

Springwood Nominees Pty Ltd

Construction of a Sales Centre (two storey) comprising Showroom, Office and Café with associated car park and signage

Calton Road, Gawler East, Lot 9010 CT 6205/146 (Proposed lot 1006 in DA 490/D025/19)

DA 490/E005/19

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OVERVIEW

Application No	490/E005/19
KNET ID	2019/09324/01
Applicant	Springwood Development Nominees
Proposal	Construction of a Sales Centre (two storey) comprising Showroom, Office and Café with associated car park and signage.
Subject Land	Gawler East Link Road, Gawler East, Lot 9010 CT 6205/146 (Proposed lot 1006 in DA 490/D025/19)
Zone/Policy Area	Residential (Gawler East) Zone – Mixed Use Centre Policy Area 3
Relevant Authority	State Commission Assessment Panel *as the delegate of the State Planning Commission
Lodgement Date	18/07/2019
Council	Town of Gawler
Development Plan	Gawler (CT) Development Plan (consolidated 18 July 2019)
Type of Development	Merit
Public Notification	Category 2
Representations	5 representations (4 to be heard)
Referral Agencies	N/A
Report Author	Karen Ferguson – Senior Planning Officer
RECOMMENDATION	Development Plan Consent

EXECUTIVE SUMMARY

The application seeks Development Plan Consent to construct a Sales Centre (two Storey) comprising a showroom, Office, café with associated car park and signage at Gawler East Link Road, Gawler East.

The subject site is located in the Town of Gawler (ToG) and comprises proposed allotment 1006 in Development Application DA 490/D025/19, approved at SCAP on the 13th February 2020.

Comprising a Category 2 form of development, the application underwent public consultation as prescribed by Section 38(3a) of the *Development Act 1993*. Five representations were received in respect to the proposal, one of which is from the Town of Gawler.

The development of the site is subject to the Land Division DA 490/D026/19 approved by SCAP on 13/2/20. The land division created approximately 1200 allotments facilitating the 'village centre' allotments for the supermarket, child care centre, petrol filling station/car wash and sales centre. The Land Division is subject to Section 51 clearance.

Town of Gawler are supportive of the proposed development and resulting employment generated by the proposal, however have raised some concerns which are summarised in section 4 of this report.

On balance, it is considered that the proposed Sales Centre is not seriously at variance with the Gawler Council Development Plan, such that it is an envisaged use in the Mixed Use Centre Policy Area 3.

Accordingly, it is recommended that the SCAP grants Development Plan Consent, subject to conditions.

ASSESSMENT REPORT

1. BACKGROUND

1.1 Strategic Context

The site is located within the Residential (Gawler East) Zone– Mixed Use Centre Policy Area 3 of the Gawler (CT) Development Plan. The relevant provisions in this Zone (and Policy Area) envisage a functional and diverse zone accommodating a mix of commercial, retail, recreation, community, residential, office, consulting rooms and educational uses.

Whilst a Sales Centre is not specifically listed in PDC 1, both an 'office' and a 'shop' are listed as envisaged uses.

From a strategic perspective, the nature of the proposal is consistent with the Zoning listed within the Development Plan.

2. DESCRIPTION OF PROPOSAL

Application details are contained in the ATTACHMENTS.

Land Use Description	Sales Centre including showroom, office, café, car parking and signage
Building Height	2 storey
Description of built form	<ul style="list-style-type: none"> • A sales centre (132.55sqm) at ground floor level • A café (79.4sqm) at ground level with servery, back of house (9.47sqm) and outdoor dining area for 40 seats • Office with amenities on the second floor (159.93sqm) • Viewing deck 64sqm) • Signage (1.5m by 4.5m) for 'Springwood' sign.
Materials	<ul style="list-style-type: none"> • Structural steel • Aluminium screen • Clear glazing with back aluminium frames • Selected brickwork • Colorbond roof cladding/polycarb over decking
Site Access	A new two-way crossover is proposed to the eastern public road.
Car Parking	<ul style="list-style-type: none"> • 35 car parking sites • One disabled parking space
Landscaping	Landscaping is also proposed around the site and in the car park the species of trees/shrubs is not provided.
Signage	<ul style="list-style-type: none"> • Indicative signage proposed on the site boundaries north, eastern and western site boundaries • 1.8 metre high feature wall located on the south-western boundary of the site.
Hours of Operation	<ul style="list-style-type: none"> • 6am – 10pm Monday to Sunday
Encroachments	N/A

3. SITE AND LOCALITY

3.1 Site Description

The site would be located at the north-east corner of the Gawler East Link Road (currently under construction) and an as yet unconstructed north/south local road.

The subject site is legally described as:

Lot No	Suburb	Hundred	Title Reference
1006	Gawler East	Barossa	6205/146

The subject site (proposed lot 1006) has a site area of 2,583m and is rectangular in shape. The site has a maximum depth of 51.84m and a maximum width of 37.56m.

The site is now vacant but previously formed part of the quarrying activities on the subject land.

3.2 Locality

The surrounding locality is predominantly characterised by low density residential to the north and the former quarry site to the west (existing). The future development surrounding the site includes a child care centre to the north (approved by SCAP), specialty shops to the west and future residential to the south.

