rural Living Zone is suitable for the proposed use.

The applicant has sought to minimise any visual or noise impact on adjoining residential development. By locating all buildings a minimum of 9 metres from any side or rear boundaries, planting landscaping, surfacing access points and limiting after hours uses of the land there will be no adverse impact on adjacent dwellings.

Any buildings will not be visible from the street and the proposed landscaping and community gardens will improve the appearance of the subject land from the locality. Overall the proposed development will result in an improved streetscape when compared to the existing state of the subject land.

The proposed development satisfies relevant provisions of the Salisbury Council Development Plan and warrants Development Plan Consent.

Should you have any queries or require any further information or clarification with any components of this application, please do not hesitate to contact by calling me on 0478 509 777 or by email bill@townplanningadvisors.com.au

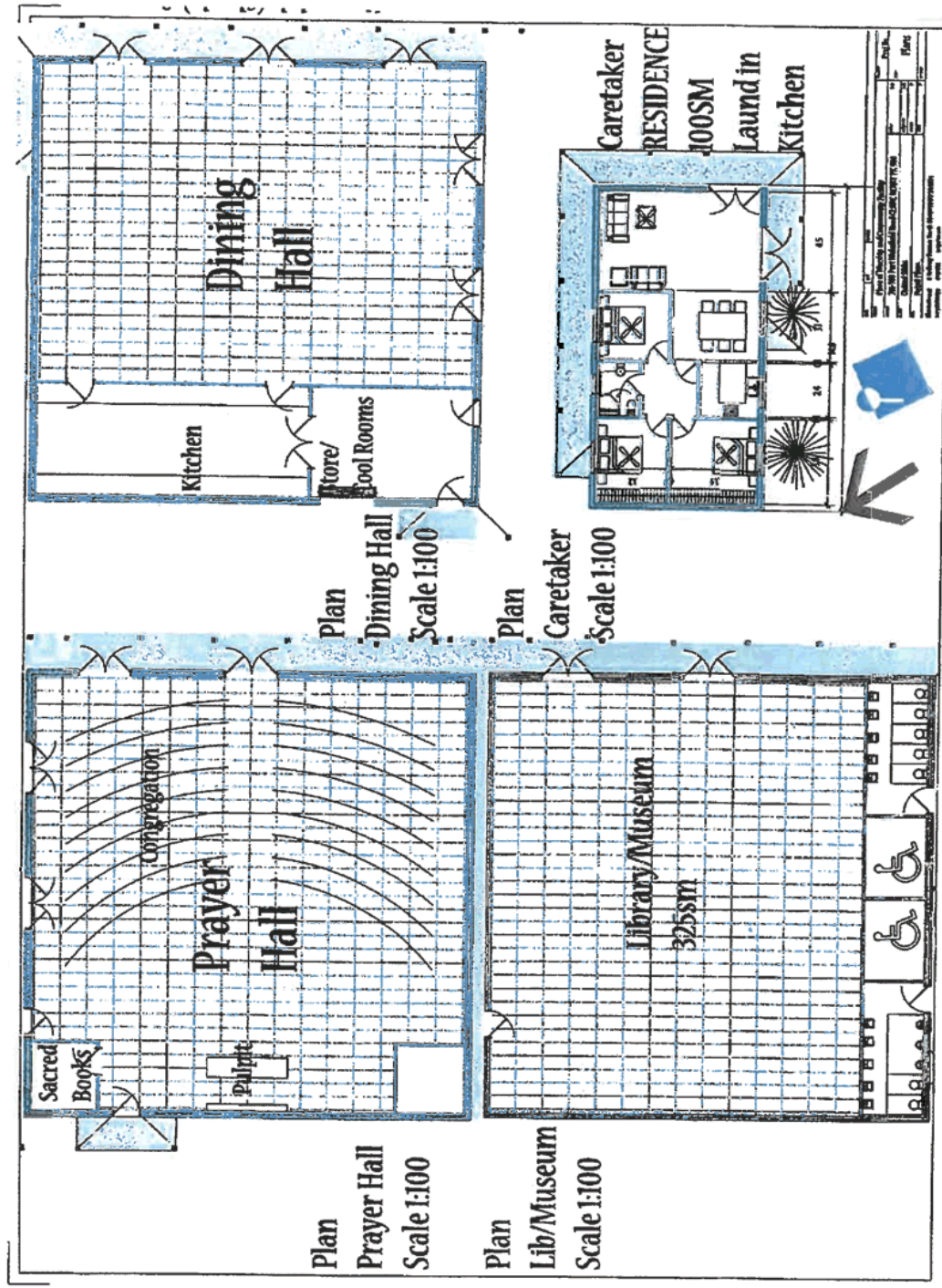
Yours faithfully



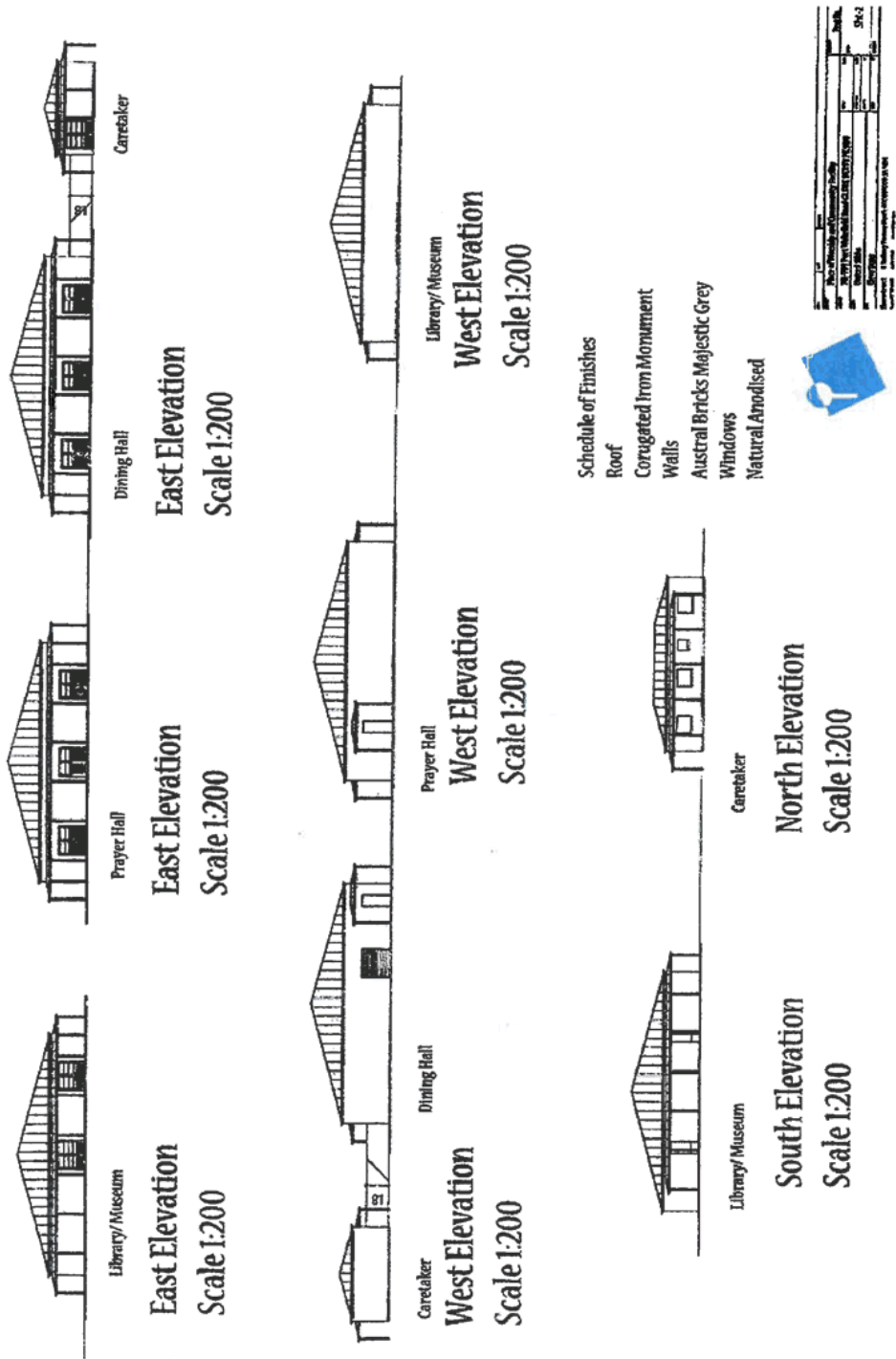
Bill Stefanopoulos, MPIA
BA Planning, Grad Dip Environmental Planning



Item 5.1.1 - Attachment 4 - Applicant's Response to Representations



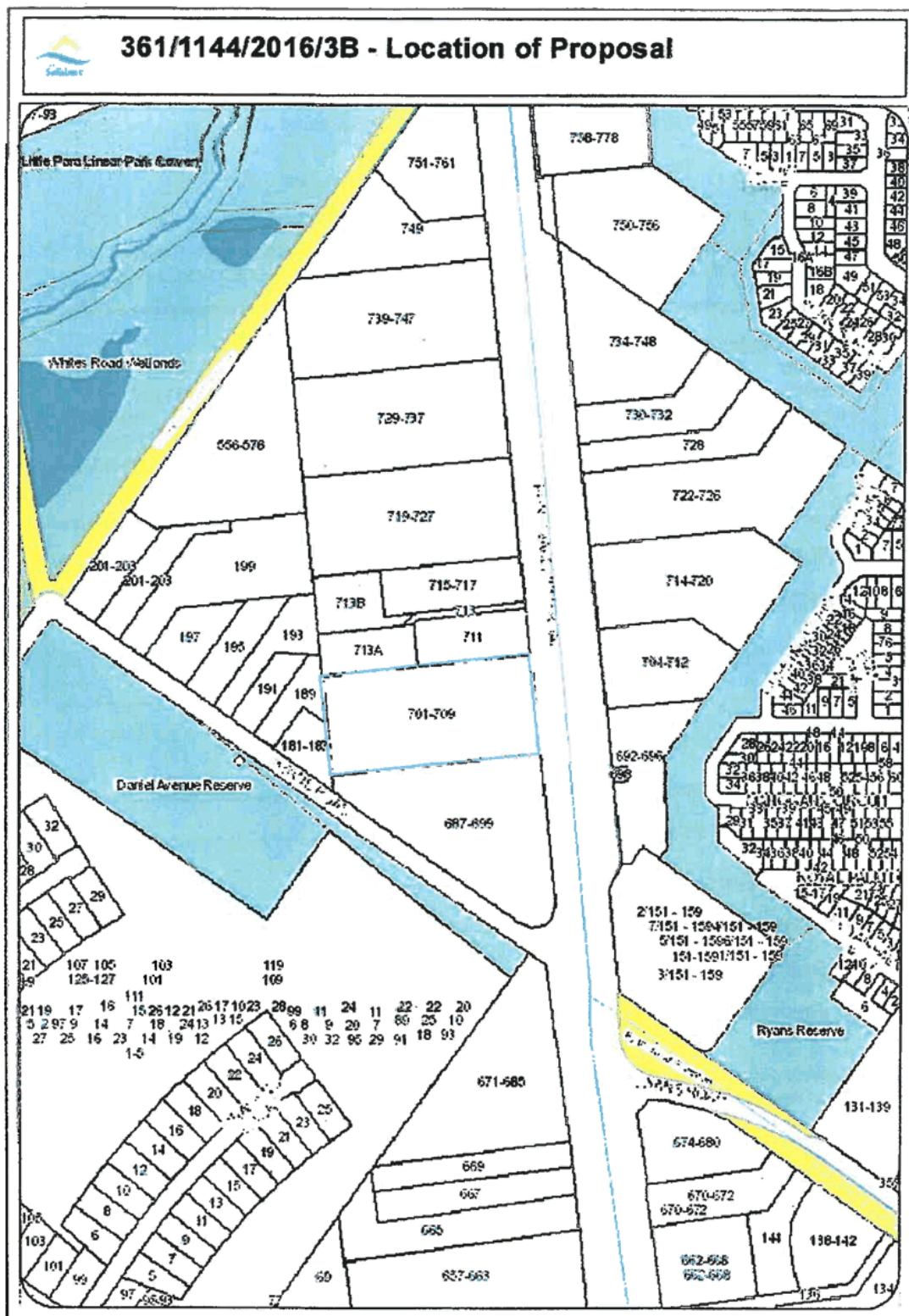
5.1.1 Applicant's Response to Representations



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5.1.1 Applicant's Response to Representations



Item 5.1.1 - Attachment 4 - Applicant's Response to Representations

Item 5.1.2 - Attachment 1 - Copy of Agenda Item - 24 October 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: 361/1144/2016/3B
Applicant: Town Planning Advisors
Location: 701-709 Port Wakefield Road, Globe Derby Park SA 5110
Proposed Development: MIXED USE DEVELOPMENT COMPRISING PRAYER HALL, DINING HALL AND LIBRARY/MUSEUM WITH ASSOCIATED FACILITIES INCLUDING PLAYGROUND, CARPARK, CARETAKER'S RESIDENCE, COMMUNITY GARDEN AND HORSE ENCLOSURE

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

NAME(S):.....

