

**NOTICE OF
COUNCIL ASSESSMENT PANEL MEETING**

Notice is hereby given that a Council Assessment Panel Meeting will be held:

Wednesday 06 February 2019

Commencing at 6.30 p.m.

Committee Room 1 & 2

Council Administration Centre

245 Sturt Road, Sturt

A copy of the Agenda for the meeting is attached. Meetings are open to the public and interested members of the community are welcome to attend. Access to the CAP Meeting is via the main entrance to the Administration building, 245 Sturt Road, Sturt.



Alex Wright
ASSESSMENT MANAGER

30 January 2019

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**CITY OF MARION
COUNCIL ASSESSMENT PANEL AGENDA
FOR MEETING TO BE HELD ON
WEDNESDAY 06 FEBRUARY 2019
COMMENCING AT 6.30PM**



1.1 OPEN MEETING

1.2 PRESENT

1.3 APOLOGIES

1.4 IN ATTENDANCE

2. APPLICATIONS

- 2.1 1104-1106 AND 1102 SOUTH ROAD, EDWARDSTOWN**
Change of use from service trade premises (motor vehicle sales and service) to waste transfer station (recycling facility) with alterations to car parking
Report Reference: CAP060219 - 2.1.....1
- 2.2 8 – 10 STURM COURT, OAKLANDS PARK**
Supported accommodation in the form of one single storey residential flat building comprising three dwellings and three single storey group dwellings with associated parking, masonry fencing and landscaping
Report Reference: CAP060219 - 2.2.....29

3. OTHER BUSINESS

3.1 APPEALS UPDATE

3.2 POLICY OBSERVATIONS

**4. CONFIRMATION OF THE COUNCIL DEVELOPMENT ASSESSMENT PANEL MEETING
HELD ON 6 FEBRUARY 2019**

5. MEETING CLOSURE

Originating Officer:	Nicholas Timotheou Development Officer - Planning
Applicant:	A B Rawlings
Development Description:	Change of use from service trade premises (motor vehicle sales and service) to waste transfer station (recycling facility) with alterations to car parking
Site Location:	1104-1106 and 1102 South Road, Edwardstown
Zone:	Industry Zone
Policy Area:	Industry/Commerce Edwardstown Policy Area 5
Precinct:	Nil
Application Type:	Category 3
Lodgement Date:	04/02/2015
Development Plan:	Consolidated – 13 March 2014
Referrals:	Department of Planning, Transport and Infrastructure (DPTI) and Environmental Protection Authority (EPA)
Delegations Policy:	1.4.1.2 - Any 'merit' application that has undergone Category 2 or Category 3 public notification where at least one representor has expressed opposition to the proposed development and has expressed their desire to be heard by the Panel.
Application No:	100/2015/192
Recommendation:	That Development Plan Consent be GRANTED subject to conditions

CATEGORISATION

It is acknowledged the Industry Zone identifies waste reception, storage, treatment or disposal as non-complying development, except where it is in the form of a recycling collection depot. In determining whether the proposal constitutes a non-complying form of development, it is important to firstly acknowledge, a recycling collection depot is not defined in either the Development Act 1993 or Council's Development Plan.

During assessment of the proposal Council sought legal advice regarding the nature of the subject application and was advised the proposal is for “waste reception, storage, treatment or disposal” and also for a “recycling collection depot” and therefore is not non-complying. In addition to being a “recycling collection depot” the proposal also falls within the definition of a “wrecking yard”.

Does the proposal treat waste?

The land use “Waste reception, storage, treatment or disposal” is not defined in the *Development Regulations 2008* or in the Development Plan. The term “waste” is however defined by the Regulations with reference to the definition in the *Environment Protection Act 1993*, which is broadly defined within Section 4 to be amongst other things as;

“any discarded, dumped, rejected, abandoned, unwanted or surplus matter, whether or not intended for sale or for purification or resource recovery by a separate operation from that which produced the matter;”

Prior to the insert of the current definition the Planning Appeal Tribunal considered in *Cockrum v The City of Noarlunga* (1992) PAT 480, whether an application for a recycling centre for the collection of bottles and containers (in addition to car batteries and radiators) was “Development associated with the reception, storage, treatment or disposal of waste”. Relevantly Commissioner Turner held:

“The proposed development will receive a range of materials which can not be said to be waste in that they are to be sold by householders to the proposed recycling centre, which in turn will sell them to others. In no way can those materials be said to comprise waste as I understand that term”.

The term “waste” has however, since been amended and was considered in *Wood v Adelaide Resource Recovery Pty Ltd* [2017] SASCF 13 in the context of construction and demolition waste. The Full Court relevantly stated:

“In ordinary parlance, waste is a purposive concept. It is a relative and not absolute concept. It is not an inherent characteristic of material that it comprises waste: it must be assessed from the perspective of a person whose purpose is to be considered at the relevant time.”

“In the present case, the material contained in the Stockpile had not in an affirmative sense been processed. It was the residue of the waste input into the picking station. Other components, including components which could themselves be sold in their existing state (such as metals or high grade plastics), had been removed from the stream and in a negative sense this might be described as processing. Essentially the material output from the picking station placed in the Stockpile still comprised waste from which each of the other components had been removed. If and when that material was shredded so that it complied with the specification for refuse derived fuel, it may potentially have comprised a product. Whether it would have comprised a product at that point would depend largely on economic demand for the material at that point. If there was no available market for the material, it could not be characterised as anything but waste which might in future become a product if a demand arose for it. On the other hand, if there was an available market and demand for the product, the mere fact that it was not to be sold and delivered to a customer immediately would not deprive it of characterisation as a product. These questions ultimately involve matters of fact and degree.”

In the subject situation, the vehicles are processed through flattening before becoming valuable, which seems to indicate the vehicles may initially be “waste” when entering the site, even though they are sold for a fee.

The Development Plan context is also relevant in interpreting this definition and whilst “Waste” is not defined, there is a “Waste” module in the general section which has multiple references encouraging the recycling, recovery and reuse of waste. This context sits comfortably with the broad definition of waste, such that on balance, it is considered that the proposal is for “Waste reception, storage, treatment or disposal”.

Recycling Collection Depot

This term is also not defined in the Development Regulations or the Development Plan. As such, the term “recycling collection depot” can be interpreted to more broadly to capture the recycling of vehicles and other materials. The collection element of the term seems to imply that the depot is meant to be simply for collecting material, rather than actually processing/recycling those materials. In this way, it may be argued that the proposed development falls outside this definition in that it extends to the processing of the material through the removal of the fuel and batteries and the flattening process. However, it is considered that the proposed development is a form of recycling collection depot through the receipt of materials, which also carries out activities captured under the definition of a wrecking yard (refer below).

The description of the proposed development as a recycling collection depot also sits comfortably with the use of the site “as an overflow for the cardboard collection component of the existing waste transfer station” as identified in the Planning report prepared by MasterPlan.

Wrecking yard

The term “wrecking yard” is not defined in the Development Regulations or Development Plan and as proposed, is not a typical wrecking yard such as you would expect in a large open expanse with parts of cars in various state of disrepair available for purchase. Whilst a wrecking yard is not defined, “wreckers” is defined in the Australian Oxford Dictionary as “*a business which sells products from demolished buildings, damaged vehicles, etc*”.

Given the proposal includes the process of flattening vehicle roofs and the sale of the end product, it is considered that this operation of the proposal, falls within ambit of the definition of a wrecking yard. It is acknowledged a wrecking yard is only a non-complying form of development in the Winery Policy Area 8, within the Industry Zone.

As the proposal includes elements of both a recycling collection depot and a wrecking yard, the nature of the proposed development has been described as a waste transfer station in order to capture the proposed operation of the subject land.

For the reasons identified above, the subject application is a Category 3 form of development by virtue of Schedule 9 of the Development Regulations 2008, as the proposed change in land use is not considered to be of a minor nature only.

BACKGROUND

The subject land was formerly part of the Southland Mitsubishi site. Although potential contamination is present on the site, referral to the EPA has identified the following:

Allotments 38 and 39 which form the subject site were formerly part of the Southland Mitsubishi site. The EPA understands that the applicant is proposing a change in land use and is not proposing to redevelop the site (i.e. no demolition of sealed surface or buildings) and the land use would remain commercial/industrial. All existing infrastructure is intended to be repurposed and the configuration of the site would remain.

This notwithstanding the referral has concluded the EPA is satisfied with the proposed development from a site contamination perspective; however, if at a later date the site is proposed to be redeveloped, further assessment may be required.

SUBJECT LAND & LOCALITY

The subject land comprises 1104 – 1106 and 1102 South Road, Edwardstown, comprising an approximate site area of 7757 square metres. The site is situated on the eastern side of South Road, with secondary frontage to Daws Road. South Road is a primary arterial road as delineated by the Council's Development Plan, carrying approximately 50 700 vehicle per day (at this location). Daws Road is defined as a secondary arterial road, carrying approximately 25 600 vehicles per day (at this location).

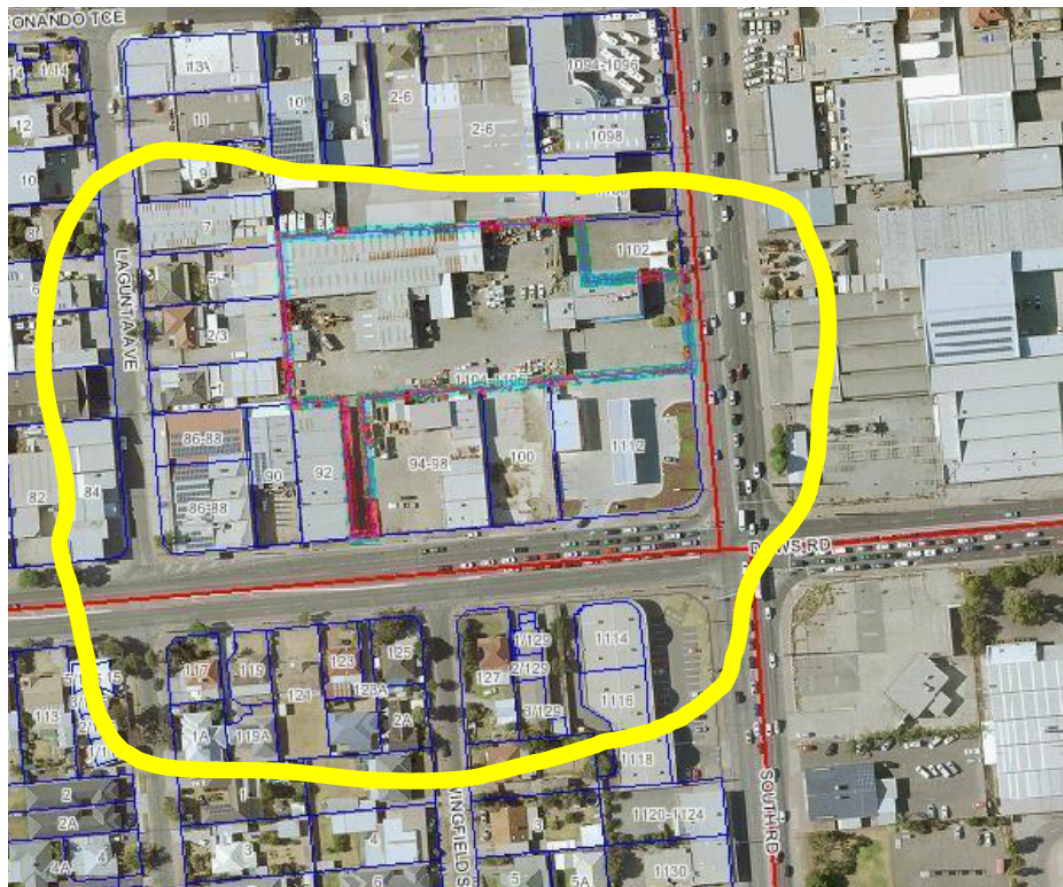


Figure 1 – Locality Map

The subject land has historically been used as a service trade premises for the purpose of motor vehicle sales and service. Council's earliest records indicate the site operated under this land use between 1999 and 2012. In 2014 a Development Application was lodged with Council for a temporary change in land use for the building at the front of the site to an office, for up to 5 years. This application received Development Approval February of 2015. Informal parking for the temporary office is provided adjacent the southern boundary (adjacent the petrol filling station) and immediately north and south of the building.

The existing layout and buildings on the subject land are identified on the Site Plan prepared by MasterPlan and comprises a number of buildings, previously used as showrooms, offices and warehouses. These buildings are surrounded by an area which was previously allocated for on-site parking; however, at present, this space essentially functions as a driveway/storage area. Tubular fencing is featured along portions of the South Road boundary which is situated within a garden bed. Landscaping throughout the site is limited and primarily adjacent the South Road frontage, featuring a variety of medium to low level plantings and semi-mature palm trees. Some fixed lighting

exists throughout the site, including two light poles along the South Road boundary and lighting fixtures on the temporary office building. The western portion of the land (beyond the temporary office) is gated by a sliding fence.

Access is currently available at the front of the site from South Road, adjacent the southern side of the allotment. Secondary access is available from Daws Road and features a “boom barrier” in close proximity to the allotment boundary. A gate is featured at the end of this driveway, which largely screens the main rear area of the allotment. Both of these points only permit left turn access and egress. The contour of the land is relatively flat and there are no Regulated Trees on the subject land.

The subject land is situated within the Industry Zone which extends to the north and west of the site. The locality features a variety of land uses within this Industry Zone fronting to South Road, Daws Road and local roads, with interface to the surrounding Commercial, Industry/Commerce (Melrose Park) (City of Mitcham Council area), Commercial (South Road) (City of Mitcham Council area) Zones and Residential Zone to the south.

As anticipated by the Council’s Development Plan, the subject Industry Zone features a range of industrial uses including petrol filling station, warehouse, service trade premises and motor repair station. The allotments immediately to the west of the subject land include a range of industrial uses, dwellings and offices. Residential properties are also situated south of the subject land and present to Daws Road.

It is noted an existing waste transfer stations is situated to the west of the subject land at 76 Daws Road, Edwardstown. It is also of value to note, this site is situated within the Industry Zone, Industry/Commerce Edwardstown Policy Area 5 and holds greater interface to the Residential Zone and residential properties.

Refer Attachments I & II

PROPOSED DEVELOPMENT

The subject application proposes a change in land use for the western portion of the subject land from a service trade premises (motor vehicle sales and service) to waste transfer station (recycling facility). The operation of the site mainly comprises the receiving of recyclable materials, including motor vehicles, paper/cardboard and scrap metal.

The change in land use is proposed to be an ancillary operation to the existing waste transfer station situated west of the subject land at 76 Daws Road, Edwardstown. Whilst this site does not form part of the subject application, it relates to the operation of the proposal, in that vehicles are initially received at the premises, weighed and then transferred to the subject land.

The proposed operation of the site comprises the collection and organisation of cardboard/paper/scrap metal for recycling (acting as an overflow to the Daws Road facility) and vehicle recycling preparation works (including draining of vehicle fluids, removal of battery and flattening of roofs). The proposal includes up to 10 vehicles being received at the site per day and 500 per calendar year, which are then transferred via forklift into the existing building situated along the northern boundary for defueling, draining of oil and coolant and battery removal. Fuel drained from vehicles will be stored in a single 200 litre drum, whereas coolant and oil is stored within a bunded area, until such time they are taken off site for disposal/treatment. Vehicles have their roofs flattened within the “handling and laydown area” and are then stored, along with other scrap metal, into bins for transport off-site by a separate company.