The eastern part of the locality contains part of the recently developed 2015 Springwood development, comprising 387 residential allotments which occur at medium-to-low density.

The southern parts of the locality are characterised by vast areas of low intensity horticulture and agriculture, made more visually prominent than other parts of the locality due to natural topographical features.

Gawler East Link Road (GELR) (to the north of the site) would provide connections west toward the Gawler Town Centre and east to the Barossa food and wine district.

In terms of community facilities, the main facilities are provided within the Gawler Town Centre, approximately 1.5 km west of the subject site. These include common services such as shops and restaurants and the Gawler Central rail station.

The sales centre would provide for marketing opportunities related to the Springwood development and would be the main point of interaction for potential buyers.

4. COUNCIL COMMENTS

4.1 Town of Gawler

Full copy of the comments are provided in the ATTACHMENTS.

Comments		Applicant's Response
Land Use	The Mixed Use Centre Policy Area 3 contemplates a wide range of land uses that serve the local community. The proposed use is in keeping with this intent and is listed as an envisaged use.	No comment required.

Earthworks and Retaining	No site civil plans have been provided as part of the application. Finished levels of the land are dependent on the final design and approval of the associated land division applications and completion of the GELR.	<i>In response, the applicant notes that the associated land division has now been approved which means that the site levels for the sales centre will be determined by the works required to implement the land division and associated infrastructure. This includes the vehicular access arrangements. If considered necessary, the applicant would be willing to accept a Condition of Consent requiring the preparation of a Site Works Plan to the satisfaction of SCAP prior to the issue of Development Approval;</i>
Design	The design of the sales centre is generally supported with the council considering that the sales centre is considered to achieve a strong design outcome and sets a positive benchmark for future development in the Policy Area	
Stormwater	General stormwater approach is acceptable. Further clarification and consideration on the details of the design are required. Applicable WSUD principles incorporated in a number of PDC's should be considered.	<i>We note Council's comments that additional detention and other further clarification of the proposed stormwater measures may be required and suggest that this matter can be resolved during the detailed design stage via the preparation of a final Stormwater Management Plan.</i>
Traffic and Car Parking	<p>Traffic volumes in keeping with land division application 490/D025/19 and 490/D026/19.</p> <p>Access/egress and manoeuvring of vehicles should not conflict with the flow of traffic on adjoining roads.</p> <p>Waste collection from the site should be considered.</p> <p>Site plans do not provide for construction site levels of adjoining roads leading to concern relating to access and gradients between the site and external roads.</p> <p>Car parking provision provides a surplus of four car parks.</p> <p>Bike parking and storage facilities should be considered and provided to the site as an alternative mode of transport.</p>	<p><i>We note that the Council has suggested that additional details should be provided in relation to the site levels of adjoining roads. Given that the associated land division has now been approved, the site levels will be governed by the works required to implement the land division and associated infrastructure.</i></p> <p><i>This includes the vehicular access arrangements. If considered necessary, the applicant would be willing to accept a Condition of Consent requiring the preparation of a Site Works Plan to the satisfaction of SCAP prior to the issue of Development Approval.</i></p> <p><i>Details of bike parking can be provided at the detailed design stage.</i></p>
Landscaping	The provision of landscaping is generally appropriate, increased landscaping could be provided to the southern boundary road frontage.	<i>No additional information provided concerning landscaping (email of 12/3/20)</i>

Signage	The proposed signage does not amount to proliferation and will not conceal any architectural elements and is in keeping with the scale of the building.	No comments required.
General Infrastructure Provision	<p>Zone PDC 42 outlines that development should only occur if the required physical and community infrastructure has been provided or secured via a legally binding agreement.</p> <p>To date this infrastructure has not been completed/provided nor secured. As such, the proposal does not satisfy Zone PDC 42 (being all elements a to d).</p>	<i>The infrastructure noted by the Council will generally be established via the recently approved land division.</i>

5. STATUTORY REFERRAL BODY COMMENTS

No Statutory Referrals were required pursuant to Schedule 8 of the *Development Regulations 2008*.