ADDRESS:.....

PHONE NO: EMAIL:

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.

.....
.....
.....
.....

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 4th October 2016, to ensure that it is a valid representation and taken into account.

Representor's Declaration:

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

Signature: Date: / /

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 4th October 2016.

5.1.1 Applicant's Response to Representations

<https://eservices.salisbury.sa.gov.au/ePathway/Production/Web/GeneralEnquiry/EnquiryDetailView.aspx?id=473946>

Application Details

Application Number
361/1144/2016/38

Application Number
361/1144/2016/38

Application Type
Category 3 Class 2-9

Application Description
MIXED USE DEVELOPMENT COMPRISING PRAYER HALL, DINING HALL AND LIBRARY/MUSEUM WITH ASSOCIATED FACILITIES INCLUDING PLAYGROUND, CARPARK, CARETAKER'S RESIDENCE, COMMUNITY GARDEN AND HORSE ENCLOSURE

Status
Public Notification

Application Date
9/06/2016

Lodgement Date
14/06/2016

Work Commenced Date
14/06/2016

Work Completed Date
14/06/2016

Name Details

Name	Role	Address
Town Planning Advisors	Applicant	PO Box 9061, MENLEY BEACH SA 5022

Property Details

Property Address	Certificate of Title	Ward
701-709 Port Wakefield Road, Globe Derby Park SA 5110	CT-5759/278	08 West

Decision Status

Status Public Notification

Application Work Flow Tasks

Application Task Type	Actual Started Date	Actual Completed Date
Lodgement	14/06/2016	14/06/2016
Referred to Development Engineering	17/06/2016	4/07/2016
Agency Consultation Planning	20/06/2016	29/07/2016
Public Notification Category 3	16/09/2016	
Issue Development Approval		

Item 5.1.1 - Attachment 4 - Applicant's Response to Representations

Item 5.1.2 - Attachment 1 - Copy of Agenda Item - 24 October 2017

Attachment 5
Relevant Development Plan Extracts and Location
Maps, Consolidated 5 May 2016

5.1.1 Relevant Development Plan Exrtracts and Location Maps, Consolidated 5 May 2016

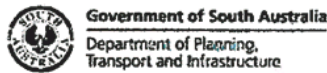
Item 5.1.1 - Attachment 5 - Relevant Development Plan Exrtracts and Location Maps, Consolidated 5 May 2016



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Consolidated - 5 May 2016

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



Consolidated - 5 May 2016

Item 5.1.2 - Attachment 1 - Copy of Agenda Item - 24 October 2017

Animal Keeping

OBJECTIVES

- 1 Animals not kept at a density beyond the carrying capacity of the land or water.
- 2 Animal keeping development sited and designed to avoid adverse effects on surrounding development.
- 3 Intensive animal keeping protected from encroachment by incompatible development.

PRINCIPLES OF DEVELOPMENT CONTROL

- 1 Animal keeping and associated activities should not create adverse impacts on the environment or the amenity of the locality.
- 2 Storage facilities for manure, used litter and other wastes should be designed and sited:
 - (a) to be vermin proof
 - (b) with an impervious base
 - (c) to ensure that all clean rainfall runoff is excluded from the storage area
 - (d) outside the 1-in-100 year average return interval flood event area.

Horse Keeping

- 3 Stables, horse shelters or associated yards should be sited:
 - (a) at least 50 metres from a watercourse
 - (b) on land with a slope no greater than 1-in-10.
- 4 A concrete drainage apron should be provided along the front of stables directing water from wash-down areas onto a suitably vegetated area that can absorb all the water, or into a constructed drainage pit.
- 5 Stables, horse shelters or associated yards should be sited at least 30 metres from any dwelling on the site and from the nearest allotment boundary to avoid adverse impacts from dust, erosion and odour.
- 6 All areas accessible to horses should be separated from septic tank drainage areas.
- 7 Horse keeping (not associated with stables) should only occur on allotments of 4 hectares or more and should ensure that adequate ground cover is maintained at all times to avoid soil degradation.
- 8 Development of stable and yard areas should have dimensions and areas of at least 3.7 metres by 3.7 metres per horse stable and provide a minimum of:
 - (a) 15 square metres per horse per holding yard (standing only)
 - (b) 35 square metres per horse per holding yard (working only).
- 9 To ensure sanitary conditions and prevent soil erosion, dust, odour and pollution of stormwater run-off, horse keeping should conform with the following principles:

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- (a) stable floors constructed of concrete that is at least 100 millimetres-thick and graded to the doorway with a fall of at least 15 millimetres over three metres
- (b) stables constructed of masonry or concrete to a minimum height of 1.2 metres. Timber, metal or similar construction should only be used the minimum 1.2 metre height or on the roof
- (c) stables sited at least 3 metres from all allotment boundaries.

Dairies

- 10 Dairies should include a lagoon for the storage or treatment of milking shed effluent which should be located:
- (a) at least 20 metres from a public road
 - (b) at least 200 metres from any dwelling not located on the land
 - (c) outside any 1-in-100 year average return interval flood event area of any watercourse.

Intensive Animal Keeping

- 11 Intensive animal keeping operations and their associated components, including holding yards, temporary feeding areas, movement lanes and similar, should not be located on land within any of the following areas:
- (a) 800 metres of a public water supply reservoir
 - (b) the 1-in-100 year average return interval flood event area of any watercourse
 - (c) 200 metres of a major watercourse (third order or higher stream)
 - (d) 100 metres of any other watercourse, bore or well used for domestic or stock water supplies
 - (e) 2000 metres of a defined and zoned township, settlement or urban area (except for land based aquaculture)
 - (f) 500 metres of a dwelling (except for a dwelling directly associated with the intensive animal keeping facility).
- 12 Intensive animal keeping operations in uncovered situations should incorporate:
- (a) a controlled drainage system which:
 - (i) diverts runoff from external areas, and
 - (ii) directs surface runoff into an effluent management system that has sufficient capacity to hold run off from the controlled drainage area
 - (b) pen floors which:
 - (i) ensure that effluent does not infiltrate and contaminate groundwater or soil, and
 - (ii) are graded to a consistent uniform slope of between 2 per cent and 6 per cent
 - (c) effluent drainage into an effluent lagoon(s) that has sufficient capacity to hold runoff from the controlled drainage area.
- 13 Intensive animal keeping facilities and associated wastewater lagoons and liquid/solid waste disposal areas should be sited, designed, constructed and managed to avoid adverse odour impacts on nearby sensitive land uses.

Kennels

- 14 The floor of kennels should be constructed of concrete or similar impervious material and be designed to allow for adequate drainage when kennels are cleaned.
- 15 Kennels and exercise yards should be designed and sited to minimise noise nuisance to neighbours through:
- (a) orienting their openings away from sensitive land uses such as dwellings
 - (b) siting them as far as practicable from allotment boundaries.
- 16 Kennels should occur only where there is a permanently occupied dwelling on the land.

Land Based Aquaculture

- 17 Land-based aquaculture and associated components should not be located on land within 500 metres of a defined and zoned township, settlement or urban area.
- 18 Land-based aquaculture ponds should be sited and designed to:
- (a) prevent surface flows from entering the ponds in a 1-in-100 year average return interval flood event
 - (b) prevent pond leakage that would pollute groundwater
 - (c) prevent the farmed species escaping and entering into any waters
 - (d) minimise the need for intake and discharge pipes to traverse sensitive environments.
- 19 Buildings associated with land-based aquaculture should provide enclosed storage areas to accommodate all equipment associated with aquaculture operations in a manner which is integrated with the use of the land.
- 20 Development should ensure that pipe inlet and outlets associated with land-based aquaculture are located to minimise the risk of disease transmission.

Marine Based Aquaculture

- 21 Marine aquaculture and other offshore development should be ecologically sustainable and be located, designed, constructed and managed to:
- (a) minimise adverse impacts on marine habitats and ecosystems, and public access to beaches, public watercourses or the foreshore
 - (b) take into account the requirements of traditional indigenous and commercial fishing grounds
 - (c) ensure satisfactory removal and disposal of litter, disused material, debris, detritus and dead animals from the development
 - (d) prevent the build up of waste.
- 22 In marine waters, marine aquaculture (other than inter tidal aquaculture) and other offshore development should be located a minimum of 100 metres seaward of the high-water mark.
- 23 Marine aquaculture development should not significantly obstruct or adversely affect any of the following:
- (a) areas of high public use
 - (b) areas established for recreational activities

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Animal Keeping**

- (c) areas of outstanding visual, environmental, commercial or tourism value
- (d) sites, including beaches, used for recreational activities such as swimming, fishing, skiing, sailing and other water sports.
- 24 Marine aquaculture should be sited, designed, constructed and managed to minimise interference and obstruction to the natural processes of the coastal and marine environment.
- 25 Marine aquaculture should be developed in areas where an adequate water current exists to disperse sediments and be sited a sufficient height above the sea floor to:
 - (a) prevent the fouling of waters, publicly owned wetlands or the nearby coastline
 - (b) minimise seabed damage.
- 26 Racks, floats and other farm structures associated with marine aquaculture or other offshore development should where practicable be visually unobtrusive from the shoreline.
- 27 Marine aquaculture development should:
 - (a) use feed hoppers that are painted in subdued colours and suspended as low as possible above the water
 - (b) position structures to protrude the minimum distance practicable above water
 - (c) avoid the use of shelters and structures above cages and platforms unless necessary to exclude predators and protected species from interacting with the farming structures and/or stock inside the cages, or for safety reasons.
- 28 Marine aquaculture should be developed to maintain existing rights of way within or adjacent to a site.
- 29 Marine aquaculture access, launching and maintenance facilities should:
 - (a) where possible, use existing and established roads, tracks, ramps and paths to or from the sea
 - (b) be developed cooperatively and co-located.
- 30 Marine aquaculture and other offshore development should be located at least:
 - (a) 550 metres from a proclaimed shipwreck
 - (b) 1000 metres seaward from the boundary of any reserve under the *National Parks and Wildlife Act 1972*, unless a lesser distance is agreed with the Minister responsible for that Act.
- 31 Marine aquaculture development should be located so as not to obstruct nor interfere with navigation channels, access channels, frequently used natural launching sites, safe anchorage areas, known diving areas, commercial shipping lanes or activities associated with existing jetties and wharves.
- 32 Marine aquaculture development should contribute to navigational safety by being:
 - (a) suitably marked for navigational purposes
 - (b) sited to allow an adequate distance between farms for safe navigation
 - (c) located at least 250 metres from a commercial shipping lane
 - (d) comprised of structures that are secured and/or weighted to prevent drifting from the licensed site
 - (e) able to be rehabilitated when no longer operational.

Community Facilities

OBJECTIVES

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

PRINCIPLES OF DEVELOPMENT CONTROL

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

Places of Worship

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

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

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

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Community Facilities**

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

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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.