The change in land use does not propose additional built form or advertisement displays on the subject land, rather it seeks to utilise the existing buildings.

Refer Attachment III

PUBLIC NOTIFICATION

Members are advised that this application was notified on two separate occasions. The application was initially notified, finishing on 24 March 2016. Following notification, the applicant had various discussions with the Department of Planning, Transport and Infrastructure and the Environmental Protection Authority in order to negotiate certain matters and finally, Council's request for amendments and additional information. Given more than 2 years had passed since the date on which notice of the application was given, pursuant to Regulation 22(5) of the Development Regulations 2008 the application required re-notification. Subsequently, pursuant to Regulation 22(5) Category 3 notification was undertaken again and concluded 31 October 2018. The below table provides details on each public notification period:

Initial public notification (24 March 2016)
Representations 9 representations were received by Council. 1 in favour subject to certain amendments or provisions being met. 8 against the application.
Persons wishing to be heard Mr. Michael Jongejan Mr. Rob Barbara Mrs. Gemma Whetters Mr. Tony Cerny
Second public notification (31 October 2018)
Representations 6 representations were received by Council. 1 supports the development. 5 oppose the development. Note: 1 representation was received outside of the public notification period which opposed the development.

Persons wishing to be heard

Mrs. Gemma Whetters
Mr. Paul Howard Tonkin
Mr. Rob and Scott Barbara

Representations received

Refer Attachment IV for detail of the representations received.

Response to representations

Refer Attachment V for Applicant's response to the representations.

GOVERNMENT AGENCY REFERRAL**Department of Planning, Transport, and Infrastructure (DPTI)**

A copy of the DPTI referral response has been attached to this report and forms Attachment VI.

Environment Protection Authority (EPA)

A copy of the EPA referral response has been attached to this report and forms Attachment VI.

INTERNAL DEPARTMENT COMMENTS**Development Engineer**

Council's Development Engineer has reviewed the proposed development and advised that *"ideally the site stormwater system should have a GPT installed before discharge to the street drains and some detention (to meet Commercial Industrial stormwater guideline), however it appears that no changes to the impervious surface of the site is proposed nor the addition of new buildings. The site plan should identify required car parking locations that comply with AS 2890.1:2004"*.

ZONE & POLICY AREA ASSESSMENT

The relevant objectives, desired character and principles of development control of the Industry and Industry/Commerce Policy Area 5 are listed in the following table and discussed in further detail below:

Industry	
<i>Objective 1</i>	<i>A zone primarily accommodating a wide range of industrial, warehouse, storage and transport land uses.</i>
<i>PDC 1</i>	<i>The following forms of development are envisaged in the zone:</i> <ul style="list-style-type: none"> ▪ <i>industry</i> ▪ <i>transport distribution</i> ▪ <i>warehouse.</i>
<i>PDC 2</i>	<i>Development listed as non-complying is generally inappropriate</i>
<i>PDC 3</i>	<i>Development should not be undertaken unless it is consistent with the desired character for the zone.</i>
<i>PDC 4</i>	<i>In areas where a uniform street setback pattern has not been established, buildings should be setback in accordance with the following criteria (subject to adequate provision of car parking spaces and landscaping between buildings and the road):</i> <ul style="list-style-type: none"> <i>(a) buildings up to a height of 6 metres should be sited at least 8 metres from the primary street alignment</i> <i>(b) buildings exceeding a height of 6 metres should be sited at least 10 metres from the primary street alignment</i> <i>(c) where an allotment has two street frontages, no building should be erected within 3 metres of the secondary street alignment.</i>
<i>PDC 5</i>	<i>Building facades facing land zoned for residential purposes should not contain openings or entrance ways that would result in the transmission of noise that would adversely affect the residential amenity.</i>
<i>PDC 6</i>	<i>Any external plant and equipment (including a chimney stack or air-conditioning plant) should be sited as far as possible from adjoining non-industrially zoned allotments, and should be designed to minimise its effect on the amenity of the locality.</i>
Industry/Commerce Edwardstown Policy Area 5	
<i>Objective 1</i>	<i>A policy area accommodating industry comprising a range of industrial, business, commercial, warehouse and storage activities.</i>
<i>Objective 2</i>	<i>Development located and designed to have minimal adverse impact on surrounding uses, especially at the interface with residential zones, and to avoid potential environmental nuisance or harm.</i>
<i>Objective 3</i>	<i>Development that enhances the visual qualities and amenity, especially that associated with neighbouring residential areas and the streetscapes adjacent arterial road corridors.</i>
<i>Objective 4</i>	<i>Creation of attractive and visually cohesive entrances to the policy area on visually prominent sites along South Road and Daws Road.</i>

Objective 5	Development that contributes to the desired character of the policy area.
<p>DESIRED CHARACTER</p> <p><i>This policy area includes established industrial areas, some of which are in close proximity to housing, and predominantly commercial strip development along South Road. South Road in particular has an intensive commercial character, and is subject to increasingly high traffic volumes. The level of business activity in the policy area contributes to overflow parking, congestion, and traffic within side streets commonly affecting adjoining residential areas. This calls for minimisation of the number of access points onto arterial roads, a restriction on intensive retail uses in the policy area, and discouragement of excessive traffic movements on side roads connecting with residential areas. The use of residential streets to provide access for traffic, particularly heavy vehicles, servicing industrial or commercial development cannot be supported.</i></p> <p><i>There has been considerable conflict, in terms of external impacts of traffic, noise, air pollution and other factors, between industrial activities in the policy area and the use and enjoyment of nearby residential areas, with the latter areas afforded only minimal, if any, buffering in many instances. The policy area's extensive interface with residential areas calls for special attention to the avoidance of future land-use conflicts, and where opportunity exists, improvement of existing adverse environmental conditions. Where existing uses cause, or are liable to cause, adverse impacts on the amenity of localities, it is important that future development does not prolong or accentuate such impacts but, instead, incorporates measures to improve amenity, particularly the amenity of land in a residential zone.</i></p> <p><i>Assessment of the potential environmental impacts of a development is a necessary precursor to determination of a suitable location if one exists within the policy area. It is also integral to good environmental design which achieves containment of undesirable impacts.</i></p> <p><i>Some industrial, storage and other activities, due to their anticipated emission impacts, will need to be well removed from residential zone boundaries. Based on their greater recommended separation distances from housing, some will not be suitable anywhere in the policy area.</i></p> <p><i>At the same time, the policy area's economic function and vitality relies on fostering and developing a range of viable and efficient industrial and commercial activities. Fulfilment of this aim depends, in part, on preventing the encroachment on sites suitable for a wider range of industries (by virtue of greater separation from residential areas) by uses (eg certain offices) likely to be incompatible with, or require protection from, the impacts of such industries. Conversely, any commercial, light industrial or other activities likely to be adversely affected by general industries are appropriate at or near the periphery of the policy area (provided they are compatible with the use of adjoining zones).</i></p> <p><i>The policy area is an area catering for a wide range of environmentally-responsible industries and other businesses, and providing employment opportunities that are sustainable in the long term.</i></p> <p><i>Appropriate location and development of new activities and progressive improvement of site conditions will serve to buffer and protect the amenity of surrounding residential areas from adverse effects of industrial and other operations. In order to protect the amenity of land in a residential zone, development needs to be carefully designed and located.</i></p> <p><i>It is also important that streetscapes, particularly along arterial roads and involving landmark sites, form an attractive and impressive entry to the area.</i></p>	
PDC 1	<p><i>The following forms of development are envisaged in the policy area:</i></p> <ul style="list-style-type: none"> ▪ commercial uses ▪ industry ▪ office ▪ storage ▪ warehouse.
PDC 2	<i>Development should be located, designed and accommodate activities of a scale and intensity to minimise undesirable impacts on the environment and the locality.</i>
PDC 3	<i>Industrial development, service trade premises or a motor repair station should be located only where noise, odour and other air quality emissions satisfy relevant environmental performance standards, especially those set out in Environment Protection Policies.</i>

PDC 5	<i>Development should not be undertaken unless it is consistent with the desired character for the policy area.</i>
PDC 7	<i>Development should provide landscaped areas comprising at least 10 per cent of the site area and having a minimum width of 1 metre or 3 metres where the site abuts a road, a reserve or a residential zone.</i>

Assessment

The proposal complements the applicable objectives of principles of the Industry Zone and Industry/Commerce Edwardstown Policy Area 5 through the establishment of an industrial use. As the proposal seeks the utilisation of existing buildings and general layout of the site, built form and visual amenity impacts upon the surrounding properties and streetscape are largely unaltered. This notwithstanding, the Zone, Policy Area and Desired Character statement place high importance on minimising amenity impacts upon nearby sensitive land uses in order to ensure their interface is protected.

The Policy Area specifically identifies South Road being of an intensive commercial character, and is subject to increasingly high traffic volumes, leading to overflows into local streets. Therefore, the minimisation of access/egress from arterial roads is sought, along with appropriate designs which discourage heavy vehicle movements in close proximity to residential areas. The proposal complements this desired aspect of the Policy Area through alterations to the existing crossover and driveway from South Road, which has received the support from the Department of Planning, Transport and Infrastructure.

The proposed traffic impacts of the development are appropriately managed through the provision of sufficient on-site car parking and improvements to the access/egress arrangements from the site. Additional traffic movements generated by the proposed development are not expected to compromise the safety or function of the surrounding road network. The subject application was referred to the Department for Planning, Transport and Infrastructure who did not object to a development of this kind on the subject site. Furthermore, the applicant provided an independent Traffic and Parking Assessment prepared by GTA Consultants that concluded the traffic associated with the proposal would be readily accommodated on the road network. The alterations made to the internal layout of the car park is considered to assist in providing safe and convenient vehicular access, in addition to appropriate on-site parking. Further commentary on these points are outlined in the Transport and Access, Access and Vehicle Parking sections of this report.

With respect to the potential amenity impacts upon surrounding uses, regard should be provided to the respective Zone in which adjacent land is situated. Given an Industry Zone borders the subject land to the north and west and Industry/Commerce (Melrose Park) Zone to the east (City of Mitcham), it is considered that less weighting can be afforded to these properties, particularly those which comprise residential land uses (1a and 5 Lagunta Avenue). It is also of value to acknowledge the Procedural Matters section of the Industry Zone identifies the construction of a dwelling as a non-complying form of development, suggesting conflict with the overall intent of the Zone and surrounding uses. Further, the proposal is located in a long-standing industrial area, with the main operation taking place within the north-western portion of the allotment, such that generous separation is achieved from the streetscape and nearby sensitive land uses, situated within a Residential Zone.

Given the operation of the site only incorporates the receiving and organisation of paper/cardboard and scrap metal along with preparation works for vehicles before transported off-site, the proposal is not considered to result in significant adverse impacts on adjoining uses due to fumes, odours,

smoke, dust or other airborne pollutants, chemical overspray, glare, ash or electronic interference. The proposal will however, alter the extent of noise, vibration and hours of operation currently experienced.

The development has been designed to prevent adverse impact and conflict between the different land uses through its location within an industrial zoned area, its proximity to a major arterial road and interface with a Residential Zone. In my view, the proposed development is located within an appropriate area as it is generally surrounded by other commercial/industrial uses to the north, east and west, with generous separation from nearby Residential Zones.

The proposed development somewhat accords with General Section, Interface Between Land Uses, Principle 1(g) in that the hours of operation have been limited to 7am to 10pm, seven days per week, which are considered outside of normal sleeping hours. Originally, the proposal sought unrestricted hours of operation; however, upon acknowledging the concerns raised by representors during the public notification period in relation to potential noise disruptions, the proposed hours of operation, have been reduced to 7am to 10pm. The reduction in proposed hours is considered to assist in minimising the potential for early morning disturbances above what noise disturbance may be experienced from being located within close proximity to South Road and Daws Road.

The report provided by Sonus (acoustic engineers) on behalf of the applicant demonstrates the proposed use will achieve the goal noise levels outlined within the Environment Protection (Noise) Policy 2007. The EPP recommends an average noise level for frequent and regular activity at the site of 52 dB(A) during the day (7am to 10pm). As the site is located adjacent a noise generating source (South and Daws Road) a 5db(A) penalty is applied. The report considers noise from vehicle movements, car park activity and general activity occurring on site. The report suggests the proposed development would achieve the goal noise levels required by the EPP.

Whilst the proposed use has the potential to increase noise and vibrations generated from the site during the hours of operation, it is acknowledged that nearby Residential Zone's achieve generous separation from the main activity areas. It is also acknowledged that South and Daws Road border the subject land, which will provide some buffer to these impacts. Further, an environmental noise assessment has been prepared for the proposal and reviewed by the Environmental Protection Authority, who concluded the proposal to be satisfactory in this regard and unlikely to result in unacceptable impacts to the environment. A recommended condition of consent has also been nominated to ensure any security lighting be directed away from residential properties or incorporate downward shielding to the reasonable satisfaction of Council. To this end, the proposal, including the upgrades to fencing referenced in the environmental noise assessment as considered satisfactory to assist in minimising amenity impacts upon nearby Residential Zones.

The intensity of the proposal is of a relatively small scale, with up to 10 vehicles being received at the site per day, along with the receipt of overflow loose paper, cardboard and scrap metal. Information submitted by the applicant has indicated the preparation works and the process of flattening the roof of vehicles is a relatively quick procedure. As such, in order to assist in limiting potential impacts upon nearby sensitive land uses, the following conditions have been recommended to the Panel:

- No more than 5 vehicles shall undergo the process of having their roofs flattened per day; and
- No more than 500 vehicles shall be received at the site per calendar year.

Given the intent of the Zone and Policy Area together with the locational attributes which assist in limiting potential adverse impacts, the proposal is considered compatible with the locality and finds support with the surrounding land uses.