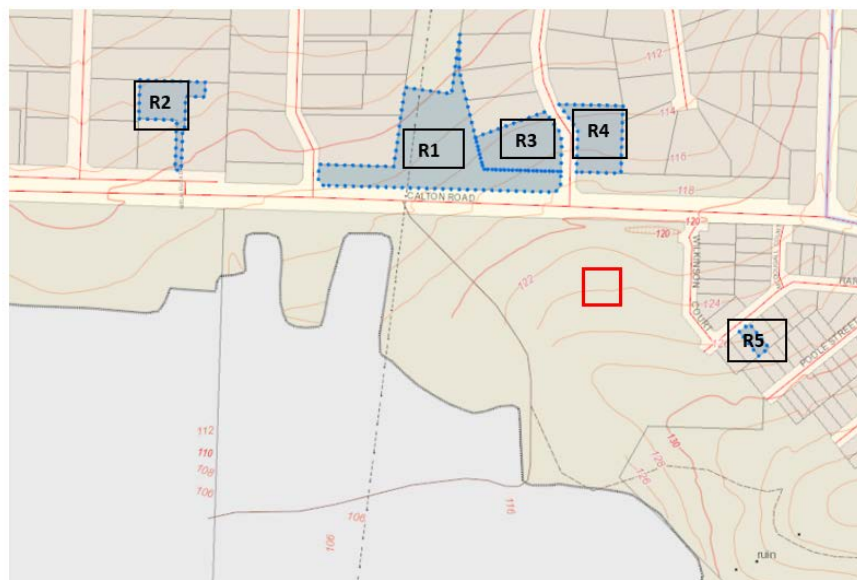
6. PUBLIC NOTIFICATION

The application was notified as a Category 2 Development pursuant to Schedule 9 Part 1-6 (1) (h) of the *Development Regulations 2008*.

Public notification was undertaken with five (5) representations being received. Three (4) representors wish to be heard by SCAP.

Representor ID	Address	Issue	Wish to be heard
R1 (Council)	Calton Road, Gawler East, Gawler East 518	-Notification of properties in 'adjacent land' -AND comments in section 4 above.	Yes
R2	9a Melaleuca Drive, Gawler East 5118	Oppose the development There are sufficient retail showroom offices and café businesses already in Gawler. We do not need more empty development sites	Yes
R3	48 Phillips Avenue, Gawler East 5118	Oppose the development. -Increase traffic, noise, lighting, visual impact, proposed road changes, traffic issues crime, landscaping signage design and size. Traffic v pedestrians,	Yes

		signage design and size.	
R4	47 Phillips Avenue , Gawler East 5118	Oppose the development -Road access unsafe, noise, vehicle and pedestrian traffic, signage, visual impact, lighting.	Yes
R5	31 Hartley Walk, Gawler East 5118	Support the development with some concerns. -Potential impact of traffic on their street	No



The applicant has provided a detailed response to the issues raised above and a full copy is provided in the ATTACHMENTS section of this report.

The key themes raised include:

- *Demand (need) for the proposed land use;*
- *Increased traffic;*
- *Increased noise;*
- *Visual impact (including lighting and signage); and*
- *Stormwater, and*
- *Infrastructure provision*

The above themes are discussed in detail in this section of the report. A copy of each representation, and the applicant's response is contained as an attachment to this report.

7. POLICY OVERVIEW

The subject land is situated in the Residential Gawler East Zone (Mixed Use Centre Policy Area 3) as described within the Gawler (CT) Development Plan, consolidated 18 July 2019.

Relevant planning policies are contained in the ATTACHMENTS and summarised below.

7.1 Zone Policy

Residential (Gawler East) Zone

The Zone objectives seek to deliver a predominantly residential area comprising a range of low and medium-density dwellings with associated integrated infrastructure, retail, commercial, recreational, educational and community development in accordance with Structure Plan Map Ga/1 (Overlay 1) Enlargement G.

7.2 Policy Area

Mixed Use Centre Policy Area 3

The Policy Area seeks to encourage a diverse zone accommodating a mix of commercial, retail, recreation, community, residential, office, consulting rooms and educational uses.

The Zone objectives also seek to ensure that development minimises any adverse impacts upon the amenity of the locality within the policy area and contributes to the desired character.

Desired Character

In terms of urban design and built form, a 'main street' environment will be created, where buildings address the street and car parks are primarily located to the rear. In order to minimise the overall extent of off street parking shared car parking is encouraged, and the convenience, availability and function of on street parking in mixed use environments will be recognised.

7.3 General Policy Provisions

The provisions provide guidance as to noise, movement and parking of vehicles, signage and effective design outcomes.

The relevant planning policies are contained in the ATTACHMENTS.