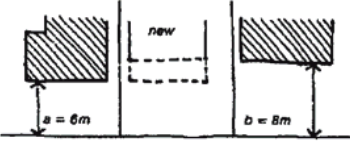
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- 10 Development should provide clearly recognisable links to adjoining areas and facilities.
- 11 Buildings, landscaping, paving and signage should have a co-ordinated appearance that maintains and enhances the visual attractiveness of the locality.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

Building Setbacks from Road Boundaries

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

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

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- 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.

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- 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.

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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.

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 noise sensitive development property boundary	Less than 8 dB above the level of background noise (L _{90,15min}) in any octave band of the sound spectrum and Less than 5 dB(A) above the level of background noise (LA _{90,15min}) for the overall (sum of all octave bands) A-weighted level
Adjacent land property boundary	Less than 65dB(Lin) at 63Hz and 70dB(Lin) in all other octave bands of the sound spectrum or Less than 8 dB above the level of background noise (L _{90,15min}) in any octave band of the sound spectrum and 5 dB(A) overall (sum of all octave bands) A-weighted level

Air Quality

- 11 Development with the potential to emit harmful or nuisance-generating air pollution should incorporate air pollution control measures to prevent harm to human health or unreasonable interference with the amenity of sensitive uses within the locality.
- 12 Chimneys or exhaust flues associated with commercial development (including cafes, restaurants and fast food outlets) should be designed to ensure they do not cause a nuisance or health concerns to nearby sensitive receivers by:
 - (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.

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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

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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.

5.1.1 Relevant Development Plan Exrtracts and Location Maps, Consolidated 5 May 2016

Salisbury Council
General Section
Natural Resources

- 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

5.1.1 Relevant Development Plan Exrtracts and Location Maps, Consolidated 5 May 2016

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General Section
Natural Resources

- (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.

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
Regulated Trees

Regulated Trees

OBJECTIVES

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

PRINCIPLES OF DEVELOPMENT CONTROL

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

Transportation and Access

OBJECTIVES

- 1 A comprehensive, integrated, affordable and efficient air, rail, sea, road, cycle and pedestrian transport system that will:
 - (a) provide equitable access to a range of public, community and private transport services for all people
 - (b) ensure a high level of safety
 - (c) effectively support the economic development of the State
 - (d) have minimal negative environmental and social impacts
 - (e) maintain options for the introduction of suitable new transport technologies.
- 2 Development that:
 - (a) provides safe and efficient movement for all motorised and non-motorised transport modes
 - (b) ensures access for vehicles including emergency services, public infrastructure maintenance and commercial vehicles
 - (c) provides off street parking
 - (d) is appropriately located so that it supports and makes best use of existing transport facilities and networks.
- 3 A road hierarchy that promotes safe and efficient transportation in an integrated manner throughout the State.
- 4 Provision of safe, pleasant, accessible, integrated and permeable pedestrian and cycling networks.
- 5 Safe and convenient freight movement throughout the State.

PRINCIPLES OF DEVELOPMENT CONTROL

Land Use

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

Movement Systems

- 2 Development should be integrated with existing transport networks, particularly major rail and road corridors as shown on *Location Maps* and *Overlay Maps - Transport*, and designed to minimise its potential impact on the functional performance of the transport networks.
- 3 Transport corridors should be sited and designed so as to not unreasonably interfere with the health and amenity of adjacent sensitive land uses.
- 4 Roads should be sited and designed to blend with the landscape and be in sympathy with the terrain.

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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.

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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 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*.
 - 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:
- facilitate safe and convenient pedestrian linkages to the development and areas of significant activity or interest in the vicinity of the development
 - include safe pedestrian and bicycle linkages that complement the overall pedestrian and cycling network
 - not inhibit safe and convenient traffic circulation
 - result in minimal conflict between customer and service vehicles
 - avoid the necessity to use public roads when moving from one part of a parking area to another
 - minimise the number of vehicle access points to public roads
 - avoid the necessity for backing onto public roads
 - 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
 - not dominate the character and appearance of a site when viewed from public roads and spaces
 - 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:
- maximising the potential for passive surveillance by ensuring they can be overlooked from nearby buildings and roads
 - incorporating walls and landscaping that do not obscure vehicles or provide potential hiding places
 - being appropriately lit
 - 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
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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.

5.1.1 Relevant Development Plan Exrtracts and Location Maps, Consolidated 5 May 2016

**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.

Table Sa/2 - Off Street Vehicle Parking Requirements

Table Sa/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 Sa/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	

5.1.1 Relevant Development Plan Exrtracts and Location Maps, Consolidated 5 May 2016

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

Salisbury Council
Zone Section
Rural Living Zone

Rural Living Zone

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

OBJECTIVES

- 1 A zone consisting of large allotments, detached dwellings and rural activities that do not adversely impact the amenity of the locality.

PRINCIPLES OF DEVELOPMENT CONTROL

Land Use

- 1 The following forms of development are envisaged in the zone:
 - detached dwelling
 - domestic outbuilding in association with a detached dwelling
 - domestic structure
 - dwelling addition
 - farming
 - farm building
 - stable.
- 2 Development listed as non-complying is generally inappropriate.
- 3 There should be no more than one dwelling per allotment and an additional dwelling should only occur where it achieves all of the following:
 - (a) it is located on an allotment which has an existing detached dwelling
 - (b) it is designed as an integral extension of the existing detached dwelling
 - (c) it is constructed of materials which are of a colour and texture to match the existing detached dwelling
 - (d) it results in a building containing no more than 2 dwellings
 - (e) the resultant building retains a character, scale and external appearance resembling a detached dwelling.
- 4 Commercial, industrial, or retail activities should not be undertaken within the zone.
- 5 An office or consulting room should only be developed in association with a detached dwelling such that the component floor area used as an office or consulting room does not exceed a total of 50 square metres.
- 6 The keeping of animals should be ancillary to and in association with the residential use of the land.
- 7 The keeping of horses should only be undertaken:
 - (a) if the horses are accommodated within a stable or shelter with supplementary feeding to maintain pasture cover
 - (b) where the site is at least 4 hectares in area to maintain pasture cover and avoid soil degradation.

5.1.1 Relevant Development Plan Exrtracts and Location Maps, Consolidated 5 May 2016

Salisbury Council
Zone Section
Rural Living Zone

Form and Character

- 8 Rural activities should be of a scale and intensity that is compatible with residential development in the zone.
- 9 Development should be designed and sited to ensure that fire-fighting vehicles can gain access to the rear of an allotment and are able to enter and leave in a forward direction.

Land Division

- 10 Land division that results in separate allotments for two existing or proposed attached dwellings should not be undertaken within the zone.

Salisbury Council
Zone Section
Rural Living Zone
Bolivar Policy Area 19

Bolivar Policy Area 19

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

OBJECTIVES

- 1 A policy area that accommodates low density residential development and stables on large allotments.
- 2 Residential development in association with the keeping of horses in close proximity of the South Australian Trotting Club (Globe Derby Park) facilities.
- 3 Development that contributes to the desired character of the policy area.

DESIRED CHARACTER

The policy area encompasses land set aside for persons desiring to live within detached dwellings on allotments that also accommodate stables. Uses within the site are generally linked to the Globe Derby Park sporting venue.

PRINCIPLES OF DEVELOPMENT CONTROL

Land Use

- 1 The following forms of development are envisaged in the policy area:
 - detached dwellings on large allotments
 - domestic outbuilding in association with a detached dwelling
 - horse keeping
 - stables.

Form and Character

- 2 Development should not be undertaken unless it is consistent with the desired character for the policy area.
- 3 Development should be designed and sited to allow for the orderly expansion of residential development and horse keeping.
- 4 Buildings should be set-back at least 30 metres from the top of the banks of the Little Para River west of Port Wakefield Road.

Land Division

- 5 Land division should only be undertaken where all resulting allotments achieve the following:
 - (a) a minimum site area of not less than 4000 square metres
 - (b) a frontage to a public road of not less than 25 per cent of the average depth of the allotment.

Direk Policy Area 20

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

OBJECTIVES

- 1 A policy area that accommodates residential rural activities that would not be adversely affected by aircraft noise.
- 2 Development that contributes to the desired character of the policy area.

DESIRED CHARACTER

The area is characterised by rural uses and features. Land uses within the area generally include detached dwellings, horticultural and horse keeping activities. The area adjoins the RAAF Edinburgh Air Base, and thereby should recognise associated limitation of development.

PRINCIPLES OF DEVELOPMENT CONTROL

Land Use

- 1 The following forms of development are envisaged in the policy area:
 - detached dwelling
 - farming
 - horse keeping
 - horticulture.
- 2 Development that would be adversely affected by aircraft noise nuisance should not be undertaken in this policy area (e.g. hospitals, schools, places of worship).

Form and Character

- 3 Development should be designed to limit the constraints imposed by the existing and forecast noise nuisance from the Edinburgh Base.

Land Division

- 4 Land division should only be undertaken if the division results in allotments having:
 - (a) an area of not less than 1 hectare
 - (b) a frontage to a public road of not less than 25 per cent of the average depth of the allotment.

Salisbury Council
Zone Section
Rural Living 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	Advertisement and/or advertising hoarding where the development achieves at least one of (a) or (b): (a) is adjacent to a road with a speed limit of less than 80 km/h (b) has an advertisement area of 2 square metres or less and achieves all of the following: (i) the message contained thereon relates entirely to a lawful use of land (ii) the advertisement is erected on the same allotment as the use it seeks to advertise (iii) the advertisement will not result in more than two advertisements on the allotment.
Amusement machine centre	
Bed and breakfast for more than 6 guests	
Bulky Goods Outlet	
Caravan park	
Consulting room	Except where it achieves all of the following: (a) it is ancillary to and in association with a detached dwelling (b) the maximum component floor area used as a consulting room does not exceed 50 square metres.
Crematorium	
Dairy	
Dwelling	Except where it achieves one of the following: (a) it is a detached dwelling that results in no more than one dwelling per allotment (b) it is a second dwelling and it is attached to an existing detached dwelling.
Fuel depot	
Hotel	
Industry	
Intensive animal keeping	