DEVELOPMENT ASSESSMENT

The relevant principles of development control from the Marion Council Development Plan are listed and assessed in the following table:

Principles of Development Control:

Assessment:

Industrial Development	
<p><i>Offices and showrooms associated with industrial, warehouse, storage, commercial and transport development should be sited at the front of the building with direct and convenient pedestrian access from the main visitor parking area.</i></p> <p>General Section: Industrial Development: PDC 1</p>	<p>Satisfies</p> <p>The offices associated with the proposal are located as close as practical to visitor parking spaces. Signage within the site will assist in identifying this area.</p>
<p><i>Industrial development should enable all vehicles to enter and exit the site in a forward direction, where practical.</i></p> <p>General Section: Industrial Development: PDC 3</p>	<p>Satisfies</p>
<p><i>Industrial development abutting an arterial road, a non-industrial zone boundary, or significant open space should be developed in a manner that does not create adverse visual impacts on the locality.</i></p> <p>General Section: Industrial Development: PDC 4</p>	<p>Satisfies</p>
<p><i>Building facades facing a non-industrial zone, public road, or public open space should:</i></p> <ul style="list-style-type: none"> (a) use a variety of building finishes (b) not consist solely of metal cladding (c) contain materials of low reflectivity (d) incorporate design elements to add visual interest (e) avoid large expanses of blank walls. <p>General Section: Industrial Development: PDC 5</p>	<p>Satisfies</p>
<p><i>Industrial development should occur in a manner that minimises significant adverse impact on adjoining uses due to hours of operation, traffic, noise, fumes, smell, dust, paint or other chemical over-spray, vibration, glare or light spill, electronic interference, ash or other harmful or nuisance-creating impacts.</i></p> <p>General Section: Industrial Development: PDC 6</p>	<p>Satisfies</p> <p>Refer Zone and Policy Area assessment of this report.</p>
<p><i>Fencing (including colour-coated wire mesh fencing) adjacent to public roads should be setback in one of the following ways:</i></p> <ul style="list-style-type: none"> (a) in line with the building façade (b) behind the building line (c) behind a landscaped area that softens its visual impact. <p>General Section: Industrial Development: PDC 8</p>	<p>Satisfies</p>

Relationship to the Street and Public Realm	
<p><i>Buildings, landscaping, paving and signage should have a coordinated appearance that maintains and enhances the visual attractiveness of the locality.</i></p> <p>General Section: Design & Appearance: PDC 16</p>	Satisfies
<p><i>Buildings should be designed and sited to avoid extensive areas of uninterrupted walling facing areas exposed to public view.</i></p> <p>General Section: Design & Appearance: PDC 17</p>	Not Applicable Existing buildings.
<p><i>Building design should emphasise pedestrian entry points to provide perceptible and direct access from public street frontages and vehicle parking areas.</i></p> <p>General Section: Design & Appearance: PDC 18</p>	<p>Satisfies</p> <p>The existing building design provides access from the visitor parking areas. Pedestrian access from the public street frontage is unlikely given the proposed use of the site.</p>
<p>Outdoor Storage and Service Areas</p> <p><i>Outdoor storage, loading and service areas should be:</i></p> <ul style="list-style-type: none"> <i>(a) screened from public view by a combination of built form, solid fencing and/or landscaping</i> <i>(b) conveniently located and designed to enable the manoeuvring of service and delivery vehicles</i> <i>(c) sited away from sensitive land uses.</i> <p>General Section: Design & Appearance: PDC 22</p>	<p>Satisfies</p> <p>Given the generous separation from South Road, any outdoor storage areas will not be in view from the public realm and will be sited away from sensitive land uses. Appropriate on-site manoeuvring areas are provided to enable safe and convenient access and egress.</p>
Interface Between Land Uses	
<p><i>Development should not detrimentally affect the amenity of the locality or cause unreasonable interference through any of the following:</i></p> <ul style="list-style-type: none"> <i>(a) the emission of effluent, odour, smoke, fumes, dust or other airborne pollutants</i> <i>(b) noise</i> <i>(c) vibration</i> <i>(d) electrical interference</i> <i>(e) light spill</i> <i>(f) glare</i> <i>(g) hours of operation</i> <i>(h) traffic impacts.</i> <p>General Section: Interface Between Land Uses: PDC 1</p>	<p>Generally Satisfies</p> <p>Refer Zone and Policy Area assessment of this report.</p>
<p><i>Development should be sited and designed to minimise negative impacts on existing and potential future land uses desired in the locality.</i></p> <p>General Section: Interface Between Land Uses: PDC 2</p>	<p>Satisfies</p> <p>Refer Zone and Policy Area assessment of this report.</p>
<p><i>Development adjacent to a Residential Zone should be designed to minimise overlooking and overshadowing of adjacent dwellings and private open space.</i></p> <p>General Section: Interface Between Land Uses: PDC 3</p>	Satisfies

<p><i>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.</i></p> <p><i>General Section: Interface Between Land Uses: PDC 4</i></p>	<p>Satisfies Refer Zone and Policy Area assessment of this report.</p>
<p><i>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.</i></p> <p><i>General Section: Interface Between Land Uses: PDC 5</i></p>	<p>Satisfies Refer Zone and Policy Area assessment of this report.</p>
<p><i>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.</i></p> <p><i>General Section: Interface Between Land Uses: PDC 6</i></p>	<p>Satisfies Refer Zone and Policy Area assessment of this report.</p>
<p>Noise Generating Activities</p> <p><i>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.</i></p> <p><i>General Section: Interface Between Land Uses: PDC 7</i></p>	<p>Satisfies The Environmental Noise Assessment submitted to Council has concluded the proposal will not unreasonably impact the amenity of nearby sensitive land uses, particularly, residential development in the Residential Zone. This assessment has been considered against the requirements of the Environment Protection (Noise) Policy 2017 and has been reviewed by the EPA, who have determined the proposal to be satisfactory in this regard.</p>
<p><i>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.</i></p> <p><i>General Section: Interface Between Land Uses: PDC 8</i></p>	
<p>Transportation and Access</p>	
<p>Land Use</p> <p><i>Land uses arranged to support the efficient provision of sustainable transport networks and encourage their use.</i></p> <p><i>General Section: Transportation and Access: PDC 1</i></p>	<p>Satisfies</p>
<p>Movement Systems</p> <p><i>Development should be integrated with existing transport networks, particularly major rail, road and public transport corridors as shown on Location Maps and Overlay Maps - Transport and designed to minimise its potential impact on the functional performance of the transport network.</i></p> <p><i>General Section: Transportation and Access: PDC 2</i></p>	<p>Satisfies</p>
<p><i>Development should provide safe and convenient access for all anticipated modes of transport.</i></p> <p><i>General Section: Transportation and Access: PDC 8</i></p>	<p>Satisfies</p>

<p><i>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.</i></p> <p><i>General Section: Transportation and Access: PDC 9</i></p>	<p>Satisfies</p>
<p><i>Development should be designed to discourage commercial and industrial vehicle movements through residential streets and adjacent other sensitive land uses.</i></p> <p><i>General Section: Transportation and Access: PDC 12</i></p>	<p>Satisfies</p> <p>Access to the site is not available from local roads.</p>
<p><i>Industrial/commercial vehicle movements should be separated from passenger vehicle car parking areas.</i></p> <p><i>General Section: Transportation and Access: PDC 13</i></p>	<p>Does Not Satisfy</p> <p>Although commercial vehicle movements have not been separated from passenger vehicle car parking areas, these car parking areas are located to the periphery of the site and will not conflict with on-site movements.</p>
<p><i>Development should provide for the on-site loading, unloading and turning of all traffic likely to be generated.</i></p> <p><i>General Section: Transportation and Access: PDC 14</i></p>	<p>Satisfies</p> <p>The Traffic Report provided by GTA Consultants demonstrates the development appropriately enables the safe and convenient on-site loading, unloading and turning of all vehicles required to access the site.</p>
<p>Cycling and Walking</p> <p><i>Development should encourage and facilitate cycling as a mode of transport by incorporating end-of-journey facilities including:</i></p> <ul style="list-style-type: none"> <i>(a) showers, changing facilities and secure lockers</i> <i>(b) signage indicating the location of bicycle facilities.</i> <p><i>General Section: Transportation and Access: PDC 19</i></p>	<p>Does Not Satisfy</p> <p>Due to the proposed land use, it is unlikely for bicycle and shower facilities to be provided or required.</p>
<p><i>On-site secure bicycle parking facilities should be:</i></p> <ul style="list-style-type: none"> <i>(a) located in a prominent place</i> <i>(b) located at ground floor level</i> <i>(c) located undercover</i> <i>(d) located where surveillance is possible</i> <i>(e) well lit and well signed</i> <i>(f) close to well used entrances</i> <i>(g) accessible by cycling along a safe, well lit route.</i> <p><i>General Section: Transportation and Access: PDC 20</i></p>	
<p><i>Pedestrian and cycling facilities and networks should be designed and provided in accordance with relevant provisions of the Australian Standards and Austroads Guides.</i></p> <p><i>General Section: Transportation and Access: PDC 21</i></p>	
<p>Access</p> <p><i>Development should have direct access from an all-weather public road.</i></p> <p><i>General Section: Transportation and Access: PDC 22</i></p>	<p>Satisfies</p>

<p><i>Development should be provided with safe and convenient access which:</i></p> <ul style="list-style-type: none"> <i>(a) avoids unreasonable interference with the flow of traffic on adjoining roads</i> <i>(b) provides appropriate separation distances from existing roads or level crossings</i> <i>(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</i> <i>(d) is sited and designed to minimise any adverse impacts on the occupants of and visitors to neighbouring properties.</i> <p><i>General Section: Transportation and Access: PDC 23</i></p>	<p>Satisfies</p> <p>The proposal seeks alterations to an existing access point from South Road in order to assist in minimising disruptions to traffic flows.</p>
<p><i>The number of vehicle access points onto arterial roads shown on Overlay Maps - Transport should be minimised and, where possible, access points should be:</i></p> <ul style="list-style-type: none"> <i>(a) limited to local roads (including rear lane access)</i> <i>(b) shared between developments.</i> <p><i>General Section: Transportation and Access: PDC 25</i></p>	<p>Satisfies</p> <p>Options for access from local roads cannot be achieved; however, will be shared between the proposed use and temporary office at the front of the site.</p>
<p><i>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 onto or from the road.</i></p> <p><i>General Section: Transportation and Access: PDC 26</i></p>	<p>Satisfies</p>
<p><i>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 onto or from the road.</i></p> <p><i>General Section: Transportation and Access: PDC 27</i></p>	<p>Satisfies</p>
<p><i>A maximum of 2 vehicle access points should be provided onto a public road and each access point should be a minimum of 6 metres apart.</i></p> <p><i>General Section: Transportation and Access: PDC 28</i></p>	<p>Satisfies</p> <p>The proposal seeks the reuse of an existing access point (albeit widened), which has been reviewed by DPTI and Council's Development Engineer.</p>
<p><i>Driveways, access tracks and parking areas should be designed and constructed to:</i></p> <ul style="list-style-type: none"> <i>(a) follow the natural contours of the land</i> <i>(b) minimise excavation and/or fill</i> <i>(c) minimise the potential for erosion from surface runoff</i> <i>(d) avoid the removal of existing vegetation</i> <i>(e) be consistent with Australian Standard AS: 2890 - Parking facilities.</i> <p><i>General Section: Transportation and Access: PDC 30</i></p>	<p>Satisfies</p>
<p><i>The length of driveways should be minimised and together with manoeuvring areas be only sufficient to allow the proper functioning of the parking areas and their access.</i></p> <p><i>General Section: Transportation and Access: PDC 31</i></p>	<p>Satisfies</p>

Vehicle Parking

Development should provide off-street vehicle parking and specifically marked accessible car parking places to meet anticipated demand in accordance with Table Mar/2 - Off-street Vehicle Parking Requirements.

<i>Industry (exclusive of office component)</i>	
<i>up to 200 square metres total floor area</i>	<i>2 per 100 square metres</i>
<i>plus between 200 and 2000 square metres total floor area</i>	<i>additional 1.33 per 100 square metres</i>
<i>plus greater than 2000 square metres total floor area</i>	<i>additional 0.67 per 100 square metres</i>
<i>Office</i>	
<i>4 per 100sqm</i>	

General Section: Transportation and Access: PDC 34

Does Not Satisfy

Refer below comments.

The total building footprint allocated to the waste transfer station is approximately 1880sqm which equals 25 parking spaces (rounded up) when assessed against Industry parking guidelines.

The existing temporary office achieves an approximate floor area of 391sqm, requiring 16 parking spaces.

When assessed in strict accordance with the Development Plan guidelines, the proposal fails to provide 41 parking spaces. This notwithstanding, the alterations to the site result in 25 formal parking spaces being provided. Parking spaces are situated at the front of the site, with five spaces provided towards the rear of the site, allocated as a customer drop off area. Given the nature and operation of the proposed land use, combined with low staffing numbers anticipated, the waste transfer station is not considered to result in a high volume of traffic being generated or demand for on-site parking. As such, it is likely that ample on-site parking will remain available for both the waste transfer station and temporary office. The non-compliance in on-site parking is not considered fatal to the ability of the site to function appropriately and that the proposed number of spaces shall meet typical demands generated by the proposed development.

Further, the proposed alterations to the ingress and egress points along South Road will substantially improve the flow of traffic within the site and the arterial road, which should lead to reduced queuing times for motorists and improving pedestrian safety.

The subject application was referred to the Department for Planning, Transport and Infrastructure who did not object to a development of this kind on the subject site. Furthermore, the applicant provided independent traffic and parking advice by GTA Consultants that concluded the traffic associated with the proposal would be readily accommodated by the existing road network. The proposed use is considered to provide safe and convenient vehicular access, in addition to appropriate on-site parking and the amount of additional trips generated solely by the proposed use would not compromise the arterial road function of Marion Road. It has been appropriately demonstrated that the proposed development will not result in a significant increase in traffic volume.

The advice provided by GTA Consultants demonstrate the proposed use will not generate additional traffic to the extent that it would adversely affect the functional performance of the adjacent road network or prevent the provision of safe and convenient access for all anticipated modes of transport. The report further emphasizes there will be minimal impact on the operation of the arterial road network.

In my opinion, whilst the proposed development will result in increased traffic movements to and from the site, safe and convenient access is provided, the number of car parking spaces will likely meet the demand generated by the proposal, car parking facilities and vehicular manoeuvring areas meet the relevant Australian standards and it has been adequately demonstrated that any increase in traffic on the arterial road network will be minimal. Further, given customer will only need to visit the subject land for a short period of time and the low staffing numbers, the minimum number of parking spaces sought by the Development Plan is considered excessive for the proposed use.

To this end, I am reasonably satisfied the availability of on-site parking is appropriate to meet the likely demand generated from the facility and shall not result in unsafe traffic movements or compromise the flow of traffic upon the adjacent arterial roads. The proposal is considered to appropriately accord with the relevant Traffic and Access provisions of the Development Plan.