8. PLANNING ASSESSMENT

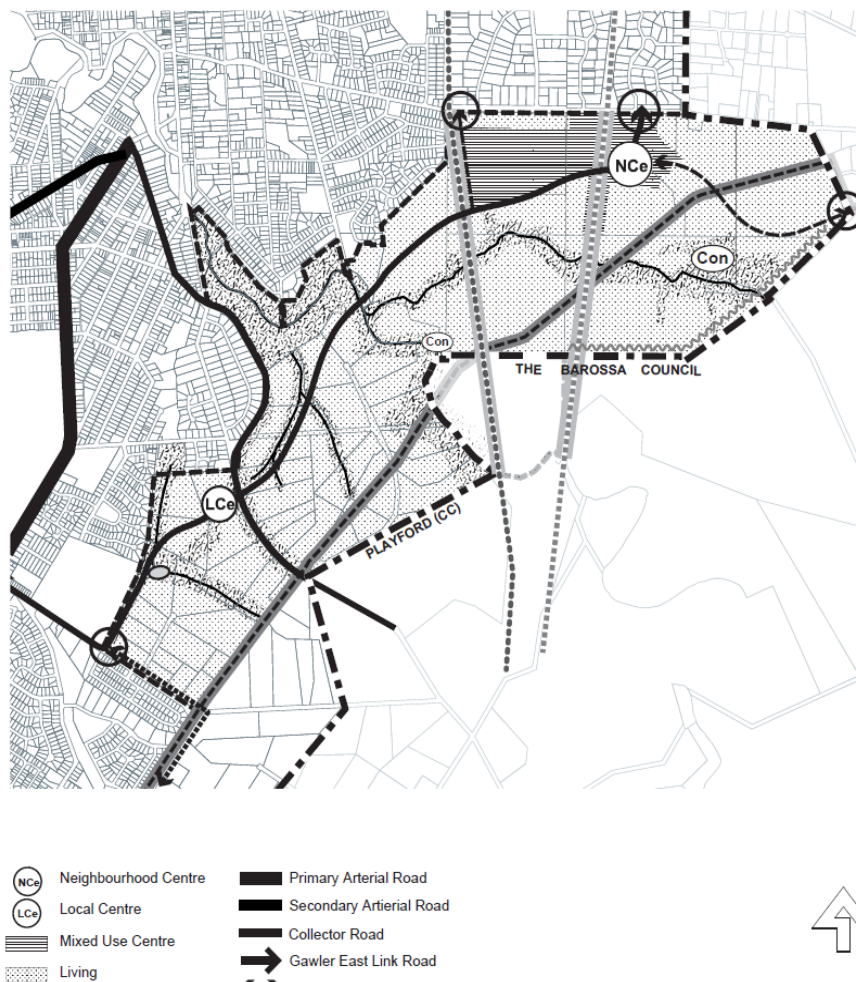
The application has been assessed against the relevant provisions of the Gawler (CT) Development Plan. Those relevant provisions are included as an attachment to this report.

8.1 Land Use

The Residential (Gawler East) Zone seeks to secure retail, commercial, recreational, educational and community development in master-planned locations in accordance with Structure Plan [Map Ga/1 \(Overlay 1\) Enlargement G](#).

The Mixed Use Centre Policy Area 3 sets out land uses in Principle of Development Control (PDC) 1 which are envisaged in the policy area. PDC 1 identifies 'office' and 'shop' as permitted uses but does not specifically identify 'sales centre'.

The proposed use is therefore considered to be consistent with the Zone and Policy area and meets the locational requirements for mixed use development as identified by the Structure Plan [Map Ga/1 \(Overlay 1\) Enlargement G](#).



8.2 Design and Appearance

The proposed sales centre is two storey in built form, with a square shape design includes an aluminium screen at the upper level providing a key design feature. In terms of materials the building would be finished with selected brickwork, glazing and lightweight cladding.

The desired character section of the Mixed Use Centre Policy Area 3 seeks to create a 'main street' environment, where buildings address the street and car parks are

primarily located to the rear. The application site is proposed to be located at the corner of the Gawler East Link Road (GELR) and a public road approved under DA 490/D025/19. Overall it is considered that the proposed design meets the intent of the policy area, and provides a main street appearance and the future 'village centre'. It is noted that car parking is provided to the south/east on the site, however this is considered to be acceptable, given that the primary façade presents to the west and the use of landscaping will help soften the appearance of the site. Overall, the design approach is considered to be high quality and contextually responds to the locality and future 'village centre'.

There is a need to provide an appropriate graded access to the site, from the east (via a public road). Whilst the levels are dependent on the associated land division applications and completion of the GELR, it is recommended that a condition is proposed requiring the preparation of a Site Works Plan to the satisfaction of SCAP prior to the occupation of the development. In any case, it is considered that the landscaping would assist with providing visual relief to the site.

No fencing is proposed around this site, according to the information provided in the Development application.

Overall, it is considered that the proposed design of the Sales Centre is consistent with the Desired Character section of the Mixed Use Centre Policy Area 3.

8.3 Interface Between Land Uses

Objective 42: Development located and designed to minimise adverse impact and conflict between land uses.

Objective 43: Protect community health and amenity from adverse impacts of development.

Objective 44: Protect desired land uses from the encroachment of incompatible development.

PDC 107: Development should not detrimentally affect the amenity of the locality or cause unreasonable interference through any of the following:

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

The proposed development is not considered to result in adverse amenity impacts upon neighbouring residents in terms of visual bulk or overshadowing. The proposed application site does share adjoining boundaries with existing residential properties. It is also noted that land to the south of the site is vacant and is zoned for residential land uses.

The Mixed Use Policy Area 3 does not prescribe minimum setback distances. Notwithstanding with the above, the proposed built form is considered to be set-back appropriately from the north and western boundaries and is double storey in scale. The visual impact of the proposed sales centre is considered acceptable and would not

unreasonably impact on the character of the area or future residential occupiers of adjacent land. It is also noted that the Mixed Use Centre Policy Area 3 contemplates buildings up to five storeys in height.

Furthermore, the applicant has provided the following response to the comments made about visual impact:

'the proposed sales centre is an architecturally designed development which includes a variety of building materials including clear glazing, 'proprietary pre-finished lightweight cladding', face brick and 'proprietary aluminium screen 'timber look' finish. The aluminium screen at the upper level will be a key design feature that will provide additional visual presence for the building which reflects its prominent location at a major intersection within the 'village centre'.