5.1.1 Relevant Development Plan Exrtracts and Location Maps, Consolidated 5 May 2016

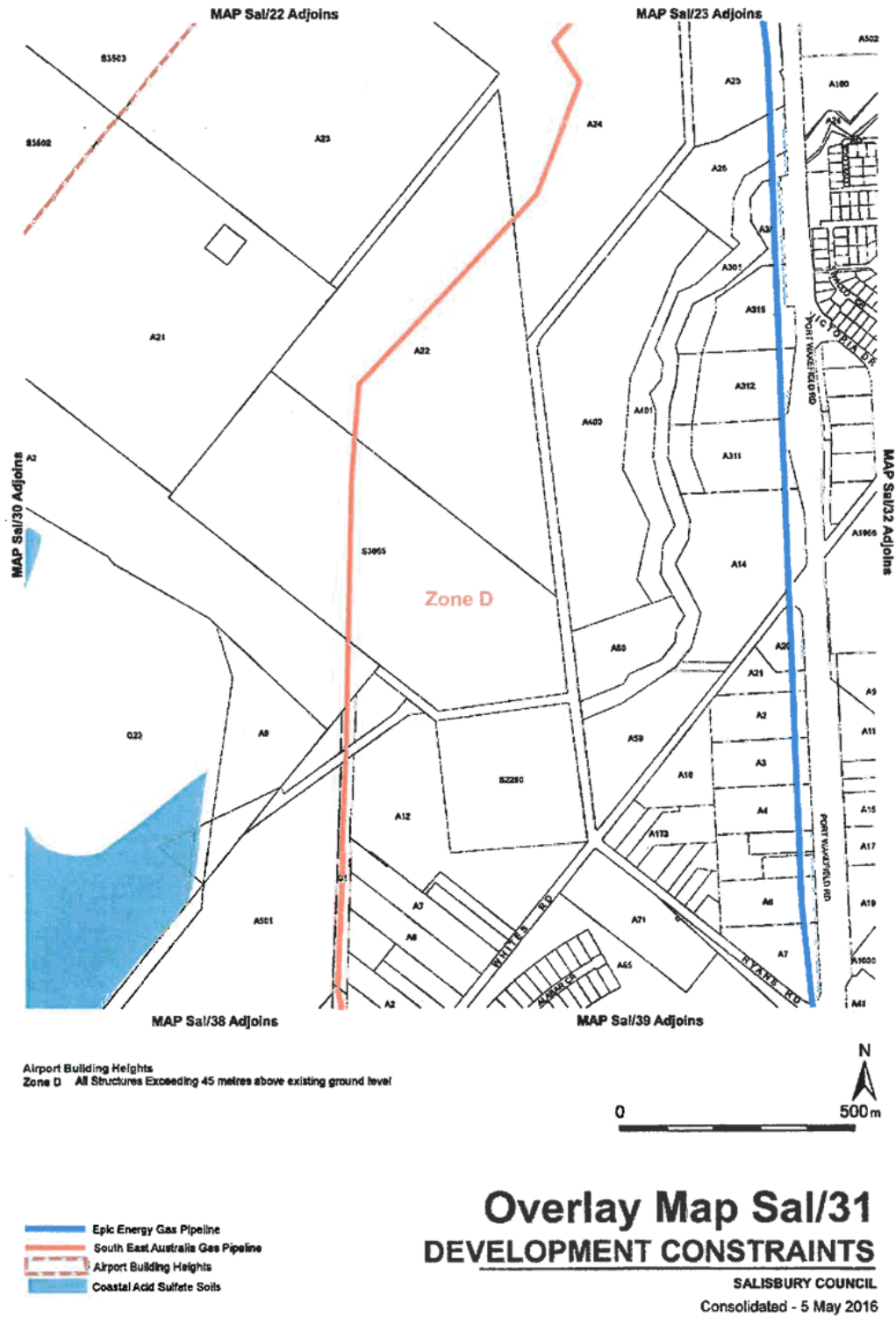
Salisbury Council
Zone Section
Rural Living Zone

Form of development	Exceptions
Land division	Except where it achieves one of the following: (a) it is located within the Bolivar Policy Area 19 and all resulting allotments are at least 4000 square metres (b) it is located within the Direk Policy Area 20 and all resulting allotments are at least 1 hectare.
Major public service depot	
Motor repair station	
Office	Except where it achieves all of the following: (a) it is ancillary to and in association with a detached dwelling (b) the maximum component floor area used as an office does not exceed 50 square metres.
Road transport terminal	
Service trade premises	
Shop or group of shops	Except where the gross leasable area is less than 250 square metres.
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 <i>Development Regulations 2008</i> .	
Further, the following forms of development (except where the development is classified as non-complying) are designated:	
Category 1	Category 2
Farming	
Farm building	
Horticulture	
Stable	

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Consolidated - 5 May 2016



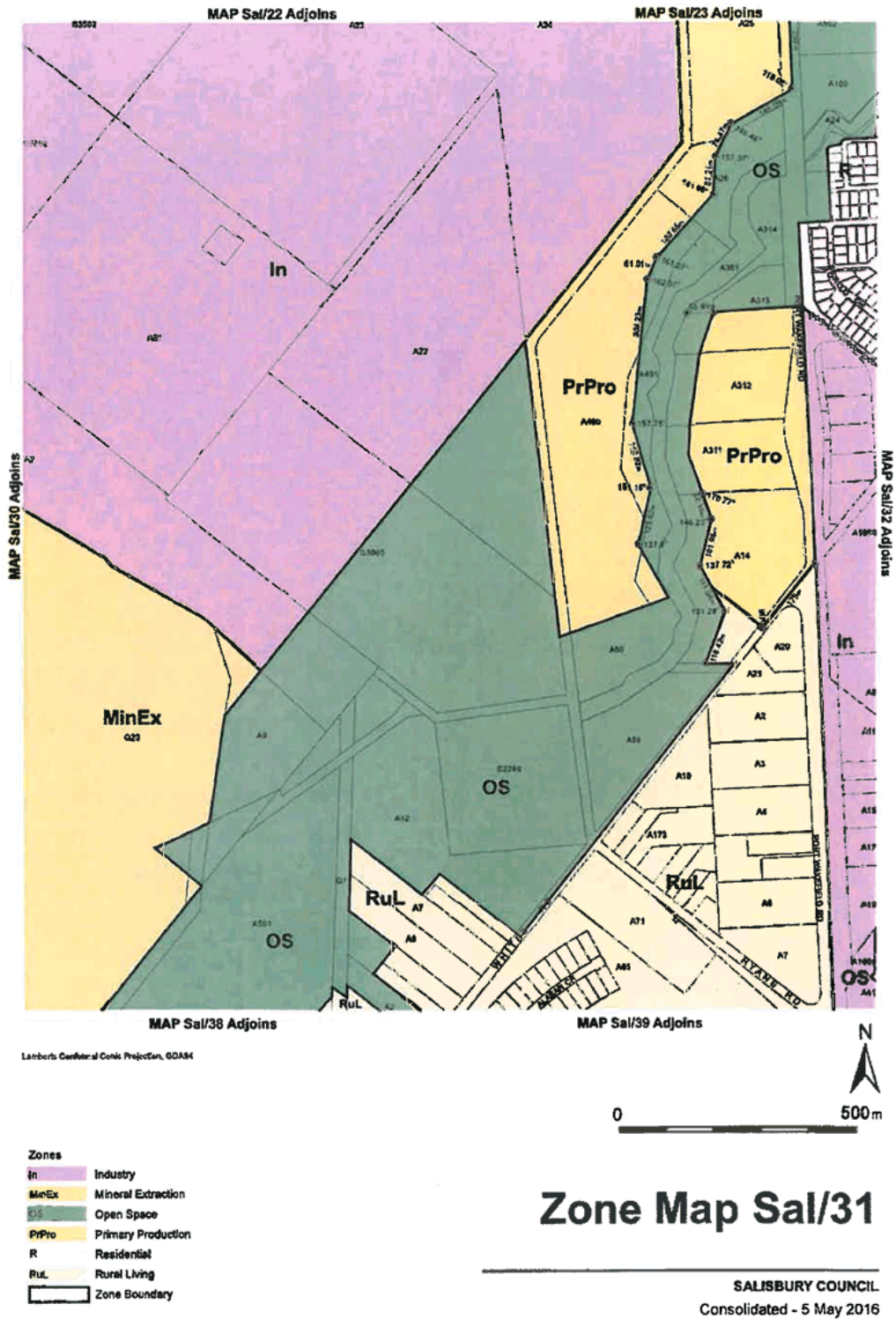


5.1.1 Relevant Development Plan Exrtracts and Location Maps, Consolidated 5 May 2016

Item 5.1.1 - Attachment 5 - Relevant Development Plan Exrtracts and Location Maps, Consolidated 5 May 2016



Item 5.1.2 - Attachment 1 - Copy of Agenda Item - 24 October 2017



ATTACHMENT 2
AMENDED PLAN AND
SUPPORTING REPORTS



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30 January 2018

Mr Chris Zafirooulos
Manager Development Services
City of Salisbury
PO Box 8
SALISBURY SA 5108



Dear Chris Zafirooulos

RE: Development Application 361/1144/2016 Mixed use development comprising Prayer Hall, Dining Hall and Library/Museum with associated facilities, including playground, carpark, caretakers residence, community garden and horse enclosure, and the removal of a regulated tree at 701 – 709 Port Wakefield Road, Globe Derby Park.

Introduction

Development Application 361/1144/2016 was lodged with Council in June 2016 for the development of the site as a mixed use development comprising of a Prayer Hall, Dining Hall and Library/Museum with associated facilities, including playground, carpark, caretakers residence, community garden and horse enclosure, and the removal of a regulated tree.

The application was considered by the Council Assessment Panel (CAP) on 24 October 2017 and was refused at this meeting.

The CAP refused the proposal on the basis that

The proposed development is not in keeping with the desired character of the locality and is at variance with the following Objectives and Principles of Development Control of the Salisbury Council Development Plan:

Objective 1- A zone consisting of large allotments, detached dwellings and rural activities that do not adversely impact the amenity of the locality.

Bolivar Policy Area 19

Objectives 1 - A policy area that accommodates low density residential development and stables on large allotments.

Objective 2 - Residential development in association with the keeping of horses in close proximity of the South Australian Trotting Club (Globe Derby Park) facilities.

Objective 3 - Development that contributes to the desired character of the policy area.

Principle of Development Control 1 - The following forms of development are envisaged in the policy area:

- *detached dwellings on large allotments*
- *domestic outbuilding in association with a detached dwelling*
- *horse keeping*
- *stables.*

Principle of Development Control 2 -Development should not be undertaken unless it is consistent with the desired character for the policy area.

Principle of Development Control 3- Development should be designed and sited to allow for the orderly expansion of residential development and horse keeping.

Appeal of Decision in Environment Resources and Development Court

The decision of the CAP was appealed in the Environment Resources and Development (ERD) Court of South Australia by the Applicant and a subsequent conference date was scheduled in early January 2019.

Three representors applied to be joined as a party to the Appeal being Mr Tran from 713A Port Wakefield Road, Globe Derby Park; R Freeza from 719 – 727 Port Wakefield Road, Globe Derby Park and Des Nolan from 9 Albar Crescent, Globe Derby Park.

Mr Tran was identified as the key Joinder in relation to the appeal matter as part of the application to be joined as a party process in the ERD Court of South Australia.

The major concerns from the relevant parties related to

- The suitability of the proposal in the Rural Living Zone and not satisfying the intent of the Zone / Policy Area provisions for their intended land use,
- Would like the developer to consider alternate land for the proposal in a different zone
- Concerns over the Impacts on the continuation of existing surrounding land uses including the horse agistment activities which occur to the north.
- Amenity impacts of the proposal on the adjoining properties.
- Traffic impacts on the wider road network and general road safety matters.
- Adequate sewerage facilities not provided.

These matters will be considered in the response below.

Response to reasons for refusal

In response to Council Assessment Panel's reason for refusal and the representations received, the applicant has proposed a number of amendments to the original application.

The amendments include:

- Relocation of each of the proposed buildings from the rear of the site to the middle of the site;

- Relocation of driveway from the northern boundary to the middle of the site;
- Updated/revised traffic management plan developed in consultation with neighbours and council.
- Redesign and relocation of the car park with 107 spaces to be located away from all property boundaries;
- Relocation of the horse keeping activities and community gardens on the subject land;
- Construction of a 3 metre high fence along the northern boundary of the subject land (to the common boundary with 713A Port Wakefield Road);
- Increased landscaping to the periphery and front of the site; and

More detail on each of the amendments is expanded upon below.

Relocation of each of the proposed buildings from the rear of the site to the middle of the site

The proposed buildings have been relocated in order to offer increased setbacks from neighbouring properties/dwellings.

The proposed buildings will be located:

- 36.8 metres from the northern boundary (previously 9.5 metres);
- 87.6 metres from the western boundary (previously 13.2 metres);
- 20 metres from the southern boundary (previously 9.3 metres)

The increased setbacks of the built form from all boundaries in addition to the increased landscaping will centralise the location of the proposal on the site resulting in an acceptable visual impact when viewed from adjoining properties and will ensure compatibility with other development within the immediate and wider locality. The location of the built form away from boundaries results in development which is more consistent with adjoining development in the immediate and wider locality when viewed from Port Wakefield Road.

Further the amended location of the proposal along with increased landscaping and three metre high boundary wall along the northern boundary will further minimise impacts on the amenity of adjoining land uses to the north from the activities on the subject land and will not impact on the agistment activities which occur on the property which abuts the subject land to the north.

Updated/revised traffic management plan developed in consultation with neighbours and Council.

An updated traffic statement which includes a traffic management plan dated 14 January 2019 has been provided by Cirqa which should be read in conjunction with this supporting statement.