<p><i>Development should be consistent with Australian Standard AS: 2890 - Parking facilities.</i></p> <p><i>General Section: Transportation and Access: PDC 35</i></p>	<p>Satisfies</p> <p>The realignment of the car parking has been reviewed by a traffic consultant, Council's Development Engineer and DPTI who are comfortable with the layout and proposed ingress/egress points.</p>
<p><i>Vehicle parking areas should be sited and designed to:</i></p> <ul style="list-style-type: none"> <i>(a) facilitate safe and convenient pedestrian linkages to the development and areas of significant activity or interest in the vicinity of the development</i> <i>(b) include safe pedestrian and bicycle linkages that complement the overall pedestrian and cycling network</i> <i>(c) not inhibit safe and convenient traffic circulation</i> <i>(d) result in minimal conflict between customer and service vehicles</i> <i>(e) avoid the necessity to use public roads when moving from one part of a parking area to another</i> <i>(f) minimise the number of vehicle access points onto public roads</i> <i>(g) avoid the need for vehicles to reverse onto public roads</i> <i>(h) where practical, 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> <i>(i) not dominate the character and appearance of a site when viewed from public roads and spaces</i> <i>(j) provide landscaping that will shade and enhance the appearance of the vehicle parking areas</i> <i>(k) include infrastructure such as underground cabling and connections to power infrastructure that will enable the recharging of electric vehicles.</i> <p><i>General Section: Transportation and Access: PDC 36</i></p>	<p>Satisfies</p> <p>In this regard, the proposed alterations to the car park are considered to improve the current layout of the site and meet the relevant Australian Standards.</p> <p>This aspect has been reviewed by a traffic consultant, Council's Development Engineer and DPTI, who have formed the opinion that from a traffic safety point of view, the proposal is satisfactory.</p> <p>Some loss of landscaping shall occur as a result of the proposal; however, a variety of plantings shall remain at the front of the site. .</p>
<p><i>Where vehicle 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 users.</i></p> <p><i>General Section: Transportation and Access: PDC 37</i></p>	<p>Satisfies</p>
<p><i>Vehicle parking areas that are likely to be used during non-daylight hours should provide floodlit entry and exit points and site lighting directed and shaded in a manner that will not cause nuisance to adjacent properties or users of the parking area.</i></p> <p><i>General Section: Transportation and Access: PDC 38</i></p>	<p>Satisfies</p> <p>Security lighting will be present in order to light parking areas that may be utilised during non-daylight hours. A Reserved Matter has been recommended to this effect.</p>
<p><i>Vehicle parking areas should be sealed or paved to minimise dust and mud nuisance.</i></p> <p><i>General Section: Transportation and Access: PDC 39</i></p>	<p>Satisfies</p>
<p><i>To assist with stormwater detention and reduce heat loads in summer, outdoor vehicle parking areas should include landscaping.</i></p> <p><i>General Section: Transportation and Access: PDC 40</i></p>	<p>Partially Satisfies</p> <p>Some landscaping will remain present at the front of the site; however, it is acknowledged that the majority of the site is currently sealed and as such, the proposal does not seek to alter this. Council's Development Engineer has also reviewed the application plans and acknowledged this.</p>

<p><i>Vehicle parking areas should be line-marked to delineate parking bays, movement aisles and direction of traffic flow.</i></p> <p><i>General Section: Transportation and Access: PDC 41</i></p>	<p>Satisfies</p>
<p><i>On-site visitor parking spaces should be sited and designed to:</i> <i>(a) not dominate internal site layout</i> <i>(b) be clearly defined as visitor spaces not specifically associated with any particular dwelling</i> <i>(c) be accessible to visitors at all times.</i></p> <p><i>General Section: Transportation and Access: PDC 42</i></p>	<p>Satisfies</p>
<p>Hazards</p>	
<p><i>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.</i></p> <p><i>General Section: Hazards: PDC 20</i></p>	<p>Satisfies</p> <p>The EPA as part of their correspondence have identified they do not anticipate that the operation of the proposed waste transfer station would result in any adverse off-site air (odour and/or dust) or water quality impacts.</p>
<p><i>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:</i> <i>(a) discharge of polluted water from the site</i> <i>(b) contamination of land</i> <i>(c) airborne migration of pollutants</i> <i>(d) potential interface impacts with sensitive land uses.</i></p> <p><i>General Section: Hazards: PDC 21</i></p>	<p>Satisfies</p>
<p>Waste</p>	
<p><i>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:</i> <i>(a) avoiding the production of waste</i> <i>(b) minimising waste production</i> <i>(c) reusing waste</i> <i>(d) recycling waste</i> <i>(e) recovering part of the waste for re-use</i> <i>(f) treating waste to reduce the potentially degrading impacts</i> <i>(g) disposing of waste in an environmentally sound manner.</i></p> <p><i>General Section: Waste: PDC 1</i></p>	<p>Satisfies</p> <p>The storage of waste will be situated to the rear of the temporary office screened from public view.</p> <p>Refuse collection is to occur on-site and undertaken by an EPA licensed waste transporter.</p> <p>The method of waste disposal is to be carried out in accordance with the noise limits referenced in the Environment Protection (Noise) Policy 2007.</p>
<p><i>The storage, treatment and disposal of waste materials from any development should be achieved without risk to health or impairment of the environment.</i></p> <p><i>General Section: Waste: PDC 2</i></p>	<p>Satisfies</p>

<p><i>Development which incorporates areas used for activities such as commercial car parking, loading and unloading, wash down of vehicles, storage of plant or equipment, or storage of waste refuse bins should be suitably paved, bunded to exclude stormwater runoff from external sources, and designed so that water that has made contact with such areas is either:</i></p> <p><i>(a) directed to a sediment trap, separator or other appropriate treatment device and then to sewer</i></p> <p><i>(b) directed to a wastewater holding tank.</i></p> <p>General Section: Waste: PDC 4</p>	<p>Satisfies</p>
<p><i>Untreated waste should not be discharged to the environment, and in particular to any water body.</i></p> <p>General Section: Waste: PDC 5</p>	<p>Satisfies</p>
<p><i>Development should include appropriately sized area to facilitate the storage of receptacles that will enable the efficient recycling of waste.</i></p> <p>General Section: Waste: PDC 6</p>	<p>Satisfies</p>
<p><i>Development that involves the production and/or collection of waste and/or recyclable material should include designated collection and storage area(s) that are:</i></p> <p><i>(a) screened and separated from adjoining areas</i></p> <p><i>(b) located to avoid impacting on adjoining sensitive environments or land uses</i></p> <p><i>(c) designed to ensure that wastes do not contaminate stormwater or enter the stormwater collection system</i></p> <p><i>(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</i></p> <p><i>(e) protected from wind and stormwater and sealed to prevent leakage and minimise the emission of odours</i></p> <p><i>(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.</i></p> <p>General Section: Waste: PDC 7</p>	<p>Satisfies</p> <p>(a) All storage areas are generally screened from public view and will unlikely be seen from the streetscape.</p> <p>(b) Nearby Residential Zones achieve generous separation from the subject land.</p> <p>(c) and (e) The EPA have determined the proposal to be satisfactory in this regard.</p> <p>(d) The subject land and main areas of operation are sealed.</p> <p>(f) Satisfies.</p>
<p>Wastewater</p> <p><i>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.</i></p> <p>General Section: Waste: PDC 8</p> <p><i>Wastewater lagoons should not be sited in any of the following areas:</i></p> <p><i>(a) within land subject to a 1-in-100 year average return interval flood event</i></p> <p><i>(b) within 50 metres of the top of the bank of a watercourse</i></p> <p><i>(c) within 500 metres of the coastal high water mark</i></p> <p><i>(d) where the base of the lagoon would be below any seasonal water table.</i></p> <p>General Section: Waste: PDC 9</p> <p><i>Wastewater lagoons should be sufficiently separated from adjoining sensitive uses to minimise potential adverse odour impacts.</i></p> <p>General Section: Waste: PDC 10</p>	<p>Satisfies</p> <p>The EPA as part of their correspondence have identified they do not anticipate that the operation of the proposed waste transfer station would result in any water quality impacts.</p>

Crime Prevention

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.

General Section: Crime Prevention: PDC 1

Buildings should be designed to overlook public and communal streets and public open space to allow casual surveillance.

General Section: Crime Prevention: PDC 2

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.*

General Section: Crime Prevention: PDC 4

Development, including car park facilities should incorporate signage and lighting that indicate the entrances and pathways to, from and within sites.

General Section: Crime Prevention: PDC 5

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.*

General Section: Crime Prevention: PDC 6

Partially Satisfies

It is acknowledged the proposal does not include additional built form; however, additional lighting will be provided throughout the site, in order to assist with crime prevention and provide a well-lit area for vehicle parking spaces used outside of daylight hours. Permeable fencing will remain along the South Road frontage, while the existing temporary office overlooks the road reserve. A Reserved Matter has been recommended to this effect.

Satisfies

Signage is proposed throughout the site, directing visitors to parking areas, while lighting shall be installed to highlight building entrances and parking spaces.

Satisfies

The combination of tubular fencing and landscaping at the front of the site is considered appropriate to assist in discouraging vandalism.

Landscaping, Fences and Walls

Development should incorporate open space and landscaping 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) provide shade and shelter*
- (g) assist in climate control within buildings*
- (h) maintain privacy*
- (i) maximise stormwater re-use*
- (j) complement existing native vegetation*
- (k) contribute to the viability of ecosystems and species*
- (l) promote water and biodiversity conservation.*

General Section: Landscaping, Fences & Walls: PDC 1

Landscaping should:

- (a) include the planting of locally indigenous species where appropriate*
- (b) be oriented towards the street frontage*

General Section: Landscaping, Fences & Walls: PDC 2

Satisfies

The proposal does not seek the removal of established landscaping situated at the front of the site. This landscaping assist in providing an attractive appearance of the site for visitors and when viewed from South Road.

<p><i>Fences and walls, including retaining walls, should:</i></p> <p><i>(a) not result in damage to neighbouring trees</i></p> <p><i>(b) be compatible with the associated development and with existing predominant, attractive fences and walls in the locality</i></p> <p><i>(c) enable some visibility of buildings from and to the street to enhance safety and allow casual surveillance</i></p> <p><i>(d) incorporate articulation or other detailing where there is a large expanse of wall facing the street</i></p> <p><i>(e) assist in highlighting building entrances</i></p> <p><i>(f) be sited and limited in height, to ensure adequate sight lines for motorists and pedestrians especially on corner sites</i></p> <p><i>(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</i></p> <p><i>(h) be constructed of non-flammable materials.</i></p> <p>General Section: Landscaping, Fences & Walls: PDC 5</p>	<p>Satisfies</p> <p>(a) The fencing recommended as part of the Sonus report will not result in damage to neighbouring trees.</p> <p>(b) Standard Colorbond fencing is complementary to the existing built form.</p> <p>(c) Fencing is not proposed at the front of the site, therefore, existing visibility is maintained.</p> <p>(d) n/a</p> <p>(e) n/a</p> <p>(f) Appropriate vehicle site lines are achieved.</p> <p>(g) Fencing along the southern boundary shall maintain privacy between the adjacent land use, without resulting in unreasonable overshadowing impacts.</p> <p>(h) Satisfies.</p>
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REPRESENTOR'S CONCERNS

The concerns raised by the representors in relation to amenity impacts upon the locality, environmental impacts, hours of operation, traffic and parking have been addressed in the body of the report, and I have concluded that the proposal is satisfactory in relation to these matters.

The representors have also raised concerns over the devaluation of properties, on-site management, general risks including the proximity to the adjacent petrol filling station, rodents. While these concerns are noted, a planning assessment under the Development Act 1993 does not allow consideration of these matters and hence are outside the scope of this assessment.

ANALYSIS/CONCLUSION

The proposal appropriately complements the overall Objectives of the Industry Zone and Industry/Commerce Edwardstown Policy Area 5, by proposing a use that is well suited for its location, without resulting in detrimental amenity impacts on the amenity of the locality and nearby sensitive land uses in terms of noise, traffic or hours of operation.

The proposal does not seek alterations to the existing built form, such that the streetscape appearance will not change, nor will the external outlook from adjacent land to any significant degree.

In respect to the provision of on-site car parking and access arrangements to and from the subject land, both are considered to adequately meet Development Plan criteria in terms of the number of on-site parks provided, whilst vehicular access to and from the site has been determined as being satisfactory. As demonstrated within the report, whilst the proposed use would experience an increase in vehicle movements; it will unlikely impact the arterial road network and flow of traffic.

Assessment of the proposal against the relevant Principles of Development Control has demonstrated that, whilst additional traffic and noise will be generated by the use, the scale and intensity of the proposed operations will not adversely impact on the amenity of the locality. Additionally, the hours of operation have been restricted to further ensure any associated impacts are appropriately minimised.

It is acknowledged additional noise and potential vibrations will be generated as a result of the proposed use, compared to those currently experienced. However, it should also be acknowledged that the site is located adjacent one of Metropolitan Adelaide's key arterial roads and within an Industry Zone. As such a "buffer" is provided between the subject land and nearby Residential Zones. This notwithstanding, to further protect the amenity of the locality and reduce unreasonable interference on adjacent uses, acoustic measures, such as the upgrades to 2.1 metre high colorbond fence along the southern boundary, has been incorporated. Furthermore, the hours of operation deliveries have been appropriately restricted.

It is acknowledged the proposed use has the potential to impact water quality and potentially contaminate stormwater runoff. The proposed use implements a number of safe guards which accord with the relevant EPA standards and are considered to appropriately aid in minimising the risk to public health and safety and the potential for water, land or air contamination. The EPA have reviewed the application plans and documentation, concluding the proposal will unlikely result in environmental impacts.

The proposal finds support with the relevant provisions of the Development Plan and assists in achieving the overall intent and objectives of the Industry Zone. The operation of the site is not considered to result in amenity impacts upon the locality which would warrant refusal and shall make use of an existing underutilised site.

As a result of the above considerations, it is my view that the proposed development is not seriously at variance to the Marion Council Development Plan, in accordance with Section 35 (2) of the Development Act 1993. Further, the proposed development sufficiently accords with the relevant provisions of the Marion Council Development Plan, and warrants Development Plan Consent subject to conditions.

RECOMMENDATION

Having considered all relevant planning matters in relation to the subject development application:

- (a) The Panel note this report and concur with the findings and reasons for the recommendation;
- (b) The Panel concur that the proposed development is not seriously at variance to the Marion Council Development Plan, in accordance with Section 35 (2) of the Development Act 1993; and
- (c) That Development Plan Consent for Development Application No: 100/192/2015 for Change of use from service trade premises (motor vehicle sales and service) to waste transfer station (recycling facility) and alterations to car parking at 1104-1106 and 1102 South Road, Edwardstown be GRANTED subject to the a Reserved Matter and Conditions:

RESERVED MATTER

Pursuant to Section 33(3) of the Development Act, Council RESERVES its decision in relation to the following matter/s. Development Approval cannot be issued by the Council unless and until it has assessed such matters and granted its consent in respect thereof.

1. Provision of a lighting plan detailing the location of lighting to be installed throughout the site, particularly over car parking areas. All external lighting of the site, including car parking areas and buildings, shall be located, directed, shielded downwards and of an intensity not exceeding lighting in adjacent public streets, so as not to cause nuisance or loss of amenity to any person beyond the site to the reasonable satisfaction of the Manager of Development and Regulatory Services.

Pursuant to Section 33(3) of the Development Act 1993 the Council reserves its decision on the form and substance of any further conditions of development plan consent that it considers appropriate to impose in respect of the reserved matter outlined above.

CONDITIONS

1. The development shall proceed in accordance with the plans and details submitted with and forming part of Development Application No. 100/2015/192, being the following documentation:
 - a) Planning Report dated 16 February 2018, prepared by Michael Richardson of MasterPlan;
 - b) The drawings prepared by MasterPlan comprising drawing numbers –
 - i. DS:13525_1.3 site plan;
 - ii. DS:13525_1.3 site plan (aerial photography);
 - iii. DS:13525_1.2 floor plan;
 - c) Environmental Noise Assessment report (pages 8, 9 and 12), Reference S4902C2 May 2016, prepared by Jason Turner of Sonus Pty Ltd; and
 - d) Correspondence dated 9 April 2018, (page 6), Reference: #S11568, prepared by David Kwong of GTA Consultants.
2. The hours of operation of the premises shall be restricted to the hours of 7:00am until 10:00pm of each day.

3. No more than 5 vehicles shall undergo the process of having their roofs flattened per day.
4. No more than 500 vehicles shall be received at the site per calendar year.
5. A trap shall be installed as part of the site's stormwater system to prevent grease, oil, sediment, litter and other substances capable of contaminating stormwater from entering the Council's stormwater drainage system. The trap shall be regularly cleaned and maintained in good working order to the reasonable satisfaction of the Council.
6. All existing vegetation nominated to be retained shall be nurtured and maintained in good health and condition at all times with any diseased or dying plants being replaced, to the reasonable satisfaction of the Council.
7. Landscaping shall be maintained so as to not obstruct the views of drivers or pedestrians entering or exiting the site, to the reasonable satisfaction of Council.
8. All loading and unloading of vehicles associated with the subject premises shall be carried out entirely upon the subject land.
9. All industrial and commercial vehicles visiting the site shall enter and exit the land in a forward direction.
10. Driveways, car parking spaces, manoeuvring areas and landscaping areas shall not be used for the storage or display of any goods, materials or waste at any time.
11. Designated accessible car parking spaces shall be designed and provided in accordance with the provisions contained in Australian Standard AS1428 - 2003.
12. The driveways, parking areas and vehicle manoeuvring areas must be maintained in a good condition at all times.
13. Where the driveway crosses the front boundary, the finished ground level shall be between 50mm and 150mm above the top of kerb.
14. All car parking spaces shall be linemarked or delineated in a distinctive fashion prior to occupation of the premises, with the marking maintained in a clear and visible condition at all times.
15. Directional signs indicating the location of car parking spaces must be provided on the subject land and maintained in a clear and legible condition at all times.
16. All goods and materials placed in the area designated for the outside display of goods and materials shall be kept in a tidy manner and condition at all times.
17. At no time shall any stored goods, products or materials be visible above the height of the fence and/or screen surrounding the storage area(s).
18. At no time shall any goods, materials or waste be stored in designated car parking areas, driveways, manoeuvring spaces or landscaping.