Further, the applicant advised that the proposed sales centre directly responds to the design and appearance provisions of the Development Plan in the following ways:

- *It will assist to create a 'main street' environment through its siting close to the Gawler East Link Road;*
- *The associated car park will be located to the rear of the building;*
- *The car parking area will be shared with the future display village to the south with the intention that prospective purchasers will visit the sales centre first and then walk through the various homes within the future display village;*
- *The architecturally designed two-storey building will address the street frontages and will incorporate "... protruding elements in order to create a pedestrian-friendly environment and outdoor dining opportunities";*
- *The façade of the building and the materials used have been designed to reflect the high-profile location of the subject site in the 'village centre' with additional visual interest created by the vertical screening at the upper level;*
- *The building will assist to activate the street frontages by providing a main entry point near the intersection, through the provision of outdoor dining and through the inclusion of high quality paving, street furniture and landscaping; and*
- *The proposed landscaped area to the east of the sales centre will further assist to provide an attractive main street environment for the Springwood 'village centre' while also potentially providing a gathering point for formal and informal community events.*

In terms of hours of operation, the proposed sales centre and cafe hours have not been specified, however it is reasonable to condition the operating hours between 6am to 10pm Monday to Sunday. The hours are considered reasonable given the nature of the use, and the location of the proposed development in the 'village centre'.

The applicant has submitted technical reports to address the traffic impacts associated with the proposal. These are summarised in sections 9.0 and 12.0 of the report.

On balance it is considered that the proposed sales centre results in an acceptable form of development in the Mixed Use Policy Area 3 and has been designed to minimise adverse impacts to neighbouring properties.

9. Traffic Impact, Access and Parking

Development plan policies seek the safe and efficient movement of vehicular traffic (to and from the development site) and the adequate provision of off-street car parks (to cater for normal operational use).

PDC 370 states that a Traffic Impact Study should be undertaken to determine the potential impact of developments on the surrounding arterial road network. Works that are required as a direct result of providing safe and efficient access to any proposed development should be provided.

A Traffic and Parking report was prepared by CIRQA for the proposed Sales Centre.

Surrounding Roads

The development site is located on the southern side of the Gawler East Link Road. Is expected to have an Annual Average Traffic (AADT) volume in the order of 6,500 vehicles per day (vpd) and a posted 50 km/h speed limit.

The future road to the south and east of the site, would be via a local road with a two-way carriageway. It is estimated that the proposed road will carry less than 1500 vpd with a 50km/h speed limit.

Traffic Assessment

It is noted that the proposal would increase the number of expected traffic movements to and from the site.

CIRQA have concluded that the proposed trip generation anticipated for the site can be accommodated and evenly distributed on to the adjacent road network. Furthermore, the total traffic generation associated with the sales centre was included as part of the previous traffic assessment prepared under the approved Land Division (490/D025/19). This included an analysis of the infrastructure interventions required to accommodate the masterplan into the surrounding road network. As such, further detailed analysis of the traffic impact of the proposal is not required.

10. Access

PDC 354 Development should have direct access from an all-weather public road.

PDC 355 Development should be provided with safe and convenient access which:
(a) avoids unreasonable interference with the flow of traffic on adjoining roads;
(b) Accommodates the type and volume of traffic likely to be generated by the development or land use to minimise any adverse impacts on the occupants of and visitors to neighbouring properties.

Two two-way vehicular access is proposed to the eastern and western side of the site, via a 7.0 metre crossover. The access will provide for appropriate movements to/from the site and would be designed to Council requirements.

Further to this, Council has raised concern regarding site levels and the connection of the proposed use to the GELR.

Specifically, Council state: *"Site plans do not provide for construction site levels of adjoining roads leading to concern relating to access and gradients between the site and external roads."*

Should there be any requirement to modify the proposed road network (Gawler East Link Road / local roads) to accommodate access/egress into the subject site, a condition of approval is attached requiring the applicant enter into an agreement with the Town of Gawler, detailing works required to be undertaken.

On balance it is considered that the proposed access/egress arrangement would not detrimentally affect the proposed road network and complies with PDC 355 above.

11. Parking

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

Vehicle parking should be provided in accordance with the applicable rates as set out in Table Ga/1 - Car Parking Requirements:

Land Use	Car Park Rate
Sales Centre	11.3
Café	11.3
Office	6.4
Total	31 spaces

The development proposes 34 car parking spaces. This provides a surplus of 3 car parks.

As such, the proposed parking provision is considered to be acceptable, and would not create unreasonable parking pressures/competition of spaces on the surrounding road network.

The Traffic and Parking Review also confirms that the proposed parking spaces would be designed to Australian Standard 2890 in accordance with PDC 362 above (2.6m wide and 5.4m long). One accessible parking space is proposed near the entrance and has been designed to include a 2.4m wide shared area which would be provided adjacent to the designated parking space.

Bicycle Parking has not been indicated on the site plans, however the applicant indicated that the paved plaza area would have an opportunity for bike racks to be installed. A condition of approval is attached requiring the provision of bike parking spaces.

Overall, the proposed parking arrangements are considered to be acceptable for the site.

12. Environmental Factors

12.1 Noise Emissions

Residential (Gawler East) Zone

PDC 34 Development should be designed and sited to minimise negative impact on existing and potential future land uses considered appropriate in the locality.