While the applicant has addressed the concerns of the majority of the representors, a single representor (Des Nolan) still opposes the new community centre design and revised traffic management plan. The representor has advised that their concerns can only be addressed if a right-hand turn from Daniel Avenue onto Port Wakefield Road is provided.

The applicant recognises the concerns of this representor however in order to facilitate a right turn from Daniel Avenue onto Port Wakefield Road a significant upgrade of the intersection would be required. CIRQA was advised by DPTI that no right-turn movements would be permitted from Daniel Avenue onto Port Wakefield Road in the immediate future.

Based on the advice from Cirqa and the attached route analysis there is no need for vehicles to move through the nearby residential area in any event and all traffic movements can be accommodated in the existing road network.

More specifically, the letter from Cirqa indicates

It is understood that one of the primary concerns (raised by residents) associated with the proposal related to southbound traffic leaving the subject site and the associated interaction of horses and vehicles within the internal Globe Derby Park road network. Furthermore, CIRQA was advised that such concerns could be addressed if vehicles could use an alternate route to leave the subject site.

Following this, liaison with representatives from the Department of Planning, Transport and Infrastructure (DPTI) was undertaken in order to determine the possibility of allowing a right-turn movement from Daniel Avenue onto Port Wakefield Road.

CIRQA was advised by DPTI that no right-turn movements would be permitted from Daniel Avenue onto Port Wakefield Road in the immediate future due to the significance of Port Wakefield Road within DPTI's road network and associated safety considerations (i.e. Port Wakefield Road being identified as a controlled access road and the primary connection between Adelaide and the north of South Australia)... However, upon completion of the Northern Connector (currently under construction and expected to be complete in late 2019), DPTI advised that consideration of the right-turn movement would be given (albeit any outcomes would be dependent on traffic volumes and composition once the Northern Connector is operational).

A traffic management plan was provided illustrating the various entry and exit routes to be utilised by patrons attending the proposed development. The routes were determined with the objective of minimising potential interaction between horses and vehicles, and minimising travel time, all whilst obeying the relevant Australian Road Rules.

The movement assessment indicates 'when entering the site (from the south or west), drivers would enter Globe Derby Park for a left turn from Port Wakefield Road into Daniel Avenue. It is then proposed to install a wayfinding sign at the Daniel Avenue/Service Road intersection to instruct drivers to turn right onto the Service Road. An existing warning/advisory sign is also located at the intersection warning drivers of the potential for horses to be present within Globe Derby Park. Drivers would then be required to travel north along the service road before turning left into the subject site.'

A movement diagram is provided as part of the Cirqa assessment of the proposal.

Further, Cirqa have suggested that the installation of signage on the service road and on Daniel Avenue should address the movement issues.

The Cirqa report indicates *whilst there may still be some minor interaction between horses and vehicles (albeit, as detailed in the previous traffic report, horse movements were not recorded during anticipated peak periods associated with the proposed community centre), additional advisory/awareness signage has been proposed within the vicinity of the subject site.*

The signage has been located to remind drivers of their locality and the potential for horse movements within Globe Derby Park upon exiting the site. Such signage is similar to that already located throughout Globe Derby Park.

A plan illustrating the proposed signage and locations is contained in the letter from Cirqa.

The Cirqa report concludes *'in summary, alternate access and traffic management options to and from Globe Derby Park have been explored. Following liaison with DPTI, CIRQA have been advised that no additional access via Port Wakefield Road will be considered until the Northern Connector is complete and changes in traffic volume/composition have been determined. Following this, a traffic management plan has been prepared in order to advise patrons of the proposed community centre of their environment and fellow road users. Appropriate entry and exit routes have also been determined in order to minimise travel within Globe Derby Park and maximise usage of the adjacent external road network. Drivers will be educated of such routes when in attendance at the proposed community centre.'*

On this basis, it is considered that the concerns raised by the representors have been adequately addressed and there will be an acceptable impact on the surrounding road network as a result of the proposal.

Relocation of driveway from the northern boundary to the middle of the site

The proposed driveway has been relocated to ensure that any impact on adjoining development is minimised. Previously the access road was located 3 metres from the northern boundary. The compromise plan proposes to increase the roads setback from the northern boundary from 3 metres to 28 metres.

The relocated driveway will ensure that all access and egress is through the middle of the site ensuring impacts associated with vehicle movements are minimised. The relocation of the access road has been considered by the traffic consultants Cirqa in the report which should be considered in conjunction with this letter.

All vehicle movements will be able to enter and exit the site in a forward direction. Further it has been determined that traffic generation associated with the proposed development will not significantly impact on the surrounding road network as aforementioned.

Relocation of the carparking area

The car park has been relocated from the rear of the site to the middle of the site. The proposal carparking area is now proposed to be located 22.5 metres from the northern boundary, 34.8 metres from the western boundary and 20 metres from the southern boundary.

The original proposal provided a total of 107 parking spaces and the amended proposal provides the same amount of parking. The design of these spaces will comply with the requirements of AS/NZS 2890.1:2004 in that spaces will be 2.6m wide and at least 5.5m long and the aisles will be 6.2m wide.

All vehicle movements will be able to enter and exit the site in a forward direction. Further it has been determined that Traffic generation associated with the proposed development will not significantly impact on the surrounding road network which will be explored further in this letter.

It is considered that the relocation of the proposed car park will result in minimising impacts nearby residents/dwellings compared with the original proposal.

Relocation of the horse keeping activities and community gardens on the subject land.

The horse keeping area has been relocated to the western edge of the property (at the rear of the subject land) resulting in acting as a buffer to the property to the west.

The community gardens will be located to the front of the proposed development in order to maximise visibility and accessibility.

The proposed rural living activities along the rear of the site will ensure that the general rural activities which are envisaged in the zone are located in close proximity to adjoining residential land uses to the north and east of the subject land.

Construction of a 3 metre high fence along the northern boundary of the subject land (to the common boundary with 713A Port Wakefield Road);

A 3 metre high fence along the northern boundary of the subject land to the common boundary with 713A Port Wakefield Road is proposed based on discussions with Mr Tran. The proposed fence will act as an acoustic barrier between the activities proposed on the subject land and the adjoining property to the north.

With the recommended fence which will act as an acoustic treatment measure, it is considered that the noise at the adjoining property from the north from activities on the subject land will achieve the relevant requirements of the Environment Protection (Noise) Policy 2007.

On this basis, it is considered that the proposal will not detrimentally affect the amenity of the locality or provide unreasonable interference through the emission of noise, thereby achieving the relevant provisions of the Salisbury Development Plan

Increased landscaping to the periphery and front of the site

The amended plans show increased landscaping to the periphery of the site as well as to the front portion of the site. The proposed landscaping details identifies the areas of landscaping and provides a range of species to be planted including trees, shrubs and ground covers which will provide adequate screening and designed to not create concealment points. The landscaping will aid in complementing the proposed built form and reducing the visual impact of the buildings whilst screening the proposal from adjoining allotments.

Appropriate species have been selected which require minimal maintenance requirements and watering requirements, promote water and biodiversity conservation

It is considered that the areas provided for landscaping will ensure the intent of the relevant provisions of the Development Plan relating to landscaping are appropriately addressed.

Land Use considerations

The proposal is for a mixed use development comprising of a Prayer Hall, Dining Hall and Library/Museum with associated facilities, including playground, carpark, caretakers residence, community garden and horse enclosure, and the removal of a regulated tree.

The proposed mixed use development will operate between the hours of 9:00 am to 5:00 pm Monday to Saturday and Sunday 10:00 am to 2:00 pm. It is envisaged that there will be a maximum of 20 persons attending the site at any given time Monday to Saturday and up to 150 people attending on Sundays 10:00 am to 2:00 pm. The proposed hours of operation and number of events will ensure that the general amenity of the locality is maintained. Special events will occur on the subject land up to 6 times a year, which may attract up to 250 persons attending the site however this number of people will not be at any given time and will likely be total numbers throughout the day.

The subject land is located within the Rural Living Zone and more specifically the Bolivar Policy Area 19. The intent of the Zone and Policy Area seeks development which includes residential development and outbuildings, farming, stables associated with the keeping of horses and other rural activities that do not adversely impact the amenity of the locality

The proposed land use and suitability within the Rural Living Zone and Bolivar Policy Area 19 was raised as one of the reasons for refusal by the Council Assessment Panel. The reasons for refusal of the CAP are aforementioned in this statement but generally relate to inappropriate land use and the protection of desired land uses within the Rural Living Zone, the protection of the amenity of the locality and suitability of the proposal when considered against the desired character of the locality of the Rural Living Zone.

In determining the appropriateness of the proposed land use within the Rural Living Zone, regard should be given to the decision of the Environment Resources and Development Court matter LINSKOTT & ORS V CITY OF SALISBURY & ANOR SAERDC 30 (2018) which considered a mixed use integrated development with place of worship, ancillary and associated facilities and activities within a multi-purpose space.

The decision considered the appropriateness of the proposal in an Industrial Zone which abutted a residential zone. The decision considered the appropriateness of the proposed land use in the zoning and locality context, conflict between land uses; and traffic/access/parking, visual appearance, acoustic and impact on character of the locality.

The findings of the appeal in relation to land use determined that whilst the proposed use was not an envisaged land use within the Zone, the mixed land use sufficiently meets the locational guides and intent of the Plan for a large place of worship in particular and other elements including associated cemetery and ancillary religious, social, education and cultural activities.

The proposed development in the LINSKOTT & ORS V CITY OF SALISBURY ERD Court matter provided a reasonable separation from adjoining residential land uses, and provided an acceptable fit within the specific locality based on general design, siting, setbacks and potential landscaping resulting in a satisfactory fit given the mixed visual character of the locality. The proposed built form was compatible with other buildings in locality and was likely to create a positive impact on visual qualities of the locality. The proposal also was able to minimise external noise impact on the use and to minimise noise impacts from the use upon adjacent residential area.

In relation to land use, whilst the Zone did not specifically encourage a place of worship as a desired land use, the ERD Court determined that

As a mini-conclusion with respect to the important in-principle land use (zoning and location) tests and guidelines, I conclude that the proposed mixed land use development on the subject land, sufficiently meets the locational guides and intent of the Development Plan for a large place of worship in particular, together with the associated cemetery and other ancillary religious, social, educational and cultural activities.

The proposed location within but on the perimeter of the industry Zone and its relative centrality to the northern Adelaide area, to the regional centres of Modbury and Elizabeth (as well as Gawler) and the geographical boundaries imposed by the Gulf to the west and rural hills to the east, make it a suitable and acceptable general location to meet identified needs of the Shia Community, north of the Adelaide CBD. Its Bridge Road frontage and Research Road proximity together with its reasonable separation from residential land use to the east is such that I assess it to be an acceptable fit within the specific locality with split zoning and mixed land use. In addition, the general design, siting - setbacks and potential landscaping scheme (with more detail required), will fit with the mixed visual character of the locality. I assess that the land use elements of the development are, prima facie, acceptable in-principle and worthy of more detailed design and impacts assessment leading to a concluded decision in this matter.

The above matter considered by the ERD Court is of a similar in nature to the proposal on the subject land in that the proposal was in a zone which did not specifically envisage a mixed use integrated development with place of worship with ancillary and associated facilities.

When considering the appropriateness of any proposal, it needs to be determined, firstly as to whether it is listed as a "complying" or a "noncomplying" development." If neither, it falls to be considered and assessed on its merits. The Non-complying Table of the Rural Living Zone does not list a place of worship or community centre as a non-complying form of development and on this basis; the amended proposal needs to be considered on its substantive merits. The development is a mixed use, integrated form of development that is undefined and is neither complying nor non-complying and is therefore for consideration on its merits.

It is also important to note in this context the ERD Court has determined *'that the Development Plan is not to be construed as a statute and that it is a planning document couched in the language of planning objectives and principles, rather than of legal obligation. That is consistent with the findings of the ERD Court that they are an expression of*

objectives, goals, overall intent and guiding principles rather than an expression of legal mandate. The appropriate test therefore comprises whether the proposed development sufficiently satisfies the relevant Development Plan as a whole to warrant the grant of Development Plan Consent.'