Department of Planning, Transport and Infrastructure Conditions

19. The existing two-way access point adjacent the southern property boundary shall be widened to a minimum of 11.6 metres at the property boundary, flaring to

approximately 15.0 metres at the South Road kerb line. All widening beyond that shown in the GTA report dated 9 April 2018 shall be on the northern side of the access.

20. The installation of the widened access point requires relocation of infrastructure in the road reserve, including a side entry pit and speed sign. These works shall be undertaken to the satisfaction of DPTI and Council at the applicant's cost prior to operation of the development. The applicant shall contact Mr Babu Varatharaju, Asset Planning Manager via telephone 8402 1839 or email Babu.Varatharaju@sa.gov.au prior to undertaking these works.
21. The existing driveway connecting to Daws Road shall not be utilised to serve the subject development.
22. Line marking and/or signage shall be provided to reinforce the desired traffic flow to/from and through the site.
23. All vehicles shall enter and exit the site in a forward direction.
24. All car parking facilities shall be designed in accordance with *AS/NZS 2890.1:2004 and AS/NZS 2890.6:2009*.
25. All heavy vehicle manoeuvring areas shall be consistent with *AS 2890.2:2002*.
26. Any stormwater run-off shall be collected on-site and disposed of safely without jeopardising the safety of the adjacent arterial roads. Any alterations to the existing road drainage infrastructure as a result of this development shall be at the expense of the applicant.

Environmental Protection Authority Conditions

27. Any material stored on-site which has the potential or is likely to degrade water (such as oils/lubricants, solvents, coolants, petroleum products, degreasing agents and similar substances) and all chemicals, must be stored within a bunded compound/area suitable for preventing the escape of material/liquids into surface or underground water resources.
28. All fluids such as fuels, oil and coolant which have been drained from vehicles is considered waste and must be removed by an EPA licensed waste transporter to an appropriate waste depot licensed to receive such waste.
29. The site must only operate between 7am and 10pm each day.
30. Prior to occupation, the existing sheet steel fence on the southern boundary must be upgraded or reclad to be 2.1 metres high, sealed airtight at all joins (including at the ground) and extended to the east as identified on pages 8 and 9 of the *AB & SM Rawlings Pty Ltd 1102 South Road Edwardstown - Environment Noise Assessment*, prepared by Sonus Pty Ltd, dated May 2016 (reference number: S4902C2).
31. Car and scrap metal handling activities must only occur within the designated "Handling & Laydown Area" shown in Appendix B of the *AB & SM Rawlings Pty Ltd 1102 South Road Edwardstown - Environment Noise Assessment*, prepared by Sonus Pty Ltd, dated May 2016 (reference number: S4902C2).

32. Material handling activity must not occur within the exclusion zone shown on Appendix B of the *AB & SM Rawlings Pty Ltd 1102 South Road Edwardstown - Environment Noise Assessment*, prepared by Sonus Pty Ltd, dated May 2016 (reference number: S4902C2).
33. The roller doors at the western end of the existing building must remain shut at all times apart from when required for ingress and egress.

NOTES

1. Dust emissions from the site during construction shall be controlled by a dust suppressant or by watering regularly to the reasonable satisfaction of the Council.
2. The proposed crossover/access must be constructed a minimum of one (1) metre clear of all infrastructure, at its closest point, including but not limited to, street trees, stobie poles, SEP's, pram ramps etc.
3. Any portion of Council's infrastructure damaged as a result of work undertaken on the allotment or associated with the allotment must be repaired/reinstated to Council's satisfaction at the developer's expense.
4. Any existing driveway crossovers that become redundant as a result of a development must be reinstated to match the existing kerb profile along the road frontage of the property.
5. Noise from devices and/or activities on the subject site should not impair or impinge on the amenity of neighbours at any time. This includes noise generated from plant and equipment (including those servicing the building such as air-conditioning), as well as noise generated from activities such as loading and unloading of goods and/or waste. The Environment Protection Authority has restrictions relating to the control of noise in the urban environment. Further information is available by phoning the Environment Protection Authority on 8204 2000.
6. The access regime serving the site will be reviewed should the site be redeveloped or additional land uses proposed upon the site. The reinstatement of access via the existing crossover on South Road adjacent the northern property boundary and closure of the southern South Road crossover will be required in such a scenario.
7. 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.
8. An environmental authorisation in the form of a licence is required for the operation of this development. The applicant is required to contact the Environment Protection Authority before acting on this approval to ascertain licensing requirements. Information on applying for a licence (including licence application forms) can be accessed here:
http://www.epa.sa.gov.au/business_and_industry/applying_for_a_licence.
9. A licence may be refused where the applicant has failed to comply with any conditions of development approval imposed at the direction of the Environment Protection Authority.

10. A groundwater monitoring and management plan (GMMP) exists for the site (Allotment 38). The preservation and ongoing accessibility of existing groundwater monitoring wells is necessary to annually monitor the status of groundwater contamination onsite in accordance with the GMMP.
11. If, in carrying out the activity, contamination is identified which poses actual or potential harm to the health or safety of human beings or the environment that is not trivial (taking the land use into account), the applicant may need to remediate the contamination in accordance with EPA guidelines.
12. If, at any stage, contamination is identified which poses actual or potential harm to water that is not trivial, a notification of contamination which affects or threatens groundwater (pursuant to section 83A of the *Environment Protection Act 1993*) must be submitted to the EPA. Further information is available at: http://www.epa.sa.gov.au/business_and_industry/what_you_need_to_know/site_contamination
13. The *EPA Guideline for Bunding and Spill Management* provides guidance on appropriate design and management of bunded areas, can be accessed here: http://www.epa.sa.gov.au/pdfs/guide_bunding.pdf.
14. 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>

Attachments

<i>Attachment I:</i>	<i>Certificate of Title</i>
<i>Attachment II:</i>	<i>Aerial Photograph & Site Locality Plan</i>
<i>Attachment III:</i>	<i>Proposal Plan and supporting documentation</i>
<i>Attachment IV:</i>	<i>Statement of Representations</i>
<i>Attachment V:</i>	<i>Applicant's Response to Representations</i>
<i>Attachment VI:</i>	<i>External Agency Referral Comments</i>

Originating Officer:	Alex Wright Acting Team Leader- Planning Sarah Davenport Consultant Planner (HolmesDyer Consulting)
Applicant:	Southern Cross Care
Development Description:	Supported accommodation in the form of one single storey residential flat building comprising three dwellings and three single storey group dwellings with associated parking, masonry fencing and landscaping
Site Location:	8 – 10 Sturm Court, Oaklands Park
Zone:	Residential Zone
Policy Area:	Medium Density Policy Area 12
Application Type:	Category 1 / Merit
Lodgement Date:	30/10/2018
Development Plan:	Consolidated – 20 February 2018
Referrals:	N/A
Delegation:	Development Delegations Policy 4.1.6: The Panel will undertake the role of the relevant authority pursuant to Section 33 of the <i>Development Act 1993</i> , in relation to the following types of development applications: Any application for four or more dwellings (including detached, semi-detached, row and residential flat) where one or more dwelling sites are more than 5% below the minimum site area recommended by the relevant Policy Area of the Development Plan.
Application No:	100/2018/2041
Recommendation:	That Development Plan Consent be GRANTED subject to conditions

CATEGORISATION

The subject application is a Category 1 form of development pursuant to Schedule 9 (Part 1: 2(a)(i)&(ii)) of the Development Regulations 2008, which assigns the construction single storey dwellings as Category 1 development. The subject application is required to be determined by the Development Assessment Panel by virtue of the proposed new dwelling supporting an allotment

area less than the minimum of 250 square metres required for group dwellings and residential flat buildings within the Medium Density Policy Area 12.

BACKGROUND

Since 2015 the two neighbouring allotments to the West, (lot 2 and 3 Sturm Court) have gained approval for 7 single storey dwellings of varying natures for the purposes of supported accommodation. Collectively these units operate in conjunction with the neighbouring residential aged care facility, also owned by Southern Cross Care.

The proposed development aims to provide additional independent living units in conjunction with the neighbouring aged care facility. Though the development will be contained to its own title, in the broader setting it will form part of the larger site, under the care and control of Southern Cross Care.

During the assessment process, Council staff requested modifications to the proposal plans to address the following concerns:

Amendments Requested	Amendments Made
<ul style="list-style-type: none">• Driveway crossover will require a minimum 1 metre offset from the existing Stobie Pole located on the dividing boundary alignment.	<ul style="list-style-type: none">• 'Flip' layout of dwelling 4 to allow separation between access point, stobie pole and electrical pit.
<ul style="list-style-type: none">• Amend plans as per engineering conversation to show swept paths demonstrating safe and convenient access and egress can be achieved from Unit 3 and Unit 5	<ul style="list-style-type: none">• Swept Paths submitted showing safe and convenient access can be achieved
<ul style="list-style-type: none">• Allow for 3000L detention tank to adequately manage stormwater	<ul style="list-style-type: none">• Amended civil plans showing increased tank size to be submitted prior to full development approval

SUBJECT LAND & LOCALITY

The subject site falls wholly within the Residential Zone and Medium Density Policy Area 12. The land comprises two rectangular allotments held under two separate titles (CT 5610/546 and CT 5610/717) both of which share a frontage to Sturm Court in the order of 39.64m. Collectively the allotments measure 1178.8m². The land is generally flat in nature with brick veneer dwellings and ancillary outbuildings on each title. Allotment 5 contains a single storey brick veneer dwelling and Allotment 6 contains a double storey dwelling, both dwellings are to be removed as part of the development.

Some vegetation exists in the front yard of both allotments however, none of which qualifies as either a regulated or significant tree pursuant to the Development Regulations 2008; the trees are not deemed to contribute substantially to streetscape amenity, there are no trees within the road reserve. At present each allotment is serviced by a singular width crossover, feeding into under cover parking space attached to the dwellings. Allotment 5 has a garage incorporated under the main roof while allotment 6 has an attached flat roof carport.

Sturm Court is a sealed cul de sac, feeding directly off Morphet Road which is under the care and control of the Department of Planning Transport and Infrastructure (DPTI). The site is less than a 500m walk to local bus services, shopping facilities and the Oaklands Park Train station.

Land within the immediate locality is primarily being utilized for low density residential purposes and contains both original housing stock and some examples of recently developed aged care accommodation. Allotments are generously sized and rectangular in nature, typical for the era. Dwellings within the locality have been constructed in brick veneer with tiled roofs and are both single and double storey in nature.

Refer Attachments I & II

PROPOSED DEVELOPMENT

The applicant is seeking development plan consent for the development of supported accommodation in the form of one residential flat building, comprising three dwellings, three single storey group dwellings and associated masonry fencing, carparking and landscaping. Demolition of the existing buildings is also to form part of the proposal. At present the site contains two titles which will be amalgamated prior to the seeking of building rules consent.

All dwellings are to be constructed using a mixture of brick, Colorbond and rendered masonry, associated fencing will be constructed using the same materials.

The proposed residential flat building is single storey in nature, with a wall height of no greater than 2.7m. The building will contain 3 units with each unit containing: 2 bedrooms, a loungeroom, dining area, kitchen, laundry and bathroom. Each unit will have a small, paved private courtyard positioned to the rear of the dwelling which can be accessed through a hallway which connects to living areas.

Courtyards have demonstrated sufficient space for a clothes line, storage of 3 bins, a 1000L rainwater tank and landscaping. Unit 2 and 3 have each been assigned a private parking space off the internal roadway which gain access from a gate leading into the courtyard. Unit 4 shall gain access from an additional crossover which is to be positioned 5metres from the Western boundary off Sturm Court.

On- site parking will be forward of the dwelling with only Units 3,4 and 5 having access to a carport.

The three group dwellings are also to be single storey in nature and will be no greater than 2.7m in wall height. The dwellings will utilize the same building materials and colour palette as the residential flat building and fencing.

The existing crossover which currently services 10 Sturm Court is to be modified and widened to create the access way servicing the two northern group dwellings and Unit 1 of the group dwellings. Whilst the remaining units will gain access from an entrance the proposed internal roadway.

Refer Attachment III

INTERNAL DEPARTMENT COMMENTS

Development Engineering:

Flood Assessment:

- The proposed FFL 19.80 for four dwellings and FFL19.90 for the remaining two dwellings will be sufficient to mitigate flood water inundation, in accordance with the Tokin Flood Mapping guidelines.

Stormwater requirement:

- Each dwelling to require a 3000lt retention tank, which is then to be plumbed to toilets and laundry.
-

Vehicle Access/Egress Assessment:

- Unit 3 Vehicle Bay:
 - Door opening to open in the opposite direction i.e. opening toward the dwelling and not the vehicle bay,
 - The vehicle is unable to achieve a safe and convenient egress from the carport.
- Unit 4 : Driveway crossover will require a minimum 1 metre offset from the existing Stobie Pole located on the dividing boundary alignment.
- Unit 5 Vehicle Bay
 - The vehicle is unable to achieve a safe and convenient access into the carport.

ZONE & POLICY AREA ASSESSMENT

The relevant objectives, desired character and principles of development control of the Residential Zone and Medium Density Policy Area 12 are listed in the following table and discussed in further detail below:

Residential Zone
<p>Objectives</p> <p><i>1 An attractive residential zone comprising a range of dwelling types including a minimum of 15 per cent affordable housing.</i></p> <p><i>2 Increased dwelling densities in close proximity to centres, public and community transport routes and public open spaces.</i></p>
Medium Density Policy Area 12
<p>Objectives</p> <p><i>1 A residential policy area comprising a range of medium-density dwellings designed to integrate with areas of open space, neighbouring centres or public transport nodes.</i></p> <p><i>2 Development that minimises the potential impact of garaging of vehicles on the character of the area.</i></p> <p><i>3 Development that supports the viability of community services and infrastructure and reflects good residential design principles.</i></p> <p><i>4 Development that contributes to the desired character of the policy area.</i></p>
<p>Desired Character</p> <p><i>This policy area encompasses areas especially suitable for a wide range of low and medium-density housing, such as detached, semi-detached, row and group dwellings, residential flat buildings, supported accommodation and student and other special purpose housing. Medium density development is especially suited to areas in proximity to centres and public transport, and to areas where such development already occurs (as in the area redeveloped by the former South Australian Housing Trust in Mitchell Park).</i></p> <p><i>The desired character is an attractive residential environment containing low to medium density dwellings of a variety of</i></p>

architectural styles at a higher density and generally a lesser setback from the primary road frontage compared to that typical of the original dwelling stock in the area. Development should seek to promote cohesive streetscapes whilst allowing for a variety in housing forms and styles, such as buildings of up to two storeys, subject to the impact of the additional height and bulk not adversely impacting upon the amenity of existing neighbouring development. Buildings with two storeys plus attic are appropriate where located centrally within a large site.