Council Wide Interface between Land Uses

Noise Generating Activities

PDC 113 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.

The proposed land use is not expected to emit a level of noise that would create an adverse impact on the immediate or surrounding locality. An Environmental Noise Assessment report was not required.

It should also be noted that the hours of operation are limited to Monday-Sunday (6am to 10pm), which would assist with the preservation of the surrounding amenity.

On balance, it is considered that development has been designed and sited to appropriately manage any potential noise/interface issues impacts and would not detrimentally affect the amenity of the locality, satisfying, PDC 34 and 113 in the aforementioned policies.

12.2 Waste Management

In having regard to waste management, it is considered that waste generated from the site would be only low levels that could be collected via Council's weekly waste collection service. A waste management plan is therefore not required. The applicant has advised that if additional waste collection is required, this would be undertaken by a private contractor on an as needs basis. There is sufficient capacity for the storage and collection of waste on site. Further information regarding waste and correspondence from the applicant is provided in the ATTACHMENTS.

12.3 Stormwater

Obj 58 Storage and use of stormwater which avoids adverse impact on public health and safety.

PDC 152 Development should include stormwater management systems to protect it from damage during a minimum of a 1-in-100 year average return interval flood.

PDC 153 Development should have adequate provision to control any stormwater over-flow runoff from the site and should be sited and designed to improve the quality of stormwater and minimise pollutant transfer to receiving waters.

PDC 154 Development should include stormwater management systems to mitigate peak flows and manage the rate and duration of stormwater discharges from the site to ensure the carrying capacities of downstream systems are not overloaded.

PDC 155 Development should include stormwater management systems to minimise the discharge of sediment, suspended solids, organic matter, nutrients, bacteria, litter and other contaminants to the stormwater system.

PDC 156 Stormwater management systems should preserve natural drainage systems, including the associated environmental flows.

PDC 157 Stormwater management systems should:

- (a) maximise the potential for stormwater harvesting and re-use, either on-site or as close as practicable to the source;
- (b) utilise, but not be limited to, one or more of the following harvesting methods:
 - (i) the collection of roof water in tanks;

- (ii) the discharge to open space, landscaping or garden areas, including strips adjacent to car parks;
- (iii) the incorporation of detention and retention facilities;
- (iv) aquifer recharge.

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

PDC 42 Development, including land division, should only occur once required physical and community infrastructure is either provided, or a legally binding agreement has been executed for the provision of the infrastructure items, including the following:

- (a) Gawler East Link Road as illustrated on Structure Plan Map Ga/1 (Overlay 1) Enlargement G, and associated traffic interventions (road and intersection upgrades);
- (b) public lighting, pedestrian and bicycle paths and associated landscaping treatments associated with the Gawler East Link Road;
- (c) community facilities (including recreation facilities); and
- (d) stormwater management systems.

A (Preliminary) Stormwater Management Report has been prepared for the site, by PT WGA.

A temporary retention basin would be constructed nearby to the site to accept stormwater runoff. This runoff will be retained within the basin until such time that infrastructure is provided to enable a connection into the stormwater network within the local roadways. To size the temporary retention basin, a daily water balance model using over a 40-year period of daily rainfall data (1975-2015) was created.

The stormwater assessment sized the temporary retention basin to ensure that the maximum number of overflows was restricted to 5 per year. Based on water balance calculations, the retention basin will be required to be enlarged by 600 m³ with 1 m depth to accommodate the additional storage volume. Ultimately, treated stormwater from the GPT will ultimately be discharged to the GELR or local stormwater network once completed.

It is recommended that a final Stormwater Management Plan be prepared for the site.

12.4 Land Contamination

Obj 18 Protection of human health and environment wherever site contamination has been identified or is suspected to have occurred.

OBJ 19 Appropriate assessment and remediation of site contamination to ensure land is suitable for the proposed use and provides a safe and healthy living and working environment.

PDC 41 Development, including land division, should not occur where site contamination has occurred unless the site has been assessed and remediated as necessary to ensure that it is suitable and safe for the proposed use.

A Site Audit was completed by the previous developer Lend Lease which confirms that Stages 1 and 2 of the Springwood development were suitable for sensitive land uses such as residential uses. The proposed application site is located in Stage 1 and therefore is considered to be appropriate for a sales centre development.

12.5 Signage

PDC 199 Advertising and advertising displays should, in addition to general provisions, conform with the performance criteria in Table Ga/4.

PDC 200 The location, siting, size, shape and materials of construction, of advertisements should be:

- (a) consistent with the desired character of areas or zones as described by their objectives;
- (b) consistent with the predominant character of the urban or rural landscape; or
- (c) in harmony with any building or site of historic significance or heritage value in the locality.

PDC 201 Advertisements should not detrimentally affect by way of their siting, size, shape, scale, glare, reflection or colour the amenity of areas, zones, or localities, in which they are situated.

PDC 202 Advertisements should not impair the amenity of areas, zones, or localities, in which they are situated by creating, or adding to, clutter, visual disorder and the untidiness of buildings and spaces.