In this instance, careful attention is required to be given to all potentially relevant General Section guidelines including the Community Facilities section in addition to the Rural Living Zone and Bolivar Policy Area 19 provisions to determine whether the proposed mixed land use and development is acceptable in-principle on the subject land.

The locality in this instance consists of residential properties to the north and west of the subject land including an allotment to the north which is used for horse agistment, a large predominately vacant allotment used for electricity infrastructure to the south and a range of commercial land uses on the opposite side of Port Wakefield Road.

The amended proposal has been designed to ensure that the mixed use development is appropriately designed and sited and of a scale and intensity that is compatible with existing development in the zone. The amended proposal will provide a built form which is located in the middle of the site away from all property boundaries providing adequate separation of activities and with the proposed fencing, landscaping and separation of activities away from property boundaries, it is considered that the proposal will have acceptable impacts on the amenity of the adjoining properties.

The proposed built form will present to the street as two single storey buildings of a size and form which is compatible with adjoining development. Further, viewed from the street or adjoining properties, the proposed development will present as a form similar to that of a traditional single storey dwelling with ancillary outbuildings with community gardens to the front and horse keeping area which complements the form of development on adjoining allotments. This is also consistent with the mixed development in the immediate locality with no consistent setbacks or built form on adjoining allotments.

The proposed parking area is located behind the proposed buildings in the middle of the site away from property boundaries and will not be visible when viewed from Port Wakefield Road or adjoining properties. Traffic will be appropriately managed on site with suitable access and egress arrangements to the site proposed and sufficient parking has been proposed.

The proposed development is likely to protect the rural living land from conversion to non-production or other incompatible land uses, by utilising it, in part for open space, and low intensity agriculture and horse keeping purposes. Even though it will introduce buildings and activities which are non-residential in nature, it will do so in a manner which will continue to serve and protect the rural character of the subject land and locality. The community functions of the land will operate in conjunction with the proposed horse keeping and low scale horticultural use of the land.

As considered in the original planning statement, the following Objectives and Principles of the General Section – Community Facilities Section of the Development plan are of particular relevance in an assessment of the proposal:

Objective 1 Location of community facilities including social, health, welfare, education and recreation facilities where they are conveniently accessible to the population they serve.

Objective 2 The proper provision of public and community facilities including the reservation of suitable land in advance of need.

Principle of Development Control 1 Community facilities should be sited and developed to be accessible by pedestrians, cyclists and public and community transport.

Principle of Development Control 2 Community facilities should be integrated in their design to promote efficient land use.

Principle of Development Control 3 Design of community facilities should encourage flexible and adaptable use of open space and facilities for a range of uses over time.

Places of Worship

Principle of Development Control 4 Places of worship should be developed according to the following hierarchy:

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

Principle of Development Control 5 Small (local) to medium (neighbourhood) scale places of worship within residential areas should be appropriately located on major collector roads to minimise congestion or traffic conflict within local streets.

It is considered that the proposal could be categorised as a small to medium sized place of worship given the envisaged number of persons in the congregation at any one time. It is envisaged that during the week there will be around 20 persons attending the site and on Sundays up to 150 persons attending the site.

The location and size of the proposal in addition to the range of other activities on the site including community garden and horse keeping will protect the rural living land from conversion to non-production or other incompatible land uses, by utilising it, in part for open space, and low intensity agriculture and horse keeping purposes. Even though it will introduce buildings and activities which are non-residential in nature, it will do so in a manner which will continue to serve and protect the rural character of the subject land and locality. The community functions of the land will operate in conjunction with the proposed horse keeping and low scale horticultural use of the land.

It is considered that the proposed development with respect to the important in principle land use (zoning and location) tests and guidelines, sufficiently meets the locational guides and intent of the Development Plan for a small to medium place of worship in particular, together with the associated other activities proposed in the application. The proposed location within the Rural Living Zone and its relative centrality to the northern Adelaide area, to the regional centres of Salisbury and the geographical boundaries imposed by the Gulf to the west and rural hills to the east, make it a suitable and acceptable general location to meet identified needs of the Sikh Community, north of the Adelaide CBD. Its Port Wakefield Road proximity together with its reasonable separation from residential land use to the north and west is such that it will have an acceptable fit within the specific locality. In addition, the general design in terms of siting and setbacks and landscaping scheme will fit with the mixed visual character of the locality. I assess that the land use elements of the development are acceptable.

In addition, a similar application was determined by the ERD Court as aforementioned in the previous planning statement - Australian Unitarian Druze Community vs Adelaide Hills Council & Anor SAERDC 38 (4 September 2015) which determined that

The history and nature of both the philosophy and activities of the appellant demonstrate that these two forms of use are intended to operate in an integrated and complementary manner

And

We also recognise and accept that for a mixed form of development with these characteristics, the opportunity for it to locate in a township, in proximity to businesses and shopping facilities is limited, given the area of land required and the consequent cost of purchase. We are satisfied that, allowing for the appellants requirements for a sizeable tract of land to serve the horticultural use, the amended proposal will be located conveniently to the community it is to serve.

The circumstances of the above Australian Unitarian Druze Community vs Adelaide Hills Council & Anor ERD Court matter are similar to the proposed development in that the community functions of the subject land are to operate in conjunction with the proposed horse keeping and low scale agriculture use of the land.

Further, based on the findings of the LINSKOTT & ORS V CITY OF SALISBURY & ANOR SAERDC 30 (2018) matter, It is considered that the proposed development with respect to the important in principle land use (zoning and location) tests and guidelines, sufficiently meets the locational guides and intent of the Development Plan for a small to medium places of worships as aforementioned.

On this basis it is considered that the Rural Living Zone and Bolivar Policy Area 19 is a suitable location for the development proposed. It is considered that the amended proposal is considered appropriate in this instance in that the buildings are sufficiently separated from adjoining residential land uses, and provide an acceptable fit within specific locality based on general design, siting, setbacks and landscaping resulting in a satisfactory fit given the mixed character of the locality.

The proposed built form is compatible with other buildings in locality and is likely to create a positive impact on visual qualities of the locality. Further, the proposal will minimise external noise impacts from the use upon adjacent residential area.

Adequate sewerage facilities not provided.

As previously indicated to Council, the site will be connected to SA Water's water/sewage system. The main water main runs along the Port Wakefield boundary and the sewer runs along the east side of Port Wakefield Road and easily connected to.

Meeting with Council and the Joinder to the appeal.

The Applicant met with Council administration and Mr Tran, Mr Des Nolan and Mrs Rosa Frezza in November 2018 at the Council offices to try to resolve the matters considered at the ERD Conference in relation to the proposal.

In response to Mr Trans primary concerns, a 3 metre high fence along the northern boundary of the subject land to the common boundary with 713A Port Wakefield Road is has been proposed. The proposed fence will act as an acoustic barrier between the activities proposed on the subject land and the adjoining property to the north.

With the recommended fence which will act as an acoustic treatment measure, it is considered that the noise at the adjoining property from the north from activities on the subject land will achieve the relevant requirements of the Environment Protection (Noise) Policy 2007I. On this basis, it is considered that the proposal will not detrimentally affect the amenity of the locality or provide unreasonable interference through the emission of noise, thereby achieving the relevant provisions of the Playford Council Development Plan

With the amendments proposed to the original proposal and the additional fencing, Mr Tran and Mrs Rosa Frezza were generally satisfied with the proposal in its amended form.

However, Mr Des Nolan who resides approximately 500 metres to the south west of the subject land has maintained that his concerns relating to traffic were not resolved as a result of the new community centre design and revised traffic management plan. The representor has advised that their concerns can only be addressed if a right-hand turn from Daniel Avenue onto Port Wakefield Road is provided.

The applicant recognises the concerns of this representor however in order to facilitate a right turn from Daniel Avenue onto Port Wakefield Road a significant upgrade of the intersection would be required. CIRQA was advised by DPTI that no right-turn movements would be permitted from Daniel Avenue onto Port Wakefield Road in the immediate future.

Based on the advice from Cirqa and the attached route analysis there is no need for vehicles to move through the nearby residential area in any event and all traffic movements can be accommodated in the existing road network.

Conclusion

After careful consideration of the proposed development and having regard to the relevant provisions of the Development Plan, the underutilised nature of the subject land and the nature of development surrounding the subject land, it is my opinion that the proposal is not seriously at variance with the Salisbury Council Development Plan Consolidated 15 December 2016.

The proposal seeks the development of the site as a mixed use development comprising of a Prayer Hall, Dining Hall and Library/Museum with associated facilities, including playground, carpark, caretakers residence, community garden and horse enclosure, and the removal of a regulated tree.

As outlined in the above statement, in relation to the suitability of the land use within the Rural Living Zone and more specifically the Bolivar Policy Area 19, the amended proposal has been redesigned to address the concerns of the representors as well as the reasons for Refusal by the Council Assessment Panel.

In terms of land use, based on the findings of the LINSKOTT & ORS V CITY OF SALISBURY & ANOR SAERDC 30 (2018) matter, It is considered that the proposed development with respect to the important in principle land use (zoning and location) tests and guidelines, sufficiently meets the locational guides and intent of the Development Plan for a small to medium places of worships. The proposed location within the Rural Living Zone and its relative centrality to the northern Adelaide area, make it a suitable and acceptable general location to meet identified needs of the Sikh Community, north of the Adelaide CBD. In addition, the general design, siting and setbacks and landscaping scheme will fit with the mixed visual character of the locality. I assess that the land use elements of the development are acceptable.

On this basis it is considered that the Rural Living Zone and Bolivar Policy Area 19 is a suitable location for the development proposed. It is considered that the amended proposal is considered appropriate in this instance in that the buildings are sufficiently separated from adjoining residential land uses, and provide an acceptable fit within specific locality based on general design, siting, setbacks and potential landscaping resulting in a satisfactory fit given the mixed character of the locality. The proposed built form is compatible with other buildings in the locality and is likely to create a positive impact on visual qualities of the locality. Further, the proposal will minimise external noise impacts from the use upon adjacent residential area.

The proposal has been amended to minimise impacts on adjoining properties in terms of location of buildings, parking areas and activities on the site. The location and the siting of buildings will present to the street and adjoining properties as a single storey building with ancillary outbuildings and landscaping resulting in a satisfactory fit given the mixed character of the locality. The proposed built form is compatible with other buildings in locality and is likely to create a positive impact on visual qualities of the locality. Further, the proposal will minimise external noise impacts from the use upon adjacent residential area.

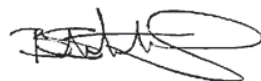
Alternate access and traffic management options to and from Globe Derby Park have been explored. Following liaison with DPTI, CIRQA have been advised that no additional access via Port Wakefield Road will be considered until the Northern Connector is complete and changes in traffic volume/composition have been determined. A traffic management plan has been prepared in order to advise patrons of the proposed community centre of their environment and fellow road users. Appropriate entry and exit routes have also been determined in order to minimise travel within Globe Derby Park and maximise usage of the adjacent external road network. It is considered that the proposal will have an acceptable impact on the surrounding road network as a result of the proposal.

For the above reasons and the details contained within the supporting consultant documentation from Cirqa, the proposal in our opinion represents a desirable development expressly sought by the requirements of the Rural Living Zone and more specifically the Bolivar Policy Area 19, the general provisions of the Salisbury Council Development Plan and the unique circumstances of the subject land and locality.

For the reasons contained within this response, the proposed development satisfies the requirements of the Development Plan in relation to the issues raised by the representors and the reasons for refusal by the Council Assessment Panel. Therefore I contend that the proposal represents an appropriate form of development and warrants support in its amended form.