Where housing is proposed adjacent to zones or policy areas which are intended to accommodate dwellings at lower densities, consideration needs to be given to transitional built form, scale and design elements to ensure compatibility with that adjacent housing.

Amalgamation of properties is desirable where it will facilitate appropriately designed medium-density development. Through the gradual redevelopment of properties (particularly those containing lower valued improvements), a wider range of dwelling types will be provided to meet a variety of accommodation needs. Development should not result in the removal of mature street trees in a road reserve that contribute positively to the landscape character of the locality.

Where access to parking areas servicing dwellings is via laneways, common driveways and the like, space should be provided for attractive landscaping and tree planting in order to present an attractive appearance from adjoining roads and to protect the amenity of adjacent dwellings.

PDC 1	The following forms of development are envisaged in the policy area: ▪ affordable housing ▪ dwelling including a residential flat building ▪ supported accommodation.	Satisfies
PDC 2	Development should not be undertaken unless it is consistent with the desired character for the policy area.	Satisfies
PDC 3	Medium density development should be in the form of 2 storey buildings with an ability to provide a 3rd storey addition within the roof space.	Does Not Satisfy
PDC 5	In the case of more than one dwelling on one site, access to parking and garaging areas from public streets should be via a minimum number of common driveways.	Satisfies
PDC 6	Minimum Site Area: 250 m ² (Group Dwelling and Residential Flat Building)	Does Not Satisfy
	Minimum Frontage: 18m	Satisfies
	Minimum Depth: 45m	Does Not Satisfy

Assessment

The proposed development will deliver a modern, attractive medium density housing product to the Medium Density Policy Area by establishing a single store residential flat building and 3 single storey group dwellings. The dwellings will be used for the purposes of supported accommodation – in alignment with the desired character statement and PDC1. The development plan envisages that such development will be appropriately located, being close proximity to public transport, shopping facilities, as is the subject site.

By limiting the development to single story, the introduction of a mixture of dwelling forms into the immediate locality can be achieved without compromising the existing character in the streetscape, as per the policy. Furthermore, by positioning the residential flat building within the streetscape and

locating two group dwellings in the rear corners of the site gives the illusion that the two dwellings being removed are being substituted as opposed to intensifying use of the site.

The dwellings have observed a contemporary architectural style, whilst maintaining a consistent scale with neighbouring dwellings. A variety of materials are proposed in addition to landscaping to improve streetscape amenity, screen paved areas and create a smooth transition between the existing 1960's housing stock.

The development will only require one common driveway and one new crossover, thus avoiding additional access points and ensuring both amenity and traffic safety are not compromised. Reliance on cars will be unnecessary due to the proximity to public transport nodes as per the character statement.

In accordance with the statement and PDC 6 the two titles which form the site are to be amalgamated and will form a frontage to Sturm Court measuring in the order of 39.6m, however the depth of each current title is in the order of 29.7m. Whilst this does not accord with the policy it is determined that the additional width of the allotment balances the shortfall in width.

Contrary to PDC 6 the average 'site' awarded to each dwelling has been calculated at 196.3 m² per dwelling, under the 250m² threshold for group dwellings and residential flat buildings. However, it must be noted that the zone specifically assigns a minimum allotment size of 200m² for dwellings used for the purposes of supported accommodation. Whilst the proposal still does not satisfy the criteria, the discrepancy is less severe and closer aligned with the policy intent. To the credit of the proposal the plans submitted have demonstrated the sites capacity to facilitate the number of residences, without compromising on essential space provision for: internal access, bin storage, rainwater tanks, clothes drying areas, on site car parking and necessary landscaping.

DEVELOPMENT ASSESSMENT

The relevant principles of development control from the Marion Council Development Plan are listed and assessed in the following table:

Principles of Development Control:

Assessment:

Site Coverage		
Dwellings should be designed to have a site coverage and floor area ratio within the following parameters:		
Site area	Maximum Site Coverage	Maximum Floor Area Ratio
> 325 m ²	building up to 2 storeys: 40%	0.6
	2 storey building with a 3rd storey within the roof space: 40%	0.8
250 - 325 m ²	130 m ²	0.6
< 250 m ²	100 m ²	0.7
Medium Density Policy Area 12: PDC 7		

Site coverage:

Does Not Satisfy

The subject site (both titles combined) measures at 1178.8m² with a total built area of 543.8m² - 46.1% exceeding the site coverage maximum.

Floor area ratio:

Satisfies

FAR should be no more than 0.6. The dwellings are single storey in nature and total built form does not exceed 543.8m²

<p>Site coverage should not exceed the amount specified by the relevant policy area unless it is demonstrated that doing so:</p> <p>(a) would not be contrary to the relevant setback and private open space provisions</p> <p>(b) would not adversely affect the amenity of adjoining properties</p> <p>(c) would not conflict with other relevant criteria of this Development Plan.</p> <p>Residential Zone: PDC 9</p>	<p>Partially Satisfies</p> <p>As identified above, the proposed development does not satisfy site coverage provisions</p>									
<p>Site coverage should ensure sufficient space is provided for:</p> <p>(a) pedestrian and vehicle access and vehicle parking</p> <p>(b) domestic storage</p> <p>(c) outdoor clothes drying</p> <p>(d) rainwater tanks</p> <p>(e) private open space and landscaping</p> <p>(f) convenient storage of household waste and recycling receptacles.</p> <p>General Section: Residential Development: PDC 14</p>	<p>Satisfies</p> <p>The proposal provides sufficient space for vehicle access and parking, domestic storage, outdoor clothes drying, rainwater tanks, POS, landscaping and waste storage, as demonstrated on Site and Landscaping Plan.</p>									
<p>Except within the Suburban Activity Node Zone, a minimum of 20 per cent of the area of the development site should be pervious, remain undeveloped and be free from driveways, car parking areas, paved areas and other like surfaces.</p> <p>General Section: Residential Development: PDC 15</p>	<p>Does Not Satisfy</p> <p>The development does not satisfy the provision as POS</p>									
<p>Private Open Space</p>										
<p>Dwellings should include POS that conforms to the requirements identified in the following table:</p>	<p>Does Not Satisfy</p> <p>Comments</p>									
<table><tr><th>Site area of dwelling</th><th>Minimum area of POS</th><th>Provisions</th></tr><tr><td>Less than 175 square metres</td><td>35 square metres</td><td>Balconies, roof patios and the like can comprise part of this area provided the area of each is 8 square metres or greater and they have a minimum dimension of 2 metres. One part of the space should be directly accessible from a living room, have an area of 16 square metres with a minimum dimension of 4 metres and a maximum gradient of 1-in-10. The remainder of the space should have a minimum dimension of 2.5 metres.</td></tr><tr><td>175 square metres or greater</td><td>20 per cent of site area</td><td>Balconies, roof patios, decks and the like, can comprise part of this area provided the area of each is 10 square metres or greater and they have a minimum dimension of 2 metres. One part of the space should be directly accessible from a living room and have an area equal to or greater than 10 per cent of the site area with a minimum dimension of 5 metres and a maximum gradient of 1-in-10. The remainder of the space should have a minimum dimension of 2.5 metres.</td></tr></table>	Site area of dwelling	Minimum area of POS	Provisions	Less than 175 square metres	35 square metres	Balconies, roof patios and the like can comprise part of this area provided the area of each is 8 square metres or greater and they have a minimum dimension of 2 metres. One part of the space should be directly accessible from a living room, have an area of 16 square metres with a minimum dimension of 4 metres and a maximum gradient of 1-in-10. The remainder of the space should have a minimum dimension of 2.5 metres.	175 square metres or greater	20 per cent of site area	Balconies, roof patios, decks and the like, can comprise part of this area provided the area of each is 10 square metres or greater and they have a minimum dimension of 2 metres. One part of the space should be directly accessible from a living room and have an area equal to or greater than 10 per cent of the site area with a minimum dimension of 5 metres and a maximum gradient of 1-in-10. The remainder of the space should have a minimum dimension of 2.5 metres.	<p>The proposal indicates that 156m² of the total development has been allocated to POS provision. In comparison to the entire development this equates to 13% of the development. However that 13% cannot wholly be considered as it does not constitute POS under the development plan. 'A' Type POS as shown on the plans has been positioned in the front yard of the dwelling, contrary to the plan.</p>
Site area of dwelling	Minimum area of POS	Provisions								
Less than 175 square metres	35 square metres	Balconies, roof patios and the like can comprise part of this area provided the area of each is 8 square metres or greater and they have a minimum dimension of 2 metres. One part of the space should be directly accessible from a living room, have an area of 16 square metres with a minimum dimension of 4 metres and a maximum gradient of 1-in-10. The remainder of the space should have a minimum dimension of 2.5 metres.								
175 square metres or greater	20 per cent of site area	Balconies, roof patios, decks and the like, can comprise part of this area provided the area of each is 10 square metres or greater and they have a minimum dimension of 2 metres. One part of the space should be directly accessible from a living room and have an area equal to or greater than 10 per cent of the site area with a minimum dimension of 5 metres and a maximum gradient of 1-in-10. The remainder of the space should have a minimum dimension of 2.5 metres.								
<p>Residential Zone: PDC 7</p>										

<p><i>Private open space should be provided for exclusive use by residents of each dwelling, and should be sited and designed:</i></p> <p><i>(a) to be accessed directly from the internal living rooms of the dwelling</i></p> <p><i>(b) to be generally at ground level (other than for dwellings without ground level internal living rooms)</i></p> <p><i>(c) to be located to the side or rear of a dwelling and screened for privacy</i></p> <p><i>(d) to take advantage of, but not adversely affect, natural features of the site</i></p> <p><i>(e) to minimise overlooking from adjacent buildings</i></p> <p><i>(f) to achieve separation from bedroom windows on adjacent sites</i></p> <p><i>(g) to have a northerly aspect to provide for comfortable year round use</i></p> <p><i>(h) to not be significantly shaded during winter by the associated dwelling or adjacent development</i></p> <p><i>(i) to be partly shaded in summer</i></p> <p><i>(j) to minimise noise or air quality impacts that may arise from traffic, industry or other business activities within the locality</i></p> <p><i>(k) to have sufficient area and shape to be functional, taking into consideration the location of the dwelling, and the dimension and gradient of the site.</i></p> <p><i>General Section: Residential Development: PDC 16</i></p> <p><i>Private open space should not include:</i></p> <p><i>(a) any area covered by a dwelling, carport, garage or outbuildings</i></p> <p><i>(b) driveways, effluent drainage areas, rubbish bin storage areas, site for rainwater tanks and other utility areas</i></p> <p><i>(c) common areas such as parking areas and communal open spaces</i></p> <p><i>(d) any area at ground level at the front of the dwelling (forward of the building line)</i></p> <p><i>(e) any area at ground level with a dimension less than 2.5 metres</i></p> <p><i>General Section: Residential Development: PDC 17</i></p>	<p>Satisfies</p> <p>a) All POS areas are directly accessible from the internal living rooms of the dwelling.</p> <p>b) All POS is located at ground level</p> <p>c) All POS is located to the side/rear of the dwelling/dwellings and capable of being screened for privacy.</p> <p>d) The subject land does not maintain natural features which warrant preservation.</p> <p>e) The POS areas should not be directly overlooked by adjacent buildings .</p> <p>f) POS areas are not located next to bedrooms of dwellings on adjacent sites.</p> <p>g) The proposed POS areas maintain a northerly aspect to provide for comfortable year round use.</p> <p>h) The POS areas will not be significantly shaded during winter by the associated dwelling or adjacent development as they are single storey in nature.</p> <p>i) POS areas are capable of being shaded during summer.</p> <p>j) Traffic, industry or other business activities should not affect the subject land as surrounding properties are being used for residential purposes.</p> <p>k) The POS areas are considered to have sufficient shape and area to be functional.</p>
<p><i>A minimum of 50 per cent of the private open space provided should be open to the sky and free from verandas.</i></p> <p><i>General Section: Residential Development: PDC 22</i></p>	<p>Satisfies</p> <p>All private open space provision is free from any structures.</p>
<p>Building Setbacks from Road Boundaries</p>	
<p><i>Minimum setback from primary road frontage where no established streetscape exists:</i></p> <p><i>8 metres from arterial roads shown on Overlay Map – Transport</i></p> <p><i>5 metres in all other circumstances.</i></p> <p><i>Minimum setback from primary road frontage where an established streetscape exists:</i></p> <p><i>5 metres within Medium Density Policy Area 12</i></p> <p><i>8 metres from arterial roads shown on Overlay Map – Transport</i></p> <p><i>Residential Zone: PDC 6</i></p>	<p>Satisfies</p> <p>Proposed dwellings are to be setback 5.3m from Sturm Court, in accordance with the Policy Area</p>

<p><i>Except in areas where a new character is desired, the setback of buildings from public roads should:</i></p> <p><i>(a) be similar to, or compatible with, setbacks of buildings on adjoining land and other buildings in the locality</i></p> <p><i>(b) contribute positively to the function, appearance and/or desired character of the locality. 34</i></p> <p><i>General Section: Design and Appearance: PDC 21</i></p>	<p>Satisfy</p> <p>The subject locality is one where a new character is desired, and therefore the setback of the proposed buildings from the public road need not necessarily be similar to or compatible with the setbacks of buildings on adjoining land and other buildings in the locality. Nonetheless, the proposed front setback of 5.0 metres is similar to that of new dwellings in the locality. As such, the proposed front setback is considered to contribute positively to the function, appearance and desired character of the locality.</p>
<p><i>Minimum setback from secondary road frontage: 2 metres</i></p> <p><i>Residential Zone: PDC 6</i></p>	<p>Does Not Satisfy</p> <p>Comments</p>
<p><i>Dwellings should be setback from boundaries to provide adequate visual privacy by separating habitable rooms from pedestrian and vehicle movement.</i></p> <p><i>General Section: Residential Development: PDC 37</i></p>	<p>Satisfies</p> <p>Habitable rooms are adequately separated from pedestrian and vehicle movement. The inclusion of the masonry fencing assists in securing privacy.</p>
<p>Side Setbacks</p>	
<p><i>Minimum setback from side boundaries:</i></p> <p><i>Where the wall height is not greater than 3 metres:</i></p> <p><i>0.9 metres</i></p> <p><i>Where the wall height is between 3 metres and 6 metres:</i></p> <p><i>(a) 3 metres if adjacent southern boundary</i></p> <p><i>(b) 2 metres in all other circumstances.</i></p> <p><i>Where the wall height is greater than 6 metres:</i></p> <p><i>(a) if not adjacent the southern boundary, 2 metres plus an additional setback equal to the increase in wall height above 6 metres</i></p> <p><i>(b) if adjacent the southern boundary, 3 metres plus an additional setback equal to the increase in wall height above 6 metres.</i></p> <p><i>Residential Zone: PDC 6</i></p>	<p>Satisfies</p> <p>Wall heights are to be in the order of 2.7m and will be setback a minimum of 1m from side boundaries.</p>
<p><i>Maximum length and height when wall is located on side boundary:</i></p> <p><i>(a) where the wall does not adjoin communal open space or a public reserve – 8 metres in length and 3 metres in height</i></p> <p><i>(b) where wall adjoins communal open space or a public reserve – 50 per cent of the length of the boundary and 4 metres in height.</i></p> <p><i>Residential Zone: PDC 6</i></p>	<p>Satisfies</p> <p>No wall proposed to be positioned on boundary</p>
<p><i>Buildings should be sited with respect to side and rear property boundaries to:</i></p> <p><i>(a) maintain or enhance the amenity of adjoining properties in terms of noise, privacy and sunlight</i></p> <p><i>(b) minimise the impact of bulk and scale of development on adjoining properties</i></p> <p><i>(c) maintain the character of the locality in regards to the patterns of space between buildings (to the side and rear) and the</i></p>	<p>Satisfies</p> <p>The separation from the side boundaries is considered sufficient to minimise the visual impact of bulk and scale on adjacent properties.</p> <p>The setback is considered sufficient to appropriately minimise noise impacts, maintain privacy and ensure appropriate access to sunlight (as discussed further in</p>