PDC 204 The scale of advertisements should be compatible with the buildings on which they are situated and with nearby buildings and spaces.

PDC 209 Advertisements should not create a hazard to persons travelling by any means.

PDC 210 Advertisements should not obscure a driver's view of other road vehicles, of rail vehicles at or approaching level crossings, of pedestrians and of features of the road such as junctions, bends, changes in width, traffic control devices and the like that are potentially hazardous.

PDC 211 Advertisements should not be so highly illuminated as to cause discomfort to an approaching driver, or create difficulty in his perception of the road, or of persons or objects on it.

The proposed development includes the following signage:

- Indicative signage on the northern and western elevations of the building 1.5m by 4.5m is proposed.

Whilst it is acknowledged that the signage is indicative only, the location, size and quantity is considered to be acceptable and would not result in visual clutter to the surrounding area in general.

Furthermore, the proposed wall signage is considered to complement the objectives of Table Ga/4 of the Gawler (CT) Development Plan, which stipulates that one flat wall sign should be provided each side/rear wall. The proposed indicative signage meets this requirement and is considered to be acceptable.

A condition of approval is attached to ensure signage is implemented to the appropriate standards.

CONCLUSION

The application seeks to provide a sales centre (two storey) comprising showroom, office and café and associated car park and signage. The proposed development is considered to be an appropriate form of development within the Residential (Gawler East) Zone.

The concerns of the representors ranging from, increase in noise, traffic concerns, visual impact and signage have been satisfactorily addressed by the applicant.

After considering the site and its context, relevant technical reports from the applicant, responses from agencies, Council and the community, and the suitability of the proposed use in the Residential Gawler East Zone, the proposal displays sufficient merit to warrant approval.

1. RECOMMENDATION

It is recommended that the State Commission Assessment Panel:

- 1) RESOLVE that the proposed development is NOT seriously at variance with the policies in the Development Plan.
- 2) RESOLVE that the State Commission Assessment Panel is satisfied that the proposal generally accords with the related Objectives and Principles of Development Control of the Gawler (CT) Development Plan.
- 3) RESOLVE to grant Development Plan Consent to the proposal by Springwood Development Nominees for the construction of a sales centre (two storey) comprising showroom, office and café with associated car park and signage at CT 6205/146 subject to the following conditions of consent.

PLANNING CONDITIONS

1. That except where minor amendments may be required by other relevant Acts, or by conditions imposed by this application, the development shall be established in strict accordance with the details and plans submitted in Development Application No 490/E005/19.

Reason for condition: to ensure the development is constructed in accordance with endorsed plans and application details.

2. Prior to Development Approval being granted, an Engineered Site Works Plan shall be prepared with site levels and access gradients required on site, including the amount and type of fill, to the reasonable satisfaction of the State Commission Assessment Panel.

Reason for condition: to ensure that the site can be adequately developed for the proposed land use.

Landscaping

3. Prior to development approval, a detailed landscaping plan shall be prepared and submitted to the satisfaction of the relevant authority for the designated landscaped areas and include the following:
 - Landscaping improvements to the southern boundary of the site;
 - The location and species to be planted and irrigation methods; and

- Pedestrian access and egress arrangements

Reason for condition: to ensure appropriate landscaping is provided for the subject land and maintained and nurtured at all times.

Car Park / Access

4. All vehicle car parks, driveways and vehicle entry and manoeuvring areas shall be designed and constructed in accordance with Australian Standards (AS/NZS 2890.1:2004 and AS/NZS 2890.6:2009) and be constructed, drained and paved with bitumen, concrete or paving bricks in accordance with sound engineering practice and appropriately line marked to the reasonable satisfaction of the State Commission Assessment Panel prior to the occupation or use of the development.
5. All bicycle parks shall be designed and constructed in accordance with Australian Standard 2890.3-2015.
6. All car parking areas, driveways and vehicle manoeuvring areas shall be maintained at all times to the reasonable satisfaction of the SCAP.
7. All materials and goods shall be loaded and unloaded within the boundaries of the subject land.
8. All loading and unloading, parking and manoeuvring areas shall be designed and constructed to ensure that all vehicles can safely enter and exit the subject land in a forward direction.
9. All access points, car parking and vehicle manoeuvring areas shall be of an all-weather surface and must be maintained in a good condition at all times.

Reason for conditions: to ensure relevant Australian standards are met.

10. Prior to occupation of the development, the applicant shall enter into an agreement with the Town of Gawler, detailing works required to be undertaken to the Gawler East Link Road (GELR) and any adjoining local roads.

Reason for condition: to ensure that safe and achievable site levels can connect the development to the GELR and local roads.

Waste

11. Waste storage areas shall be:
 - (a) Where possible undercover or contained within the building
 - (b) Constructed or banded to prevent the entry of external stormwater
 - (c) Constructed to drain to a stormwater treatment system/device capable of removing pollutants

Reason for condition: To ensure waste collection from the development is appropriately managed, so as to minimise impacts to on surrounding properties.

Lighting

12. All external lighting on the site shall be designed and constructed to conform to Australian Standard (AS 4282-1997).

Reason for condition: to ensure external lighting does not introduce undue potential for hazards to users of the adjacent road network or adjacent properties in accordance with the necessary standard.