Please confirm when this proposal will be considered by the Council Assessment Panel and the date and time of the meeting. A representative shall attend at this meeting in support of the proposal. Should you have any queries or require any further information or clarification with any components of this application, please do not hesitate to contact by calling me on 0478 509 777 or by email bill@townplanningadvisors.com.au

Yours faithfully



Bill Stefanopoulos, MPIA
BA Planning, Grad Dip Environmental Planning





Ref: 16153|BNW

14 January 2019



Mr Bill Stefanopoulos
Town Planning Advisors
PO Box 9061
HENLEY BEACH SOUTH SA 5022

Dear Bill,

**PROPOSED COMMUNITY CENTRE
701-709 PORT WAKEFIELD ROAD, GLOBE DERBY PARK
DEVELOPMENT APPLICATION NO. 361/1144/2016**

I refer to the development application (DA no. 361/1144/2016) for a proposed community centre at 701-709 Port Wakefield Road, Globe Derby Park, refused by the City of Salisbury's Council Assessment Panel (CAP) on 24 October 2017.

Subsequent to the refusal, the applicant has now made amendments to the proposal. Amendments to the proposal include relocation of the proposed buildings, access road, car park and horse keeping/community gardens as well as provision of a traffic management plan.

It is understood that one of the primary concerns (raised by residents) associated with the proposal related to southbound traffic leaving the subject site and the associated interaction of horses and vehicles within the internal Globe Derby Park road network. Furthermore, CIRQA was advised that such concerns could be addressed if vehicles could use an alternate route to leave the subject site.

Following this, liaison with representatives from the Department of Planning, Transport and Infrastructure (DPTI) was undertaken in order to determine the possibility of allowing a right-turn movement from Daniel Avenue onto Port Wakefield Road.

CIRQA was advised by DPTI that no right-turn movements would be permitted from Daniel Avenue onto Port Wakefield Road in the immediate future due to the significance of Port Wakefield Road within DPTI's road network and associated safety considerations (i.e. Port Wakefield Road being identified as a controlled access road and the primary connection between Adelaide and the north of South Australia).

CIRQA Pty Ltd | ABN: 12 681 029 983 | PO Box 144, Glenside SA 5065 | P: (08) 7078 1801 | E: info@cirqa.com.au
CIRQA\Projects\16153 Bill Stefanopoulos 14Jan19

However, upon completion of the Northern Connector (currently under construction and expected to be complete in late 2019), DPTI advised that consideration of the right-turn movement would be given (albeit any outcomes would be dependant on traffic volumes and composition once the Northern Connector is operational).

On the basis of the above, it was deemed appropriate to prepare a 'traffic management plan' illustrating the various entry and exit routes to be utilised by patrons attending the proposed development. The routes were determined with the objective of minimising potential interaction between horses and vehicles, and minimising travel time, all whilst obeying the relevant Australian Road Rules. A plan illustrating the various travel routes is attached to this letter (C16153_04-SH01, Rev B, dated 20 December 2018).

When entering the site (from the south or west), drivers would enter Globe Derby Park for a left turn from Port Wakefield Road into Daniel Avenue. It is then proposed to install a wayfinding sign at the Daniel Avenue/Service Road intersection to instruct drivers to turn right onto the Service Road. An existing warning/advisory sign is also located at the intersection warning drivers of the potential for horses to be present within Globe Derby Park. Drivers would then be required to travel north along the service road before turning left into the subject site.

Figure 1 illustrates the existing warning/advisory signage at the Daniel Avenue/Service Road intersection.

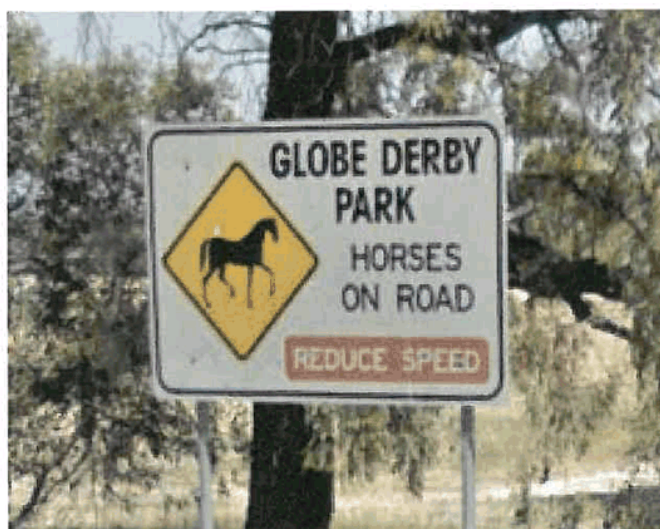


Figure 1 – Existing horse warning signage at the Daniel Avenue/Service Road intersection.



Of most relevance to the previous application's refusal, southbound drivers will be instructed to travel south along the Service Road until they reach Daniel Avenue. Attendees to the site will be 'educated' of the required exit routes via displaying the proposed routes publicly within the proposed facility as well as making available take-home flyers.

At the Daniel Avenue/Service Road intersection, drivers will be instructed to undertake a left turn and travel toward Port Wakefield Road before turning left onto Port Wakefield Road. Drivers will then travel north along Port Wakefield Road for approximately one minute (to the next available U-turn facility) before making a U-turn and resuming travelling in a southbound direction on Port Wakefield Road. Similar routes would also be required for eastbound and westbound drivers leaving the subject site.

Whilst there may still be some minor interaction between horses and vehicles (albeit, as detailed in the previous traffic report, horse movements were not recorded during anticipated peak periods associated with the proposed community centre), additional advisory/awareness signage has been proposed within the vicinity of the subject site. The signage has been located to remind drivers of their locality and the potential for horse movements within Globe Derby Park upon exiting the site. Such signage is similar to that already located throughout Globe Derby Park (Figure 1). A plan illustrating the proposed signage and locations is attached to this letter (C1653_04-SH02, Rev B, dated 20 December 2018).

It should be noted that consideration was also given to the use of traffic control personnel to manage movements from the site during key periods. However, there is no legal manner in which to direct community centre users and not other road users (such as residents of Globe Derby Park). The use of more significant traffic control was therefore not considered viable (i.e. residents entering the service road from the north and wishing to turn west into Daniel Avenue would be directed back on to Port Wakefield Road).

In summary, alternate access and traffic management options to and from Globe Derby Park have been explored. Following liaison with DPTI, CIRQA have been advised that no additional access via Port Wakefield Road will be considered until the Northern Connector is complete and changes in traffic volume/composition have been determined. Following this, a traffic management plan has been prepared in order to advise patrons of the proposed community centre of their environment and fellow road users. Appropriate entry and exit routes have also been determined in order to minimise travel within Globe Derby Park and maximise usage of the adjacent external road network. Drivers will be educated of such routes when in attendance at the proposed community centre.

Please feel free to contact me on (08) 7078 1801 should you require any additional information.



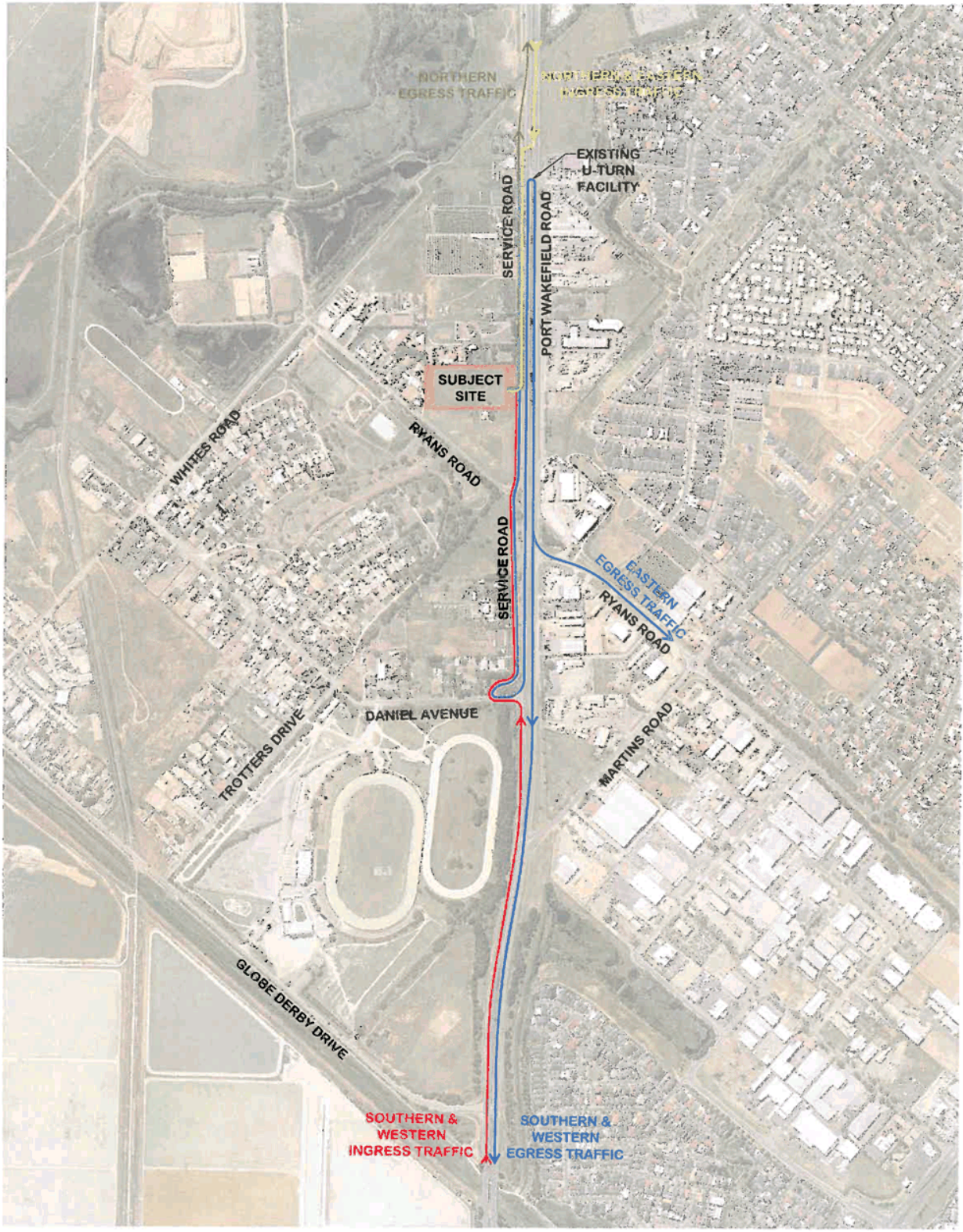
Yours sincerely,

A handwritten signature in blue ink, appearing to read "Ben Wilson".

BEN WILSON
Director | CIRQA Pty Ltd

Encl.