<p><i>opportunity for landscaping.</i></p> <p><i>General Section: Design and Appearance: PDC 2</i></p>	<p>the Overshadowing and Visual Privacy sections of this report).</p> <p>The setbacks are considered to be compatible with other developments in the locality and appropriate for the nature of the development. Therefore, the development should maintain the character of the locality in relation to patterns of space.</p>
<p>Rear Setbacks</p>	
<p><i>Minimum setback from rear boundary:</i></p> <p><i>(a) 6 metres for single storey parts of the dwelling (where no wall height exceeds 3 metres), but may be reduced to 3 metres for no more than 50 per cent of the width of the rear boundary</i></p> <p><i>(b) 6 metres for all other parts of the dwelling with a wall height greater than 3 metres</i></p> <p><i>Residential Zone: PDC 6</i></p>	<p>Does Not Satisfy</p> <p>The rear boundary as it stands is currently the Northern boundary. However, Unit 5 and 6 utilize side (East and West) boundaries as rear boundaries based on the orientation of the dwellings. Unit 5 and 6 have observed 'rear' setbacks in the order of 1m, positioning private open space down the side of the dwelling. This in fact presents a better outcome as POS addresses North.</p>
<p><i>Buildings should be sited with respect to side and rear property boundaries to:</i></p> <p><i>(a) maintain or enhance the amenity of adjoining properties in terms of noise, privacy and sunlight</i></p> <p><i>(b) minimise the impact of bulk and scale of development on adjoining properties</i></p> <p><i>(c) maintain the character of the locality in regards to the patterns of space between buildings (to the side and rear) and the opportunity for landscaping.</i></p> <p><i>General Section: Design and Appearance: PDC 2</i></p>	<p>Although the rear setback does not comply with quantitative criteria, the separation from the rear boundary is considered sufficient to minimise the visual impact of bulk and scale on adjacent properties.</p> <p>The setback is considered sufficient to appropriately minimise noise impacts, maintain privacy and ensure appropriate access to sunlight (as discussed further in the</p> <p>Overshadowing and Visual Privacy sections of this report). As such, the shortfall in setback should not result in unreasonable impacts to adjacent properties. The setbacks are considered to be compatible with newer developments in the locality, and therefore should maintain the character of the locality in relation to patterns of space.</p>
<p>Building Height</p>	
<p><i>Maximum building height (from natural ground level):</i></p> <p><i>(i) 2 storeys of not more than 9 metres</i></p> <p><i>(ii) 2 storeys with an ability to provide a 3 storey addition within the roof space of not more than 10 metres</i></p> <p><i>Residential Zone: PDC 7</i></p>	<p>Satisfies</p> <p>The proposed dwellings incorporate a maximum wall height of 2.7 metres, which is less than the maximum permitted in the Policy Area.</p>
<p>Garages, Carports, Verandas and Outbuildings</p>	
<p><i>Garages, carports, verandas and outbuildings should have a roof form and pitch, building materials and detailing that complements the associated dwelling.</i></p> <p><i>General Section: Residential Development: PDC 10</i></p>	<p>Satisfies</p>
<p><i>Garages, carports, verandahs and outbuildings, whether freestanding or not, should not dominate the streetscape and (except where otherwise specified) be designed within the following parameters:</i></p> <p><i>General Section: Residential Development: PDC 12</i></p>	<p>Satisfies</p> <p>The proposed carport is to be located behind the primary streetscape and addresses the internal roadway.</p>

Parameter	Value	
Maximum floor area	60 square metres	Does Not Satisfy The proposed carport measures at 76.8m ² , however the structure will service 3 dwellings. Therefore it is deemed that this increase in floor area is not fatal to the application.
Maximum wall or post height	3 metres	Satisfies
Maximum building height	5 metres	Satisfies
Maximum height of finished floor level	0.3 metres	Satisfies
Minimum setback from a primary road frontage	Garages and carports; 5.5 metres and at least 0.5 metres behind the main face of the dwelling, or in line with the main face of the dwelling if the dwelling incorporates minor elements such as projecting windows, verandas, porticos, etc which provide articulation to the building as it presents to the street. Outbuildings should not protrude forward of any part of the associated dwelling.	Satisfies The carport is to have address to the internal roadway and therefore will not be visible from the primary street.
Minimum setback from side or rear boundaries (when not located on the boundary)	0.6 metres for an open structure, or 0.9 metres for a solid or enclosed wall	Satisfies Carport is to be positioned forward of Unit 5 and 1m of rear (Northern) boundary
Carports and garages should be setback from road and building frontages so as to: (a) not adversely impact on the safety of road users (b) provide safe entry and exit. General Section: Residential Development: PDC 13		Satisfies The proposed carport as indicated on the site and landscaping plan is it be located forward of Unit 5 but will only be visible from the internal roadway. Swept paths have been provided demonstrating safe and convenient access can be achieved.
Vehicle Parking		
Development should provide off-street vehicle parking and specifically marked accessible car parking places to meet anticipated demand in accordance with Table Mar/2 - Off-street Vehicle Parking Requirements. General Section: Transportation & Access: PDC 34		Does Not Satisfy Each dwelling has been provided with 1 on site car parking space, with plans indicating that Unit 1, 4 and 6 do not have access to undercover parking. However, Units 2,3 and 5 will have access to a freestanding carport.
Detached Semi-detached Row	2 per dwelling containing up to 3 bedrooms one of which is to be covered. 3 per dwelling containing 4 or more bedrooms one of which is to be covered.	
Group Residential flat building	1.5 per dwelling one of which is to be covered plus 1 visitor space per 3 dwellings.	
Multiple dwelling	0.7 per bedroom	
Table Mar/2 - Off-street Vehicle Parking Requirements.		
On-site visitor parking spaces should be sited and designed to: (a) not dominate internal site layout (b) be clearly defined as visitor spaces not specifically associated with any particular dwelling (c) be accessible to visitors at all times. General Section: Transportation & Access: PDC 42		Does Not Satisfy Due to the limited numbers the parks will not be available for visitors

<p><i>On-site vehicle parking should be provided having regard to:</i></p> <p>(a) the number, nature and size of proposed dwellings</p> <p>(b) proximity to centre facilities, public and community transport within walking distance of the dwellings</p> <p>(c) the anticipated mobility and transport requirements of the likely occupants, particularly groups such as aged persons</p> <p>(d) availability of on-street car parking</p> <p>(e) any loss of on-street parking arising from the development (e.g. an increase in number of driveway crossovers).</p> <p>General Section: Transportation & Access: PDC 43</p>	<p>Satisfies</p> <p>a) Sufficient car parking is provided for the number, nature and size of the proposed dwellings, as demonstrated by compliance with PDC 34.</p> <p>b) Centre facilities and public transport are located within 500m of the dwellings</p> <p>c) The likely occupants are anticipated to have standard mobility and transport requirements.</p> <p>d) Based on the</p> <p>e) on-street car parking spaces shall remain available adjacent the subject land.</p>
<p><i>Vehicle parking areas servicing more than one dwelling should be of a size and location to:</i></p> <p>(a) serve users, including pedestrians, cyclists and motorists, efficiently, conveniently and safely</p> <p>(b) provide adequate space for vehicles, including emergency service vehicles, to manoeuvre between the street and the parking area</p> <p>(c) reinforce or contribute to attractive streetscapes.</p> <p>General Section: Transportation & Access: PDC 44</p>	<p>Satisfies</p> <p>(a) The location of parking areas will not obstruct pedestrians/ cyclists or motorists</p> <p>(b) The swept paths provided indicate the development provides adequate space for vehicles to manoeuvre between the street and parking area in an efficient, convenient and safe manner.</p> <p>(c) The proposed vehicle parking areas are located to the rear of the site and therefore should maintain an attractive streetscape.</p>
<p><i>The provision of ground level vehicle parking areas, including garages and carports (other than where located along a rear lane access way), should:</i></p> <p>(a) not face the primary street frontage</p> <p>(b) be located to the rear of buildings with access from a shared internal laneway</p> <p>(c) ensure vehicle park entries are recessed at least 0.5 metres behind the main face of the building.</p> <p>General Section: Transportation & Access: PDC 45</p>	<p>Satisfies</p> <p>The parking areas are located to the rear of the building with access from a shared internal laneway, and therefore do not face the primary street frontage.</p>
<p><i>A minimum of one on-street car parking space should be provided for every 2 allotments unless separately defined shared visitor parking spaces exist on-site and at the same ratio (e.g. for group dwellings or residential flat buildings).</i></p> <p>General Section: Land Division: PDC 22</p>	<p>Satisfies</p> <p>Sufficient space on Sturm Court for visitor parking</p>
<p>Access</p>	
<p><i>The width of driveway crossovers serving single dwellings should be minimised and have a maximum width of:</i></p> <p>(a) 3 metres wide for a single driveway</p> <p>(b) 5 metres wide for a double driveway.</p> <p>General Section: Residential Development: PDC 39</p>	<p>Partially Satisfies</p> <p>Unit 4 to gain access from a single width crossover measuring at 4m.</p> <p>Development is not for 'single' dwellings</p>
<p><i>Vehicle crossovers should be setback a minimum 2 metres from existing street trees, and 1 metre from street infrastructure and utilities (including stormwater side entry pits, stobie poles, street signs, cable pits, pram ramps etc.).</i></p> <p>General Section: Residential Development: PDC 40</p>	<p>Satisfies</p> <p>The proposed crossovers are set back a minimum of 1 metre from existing street infrastructure.</p>

<p><i>Driveways serving 3 or more dwellings which exceed 30 metres in length should include one passing section of not less than 5 metres trafficable width for each 25 metre section of driveway.</i></p> <p>General Section: Residential Development: PDC 42</p>	<p>Satisfies</p> <p>The internal access measures at 5.5m for 15m, narrows to 3.9m for 5 m and widens out to 6m for the remainder of the access</p>
<p><i>The number of vehicle access points onto a public road should be minimised and each access point should be a minimum of 6 metres apart to maximise opportunities for on street parking.</i></p> <p>General Section: Transportation and Access: PDC 28</p>	<p>Satisfies</p> <p>Vehicle access points are separated by a minimum distance of 6 metres.</p>
<p>Design & Appearance</p>	
<p><i>Buildings should reflect the desired character of the locality while incorporating contemporary designs that have regard to the following:</i></p> <ul style="list-style-type: none"> <i>(a) building height, mass and proportion</i> <i>(b) external materials, patterns, colours and decorative elements</i> <i>(c) roof form and pitch</i> <i>(d) façade articulation and detailing</i> <i>(e) verandas, eaves, parapets and window screens.</i> <p>General Section: Design & Appearance: PDC 1</p> <p><i>The external walls and roofs of buildings should not incorporate highly reflective materials which will result in glare to neighbouring properties, drivers or cyclists.</i></p> <p>General Section: Design & Appearance: PDC 3</p>	<p>Satisfies</p> <p>The proposed dwellings reflect the desired character of the locality, as they incorporate an attractive presentation to the streetscape. The dwelling façades incorporate the following elements to enhance their design and appearance:</p> <ul style="list-style-type: none"> • Mixture of brick, horizontal cladding and render on the front façade • Stepping of upper and lower storeys to minimise building height, mass and proportion • Protruding portico, balcony and cantilevered window awnings • Eave overhang and pitched roof form at 20 degree slope • Fenestration <p>The dwellings incorporate a 20 degree Colorbond roof in either Paperbark or Dune, with rendered facades. These materials should not result in glare to neighbouring properties, drivers or cyclists.</p> <p>On balance, the design and appearance of the dwellings is considered to appropriately satisfy relevant Development Plan criteria.</p>
<p><i>Dwellings and accommodation at ground floor level should contribute to the character of the locality and create active, safe streets by incorporating one or more of the following:</i></p> <ul style="list-style-type: none"> <i>(a) front landscaping or terraces that contribute to the spatial and visual structure of the street while maintaining adequate privacy for occupants</i> <i>(b) individual entries for ground floor accommodation</i> <i>(c) opportunities to overlook adjacent public space.</i> <p>General Section: Residential Development: PDC 6</p>	<p>Satisfies</p> <p>The development will incorporate landscaping in both front and rear yards of each unit to maintain privacy, particularly those dwellings which have primary address to Sturm Court. In addition each unit has a portico incorporated into the design, aligning with (a) and (b).</p>
<p><i>Entries to dwellings or foyer areas should be clearly visible from the street, or from access ways that they face, to enable visitors to easily identify individual dwellings and entrance foyers.</i></p> <p>General Section: Residential Development: PDC 8</p> <p><i>Dwellings should be designed and oriented to address the street by presenting a front entrance door, porch/portico/veranda and habitable room windows toward the primary street frontage.</i></p> <p>General Section: Residential Development: PDC 9</p>	<p>Satisfies</p> <p>The provision of landscaping and location of fencing enables legibility, making dwelling entry points clear to pedestrians and visitors. 4 of the 6 proposed dwellings have address to Sturm Court</p>

Relationship to the Street and Public Realm

Buildings (other than ancillary buildings, group dwellings or buildings on allotments with a battle axe configuration) should be designed so that the main façade faces the primary street frontage of the land on which they are situated.

General Section: Design & Appearance: PDC 13

Buildings, landscaping, paving and signage should have a coordinated appearance that maintains and enhances the visual attractiveness of the locality.

General Section: Design & Appearance: PDC 14

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

General Section: Design & Appearance: PDC 15

Building design should emphasise pedestrian entry points to provide perceptible and direct access from public street frontages and vehicle parking areas.

General Section: Design & Appearance: PDC 16

Satisfies

The residential flat building and Unit 1 have been designed so that their main facade faces the primary street frontage, presenting an entrance door, portico and habitable windows to the street. Front fencing acts as a guide to indicate entrance points to the dwellings.

The elevations of the dwellings feature a mixture of render and horizontal cladding, fenestration and stepping to avoid extensive areas of uninterrupted walling exposed to public view.

Overshadowing

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).*

General Section: Design & Appearance: PDC 9

Except where otherwise specified in a zone, policy area or precinct, development should ensure that:

- (a) north-facing windows to living rooms of existing dwelling(s) on the same allotment, and on adjacent allotments, receive at least 3 hours of direct sunlight over a portion of their surface between 9 am and 3 pm on the 21 June*
- (b) ground level private open space of existing buildings receive direct sunlight for a minimum of 2 hours between 9 am and 3 pm on 21 June to at least the smaller of the following:*
 - (i) half of the existing ground level private open space*
 - (ii) 35 square metres of the existing ground level private open space*
- (c) where overshadowing already exceeds the requirements contained in part (b), development should not increase the area overshadowed.*

General Section: Design & Appearance: PDC 10

Satisfies

a) North-facing windows to habitable rooms of existing dwellings on adjacent allotments shall receive at least 3 hours of direct sunlight over a portion of their surface between 9 am and 3 pm on the 21 June

b) Given that south forms the street boundary, a majority of winter shadow will be cast within the front yard of the proposed dwellings. However, some shadow will be cast into the western adjoining property in morning hours, and to the eastern adjoining property in afternoon hours.