- Proposed entry and exit travel routes (C16153_04-SH01, Rev B, dated 20 December 2018)
- Proposed additional signage within Globe Derby Park (C1653_04-SH02, Rev B, dated 20 December 2018)



ABN: 12 681 029 983 | PO Box 144, Glenside SA 5065 | E: info@cirqa.com.au

DRAWING AMENDMENTS				DWN	CHK
REV	DATE	DESCRIPTION		JTB	TAW
A	13/12/2018	FOR REVIEW		TAW	DNW
B	20/12/2018	FOR SUBMISSION			



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COMMUNITY CENTRE
701-709 PT WAKEFIELD RD, GLOBE DERBY PARK
INGRESS AND EGRESS MOVEMENTS PATHS

PROJECT # 16153 SHEET # 04_SH01




CIRQATM

ARN: 12 681 029 983 | PO Box 144, Glenside SA 5065 | E: info@cirqa.com.au

DRAWING AMENDMENTS				DWN	CHK
REV	DATE	DESCRIPTION	JOB	TAW	BNW
A	15/12/2018	FOR REVIEW	JAW	TAW	BNW
B	20/12/2018	FOR SUBMISSION	JAW	TAW	BNW

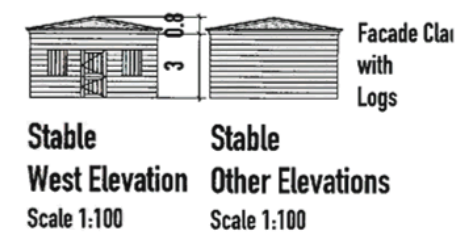
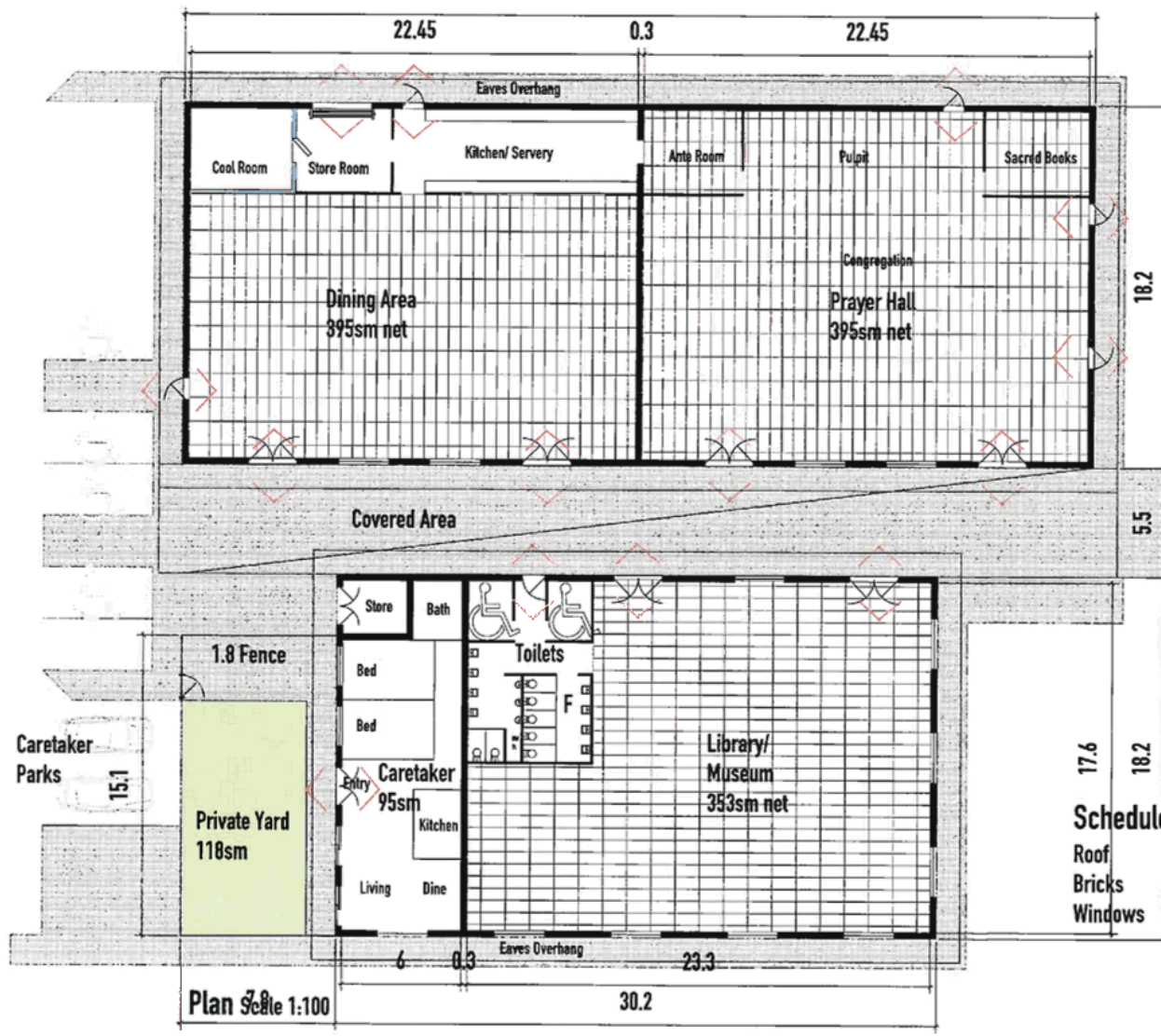
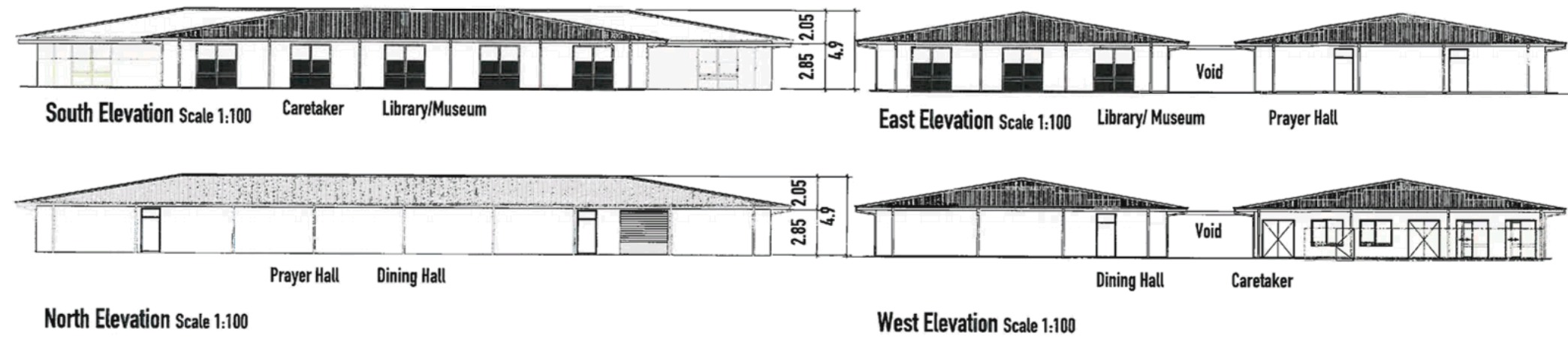
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COMMUNITY CENTRE
701-709 PT WAKEFIELD RD, GLOBE DERBY PARK
PROPOSED SIGNAGE

PROJECT # 16153 SHEET # 04_SH02

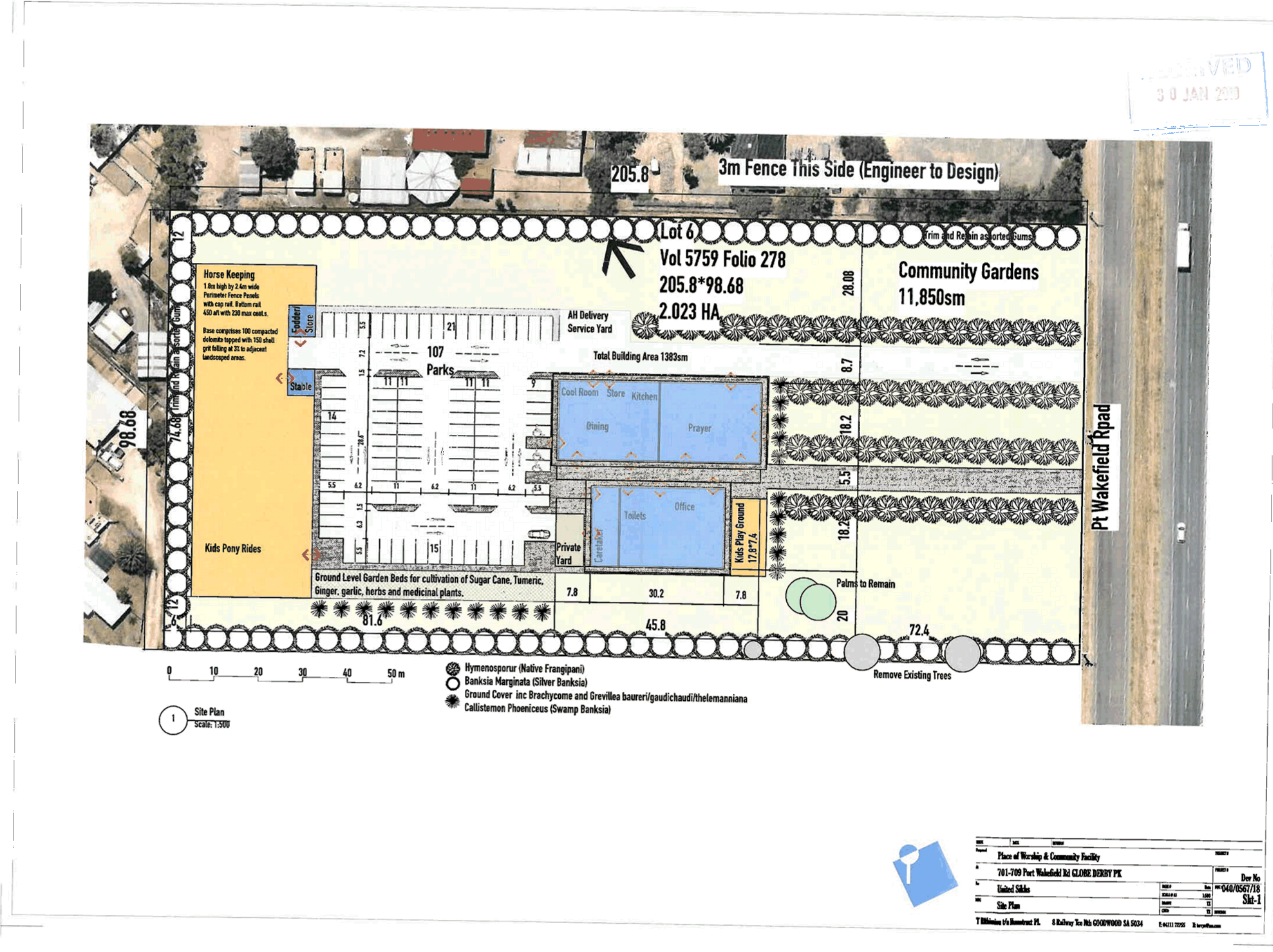


RECEIVED
30 JAN 2019

Schedule of Finishes

Roof	Corrugated Iron	Monument Colorbond
Bricks	Austral Bricks	Majestic Grey
Windows	Aluminium	Natural Anodised

Project Name	Plan of Works 4 Community Facility
Client	City of Salisbury
Project No.	191-2019 Plan of Works 4 Community Facility
Drawn By	191-2019-01
Checked By	191-2019-01
Scale	1:100
Sheet No.	2
Total Sheets	2



ITEM	5.2.1
	COUNCIL ASSESSMENT PANEL
DATE	26 February 2019
HEADING	Status of Current Appeal Matters and Deferred Items
AUTHOR	Aaron Curtis, Team Leader - Planning, City Development
CITY PLAN LINKS	4.3 Have robust processes that support consistent service delivery and informed decision making.
SUMMARY	This item provides an update on the status of current appeal matters and deferred items.

RECOMMENDATION

- Information be received.

ATTACHMENTS

There are no attachments to this report.

<i>Applicant</i>	<i>Matter</i>	<i>Status</i>
<i>GIC Kings Road Pty Ltd, 1460 Main North Road, Salisbury South (361/1589/2017)</i>	<i>83 Saints Road Nominees Pty Ltd and City of Salisbury and GIC Kings Road Pty Ltd – Mixed Use Retail and Entertainment Complex – Judicial Review proceedings in the Civil Jurisdiction of the Supreme Court of South Australia</i>	<i>83 Saints Road Nominees Pty Ltd have served the parties a Statement of Grounds setting out their basis for the appeal. The appellant is seeking an order quashing the Consent. The matter has been listed for Directions Hearing on Friday 1st March 2019.</i>
<i>United Sikhs, 701-709 Port Wakefield Road, Globe Derby Park (361/1144/2016)</i>	<i>Applicant appeal against CAP decision (on 24 October 2017) to refuse Community Facility.</i>	<i>Conference held 19th September 2018. The appellant advised of their intention to proceed with the appeal but wish to initially put an amended plan to the Panel. The CAP will consider the amended proposal at the meeting held 26th February 2019. The conference has been adjourned until 4th March 2019 to allow for this process.</i>

CO-ORDINATION

Officer:	GMCiD	MDS
Date:	14.02.19	12.02.19