Shadow cast is not anticipated to impinge upon the neighbouring property due to the single storey nature of the dwellings. Consequently, the extent of shadow cast onto habitable windows and private open spaces of adjacent properties complies with PDC 9 and 10.

Visual Privacy

Buildings with upper level windows, balconies, terraces and decks should minimise direct overlooking of habitable rooms and private open spaces of dwellings through one or more of the following measures:

- (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 boundary to*

Satisfies

The dwellings do not include any upper story components.

Visual privacy will be addressed collectively through orientation, fencing, landscaping and setback provision

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.

General Section: Design & Appearance: PDC 11

Noise

Other than within an area designated for the purposes of the Noise and Air Emissions Overlay, residential development close to high noise sources (e.g. major roads, railway lines, tram lines, industry, and airports) should be designed to locate bedrooms, living rooms and private open spaces away from those noise sources, and protect these areas with appropriate noise attenuation measures.

General Section: Residential Development: PDC 27

Residential development on sites abutting established collector or higher order roads should include a landscaped buffer between the dwellings and the road as well as front fences and walls that will supplement the noise control provided by the building facade.

General Section: Residential Development: PDC 28

External noise and artificial light intrusion into bedrooms should be minimised by separating or shielding these rooms from:

- (a) active communal recreation areas, parking areas and vehicle access ways
- (b) service equipment areas and fixed noise sources on the same or adjacent sites.

General Section: Residential Development: PDC 30

Satisfies

The proposed development is for residential purposes, in conjunction with other residential uses, attenuation will not be necessary.

The site does not abut a collector road.

Dwellings 2 and 3 feature bedroom windows sited adjacent the common driveway. These windows are separated from the common driveway by a distance of 1 metre and incorporate landscaping between the driveway and bedroom window. This combination of separation and landscaping is considered to provide sufficient "separating or shielding" to minimise external noise and light intrusion as envisaged by PDC 29.

Window shutter devices, external screening or alternative additional preventative measures could be constructed/installed by future occupants, if desired.

Site Facilities and Storage

Site facilities for group dwellings, multiple dwellings and residential flat buildings should include:

- (a) mail box facilities sited close to the major pedestrian entrance to the site
- (b) bicycle parking for residents and visitors (for developments containing more than 6 dwellings)
- (c) household waste and recyclable material storage areas located away from dwellings and screened from public view.

General Section: Residential Development: PDC 31

Partially Satisfies

a) Common letterboxes are featured at the entrance to the common driveway.

b) Not applicable, as the development does not contain more than 6 dwellings.

c) Although common waste storage areas are not provided, this is not considered necessary given that each dwelling maintains side gate access to its rear garden. As such, bins could be efficiently stored in the private utility areas of each dwelling.

Energy Efficiency

<p><i>Development should provide for efficient solar access to buildings and open space all year around.</i></p> <p><i>General Section: Energy Efficiency: PDC 1</i></p> <p><i>Development should facilitate the efficient use of photovoltaic cells and solar hot water systems by:</i> <i>(a) taking into account overshadowing from neighbouring buildings</i> <i>(b) designing roof orientation and pitches to maximise exposure to direct sunlight.</i></p> <p><i>General Section: Energy Efficiency: PDC 3</i></p> <p><i>2 Buildings should be sited and designed:</i> <i>(a) to ensure adequate natural light and winter sunlight is available to the main activity areas of adjacent buildings</i> <i>(b) so that open spaces associated with the main activity areas face north for exposure to winter sun.</i></p> <p><i>General Section: Energy Efficiency: PDC 2</i></p>	<p>Satisfies</p> <p>The dwellings are oriented so that their open spaces and main activity areas face north for exposure to winter sun, and thereby provide for efficient solar access to open space all year around.</p> <p>The main activity areas of the dwellings are oriented east/west, which should nonetheless receive some northern winter sunlight.</p> <p>As identified in the Overshadowing section of this table, the proposed dwellings are designed and sited to ensure adequate winter sunlight remains available to the main activity areas of adjacent buildings.</p> <p>The dwellings incorporate a hipped roof form set at a 20 degree pitch, with north-facing sections upon which solar collectors could be sited efficiently.</p>
<h2>Flooding</h2>	
<p><i>Development should not occur on land where the risk of flooding is likely to be harmful to safety or damage property.</i></p> <p><i>General Section: Hazards: PDC 4</i></p> <p><i>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:</i> <i>(a) it is developed with a public stormwater system capable of catering for a 1-in-100 year average return interval flood event</i> <i>(b) buildings are designed and constructed to prevent the entry of floodwaters in a 1-in-100 year average return interval flood event.</i></p> <p><i>General Section: Hazards: PDC 5</i></p>	<p>Satisfies</p> <p>Council's flood survey has identified that the subject land may be subject to inundation in a 1 in 100 ARI flood event.</p> <p>Council's Development Engineer has confirmed that that the proposed finished floor level of 19.80 AHD for four dwellings and FFL 19.90 AHD and setbacks from boundaries should prevent the entry of floodwaters in a 1-in-100 year average return interval flood event.</p>
<h2>Landscaping, Fences and Walls</h2>	
<p><i>Development should incorporate open space and landscaping in order to:</i> <i>(a) complement built form and reduce the visual impact of larger buildings (eg taller and broader plantings against taller and bulkier building components)</i> <i>(b) enhance the appearance of road frontages</i> <i>(c) screen service yards, loading areas and outdoor storage areas</i> <i>(d) minimise maintenance and watering requirements</i> <i>(e) enhance and define outdoor spaces, including car parking areas</i> <i>(f) provide shade and shelter</i> <i>(g) assist in climate control within buildings</i> <i>(h) maintain privacy</i> <i>(i) maximise stormwater re-use</i> <i>(j) complement existing native vegetation</i> <i>(k) contribute to the viability of ecosystems and species</i> <i>(l) promote water and biodiversity conservation.</i></p> <p><i>General Section: Landscaping, Fences & Walls: PDC 1</i></p> <p><i>Landscaping should:</i> <i>(a) include the planting of locally indigenous species where appropriate</i> <i>(b) be oriented towards the street frontage</i> <i>(c) result in the appropriate clearance from powerlines and other infrastructure being maintained.</i></p> <p><i>General Section: Landscaping, Fences & Walls: PDC 2</i></p>	<p>Satisfies</p> <p>The proposed planting species and distribution should appropriately complement the built form and enhance the appearance of the road frontage and parking areas.</p> <p>The landscaping submitted as part of the application, shows a variety of native species, including trees, shrubs and groundcovers.</p> <p>The selected species will be easily maintainable and have been positioned primarily adjacent the Sturm Court frontages, securing the amenity of the street scape year round.</p>

<p><i>Landscaped areas along road frontages should have a width of not less than 2 metres and be protected from damage by vehicles and pedestrians.</i></p> <p><i>General Section: Landscaping, Fences & Walls: PDC 3</i></p>	
<p><i>Fences and walls, including retaining walls, should:</i></p> <p><i>(a) not result in damage to neighbouring trees</i></p> <p><i>(b) be compatible with the associated development and with existing predominant, attractive fences and walls in the locality</i></p> <p><i>(c) enable some visibility of buildings from and to the street to enhance safety and allow casual surveillance</i></p> <p><i>(d) incorporate articulation or other detailing where there is a large expanse of wall facing the street</i></p> <p><i>(e) assist in highlighting building entrances</i></p> <p><i>(f) be sited and limited in height, to ensure adequate sight lines for motorists and pedestrians especially on corner sites</i></p> <p><i>(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</i></p> <p><i>(h) be constructed of non-flammable materials.</i></p> <p><i>General Section: Landscaping, Fences & Walls: PDC 5</i></p>	<p>Satisfies</p> <p>The application does not propose retaining walls however the civil plans submitted demonstrate that dwellings will need to be elevated to mitigate inundation from flood waters. Fill levels are not to exceed 300mm from NGL with excavation levels to balance</p> <p>The proposed site works and considered necessary to achieve a level site and fencing necessary maintain privacy and security, without unreasonably affecting the visual amenity or access to sunlight of adjoining land.</p>

ANALYSIS & CONCLUSION

The application proposes the development of supported accommodation in the form of three (3) single storey group dwellings and one (1) single storey residential flat building comprising 3 dwellings and masonry fencing, carparking and landscaping. Demolition of existing structures and title amalgamation have been incorporated into the proposal. The development aims to provide aged care accommodation through the implementation of medium density housing stock. The proposed development in conjunction with the original low- density housing stock in the immediate locality.

Both the zone and policy area anticipate development for the purposes of supported accommodation, and the deliverance of new dwelling forms into the policy area, on the premise that other development plan principles can be achieved. In essence, the development satisfies the majority of the applicable principles, particularly satisfying policies concerned with solar orientation, physical design, landscaping and streetscape amenity.

However, the following non-compliances are noted and discussed in further detail below:

- Allotment size
- Setbacks
- Private Open Space
- Car parking

As the planning report identifies, the average site area assigned to each unit has been calculated at 196.3 m² per dwelling, under the 250m² threshold for group dwellings and residential flat buildings. However, it must be noted that the zone specifically assigns a minimum allotment size of 200m² for dwellings used for the purposes of supported accommodation. Whilst the proposal still does not satisfy achieve the site area, the discrepancy is less severe and closer aligned with the policy intent. To the credit of the proposal the plans submitted have demonstrated the site's capacity to facilitate the number of residences, without compromising on essential space provision for internal access, bin storage, rainwater tanks, clothes drying areas, on site car parking and necessary landscaping. In relation to the shortfall in rear setback, the rear boundary as it stands is currently the Northern boundary. Unit 5 and 6 however utilize side (East and West) boundaries as rear boundaries based on the orientation of the dwellings. Unit 5 and 6 have observed 'rear' setbacks in the order of 1m,

positioning private open space down the side of the dwelling. This in fact presents a better outcome as POS addresses North.

Whilst POS orientation has been ideally located, the development does not achieve 20% private open space provision. The plans indicate 156m² or 13% of the site shall be allocated to POS. However, the 13% cannot wholly be considered as eligible it does not constitute POS under the development plan. 'A' Type POS as shown on the plans has been positioned in the front yard of the dwelling, contrary to the policy; and portions of 'B' Type POS includes space used for bin storage, rainwater tanks and clothes drying areas, contrary to development plan policy. The shortfall in private open space is not considered fatal to the application, based on the specific nature of the residential use. Whilst the proposal is for residential use, supported accommodation under the development plan is clearly referenced for people either with special needs or senior members of the community. With this in mind, the policies for supported accommodation designate that development for the purposes of supported accommodation should provide 30m² of POS on site, one part of which should be capable of containing a rectangle of at least 3m by 5m. The proposed development achieves this parameter. It is considered that the development has incorporated sufficient, manageable space, appropriate for the target residents.

The development proposal also does not satisfy on site or visitor parking numbers, the policy calls for 1.5 parks for residential flat buildings and group dwellings and generally the provision for on site visitor parking. Each dwelling has been provided with 1 on site car parking space for residents, plans indicate that Unit 1, 4 and 6 do not have access to undercover parking. However, Units 2, 3 and 5 will have access to a freestanding carport. Based on the bedroom composition of each unit it is not anticipated that each unit would necessitate more than one vehicle. It is worth noting, the subject site is within a 500m walk of both bus stops and the Oaklands train station, providing opportunity to rely less on private vehicle.

The design of the dwellings in conjunction with landscaping and layout will harmonise with the recently established accommodation on neighbouring properties. By intensifying the residential use, the development will assist in introducing medium density development to policy area. The design proposed is sympathetic and aesthetically pleasing, presenting a smooth transition between the intensification of residential use. Despite the development being unable to satisfy some provisions, the development has satisfied the majority of the Development Plan provisions. By virtue of design and use the proposal has sufficient merit to warrant consent.

As a result of the above considerations, it is my view that the proposed development is not seriously at variance to the Marion Council Development Plan, in accordance with Section 35 (2) of the Development Act 1993. Further, the proposed development sufficiently accords with the relevant provisions of the Marion Council Development Plan, and warrants Development Plan Consent subject to conditions.

RECOMMENDATION

Having considered all relevant planning matters in relation to the subject development application:

- (a) The Panel note this report and concur with the findings and reasons for the recommendation;
- (b) The Panel concur that the proposed development is not seriously at variance to the Marion Council Development Plan, in accordance with Section 35 (2) of the Development Act 1993; and
- (c) That Development Plan Consent for Development Application No: 100/2041/2018 for supported accommodation in the form of: one residential flat building, comprising three dwellings and three single storey group dwellings with associated parking, masonry fencing and landscaping at 8 Sturm Court, Oaklands Park be APPROVED subject to the following conditions:

CONDITIONS

- 1. The development shall proceed in accordance with the plans and details submitted with and forming part of Development Application No. 100/2041/2018, except when varied by the following conditions of consent.
- 2. All mortar joints on any face brickwork on the property boundary are to be finished in a professional manner.
- 3. Stormwater from the development approved herein shall be collected and directed into a detention tank (or tanks) which are sized and installed in accordance with the specifications contained in Council's information guide titled "Stormwater Detention", to the reasonable satisfaction of the Council.

Note: A copy of the information guide can be viewed at the City of Marion webpage www.marion.sa.gov.au/page.aspx?u=181

- 4. Prior to the issue of full Development Approval the applicant shall lodge and have approved an amended site and drainage works plan showing an increased stormwater detention tank capacity of 3000L, to the satisfaction of Council.
- 5. All devices/treatments proposed as part of the Development Application to protect the privacy of adjoining properties shall be installed and in use prior to occupation of the premises.
- 6. Landscaping as identified on the approved plan shall be planted prior to the occupation of the premises and be nurtured and maintained in good health and condition at all times with any diseased or dying plants being replaced, to the reasonable satisfaction of the Council.
- 7. All car parking, driveways and vehicle manoeuvring areas shall be constructed of concrete or paving bricks and drained in accordance with recognised engineering practices prior to occupation of the premises.
- 8. Where the driveway crosses the front boundary, the finished ground level shall be between 50mm and 150mm above the top of kerb.

NOTES

1. Dust emissions from the site during construction shall be controlled by a dust suppressant or by watering regularly to the reasonable satisfaction of the Council.
2. All runoff and stormwater from the subject site during the construction phase must be either contained on site or directed through a temporary sediment trap or silt fence, prior to discharge to the stormwater system, to the reasonable satisfaction of the Council. (Acceptable ways of controlling silt and runoff during construction can be found in the Stormwater Pollution Prevention Code of Practice issued by the Environment Protection Authority).
3. All hard waste must be stored on-site in such a manner so as to prevent any materials entering the stormwater system either by wind or water action.
4. Vehicle crossovers should be setback a minimum 2 metres from existing street trees, and 1 metre from street infrastructure and utilities (including stormwater side entry pits, stobie poles, street signs, cable pits, pram ramps etc.).
5. Any portion of Council's infrastructure damaged as a result of work undertaken on the allotment or associated with the allotment must be repaired/reinstated to Council's satisfaction at the developer's expense.
6. Any existing driveway crossovers that become redundant as a result of a development must be reinstated to match the existing kerb profile along the road frontage of the property.

Attachments

Attachment I: Certificate of Title
Attachment II: Aerial Photograph & Site Locality Plan
Attachment III: Proposal Plan and supporting documentation