Stormwater

13. All stormwater design and construction shall be in accordance with Australian Standard AS/NZS 3500.3:2015 (Part 3) to ensure that stormwater does not adversely affect any adjoining property or public road.
14. A final detailed Stormwater Management Plan shall be submitted, in consultation with (Town of Gawler) to the satisfaction of the State Commission Assessment Panel. The details of the plan shall be incorporated within the Building Rules Consent documentation, submitted for Development Approval, and be implemented prior to occupation or use of the development.

Reason for conditions: to ensure stormwater infrastructure is designed and constructed to minimise potential for flood risk to adjoining property or public roads associated with stormwater runoff in accordance with the necessary standard.

Advertising Signage

15. The applicant shall submit, final signage design details including dimensions and specified graphics including colours and illumination levels (if necessary) to the reasonable satisfaction of the State Commission Assessment Panel.

Reason for condition: To ensure an orderly form of development.

16. Illuminated signs shall not be of a light intensity to cause light overspill nuisance to adjacent occupiers, or cause a distraction to drivers on adjacent public roads.

Reason for condition: to ensure illuminated signs do not cause nuisance to sensitive receivers.

17. The advertisement(s) and support structures shall be prepared and erected in a professional and workmanlike manner and maintained in good repair at all times, to the reasonable satisfaction of the State Commission Assessment Panel.

Reason for condition: to ensure the safety of signs and their support structures.

18. Signage on this site visible from the adjacent roads shall not contain any element that flashes, scrolls, moves or changes, or imitates a traffic control device.

Reason for condition: to ensure that signs do not cause a hazard for nearby traffic.

Hours of Operation

19. The hours of operation of the premises shall be restricted to the following times:

- Monday – Sunday: 6am to 10pm

Reason for condition: To minimise noise on sensitive receivers in the locality.

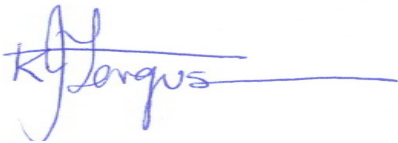
ADVISORY NOTES

- a. This Development Plan Consent will expire after 12 months from the date of this Notification, unless final Development Approval from Council has been received within that period or this Consent has been extended by the State Commission Assessment Panel.
- b. The applicant is also advised that any act or work authorised or required by this Notification must be substantially commenced within 1 year of the final Development Approval issued by Council and substantially completed within 3 years of the date of final Development Approval issued by Council, unless that Development Approval is extended by the Council.
- c. The applicant has a right of appeal against the conditions which have been imposed on this Development Plan Consent. Such an appeal must be lodged at the Environment, Resources and Development Court within two months from the day of receiving this notice or such longer time as the Court may allow. The applicant is asked to contact the Court if wishing to appeal. The Court is located in the Sir Samuel Way Building, Victoria Square, Adelaide (telephone number 8204 0289).
- d. 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 practical 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. Environment Protection Authority information sheets, guidelines documents, codes of practice technical bulletins etc. can be accessed on the following web site: <http://www.epa.sa.gov.au>
- e. The applicant is reminded the emission of noise from the premises is subject to control under the *Environment Protection Act and Regulations 1993*, and the applicant (or person with the benefit of this consent) should comply with those requirements.
- f. A Construction Environment Management Plan (CEMP) shall be prepared (in consultation with the Gawler Council) for the construction phase of the redevelopment and any additional works relating to the identified contamination area will inform this CEMP. The CEMP shall be implemented in accordance with current industry standards – including the Local Nuisance and Litter Control Act 2016, the EPA publications “Handbook for Pollution Avoidance on Commercial and Residential Building Sites – Second Edition” to minimise environmental harm and disturbance during construction.

The management plan should incorporate, without being limited to, the following matters:

- Timing, staging and methodology of the construction process and working hours;
- Traffic management strategies;
- Control and management of construction noise, vibration, dust and mud;
- Management of infrastructure services during construction and re-establishment of local amenity and landscaping;
- Stormwater and groundwater management during construction;
- Site security, fencing and safety and management of impact on local amenity for residents, traffic and pedestrians;
- Disposal of construction waste, any hazardous waste and refuse in an appropriate manner according to the nature of the waste;
- Protection and cleaning of roads and pathways;

- Overall site clean-up;
 - Work in the public realm;
 - Hoardings; and
 - Tradesperson vehicle parking
- g. The applicant is reminded of their obligations under the *Local Nuisance and Litter Control Act 2016* and the *Environment Protection Act 1993*, with regard to the appropriate management of environmental impacts and matters of local nuisance. For further information about appropriate management of construction sites, please contact Town of Gawler.
- h. All stormwater and wastewater disposal from the site shall be connected to Council infrastructure and be engineered to the satisfaction of the Town of Gawler.
- i. In regards to condition 10, the applicant is to bear all costs associated with works advised within the agreement.



**SENIOR PLANNER
PLANNING AND LAND SERVICES
DEPARTMENT OF PLANNING, TRANSPORT and INFRASTRUCTURE**



Appendix 3. Proposed plans and elevations

Studio Nine



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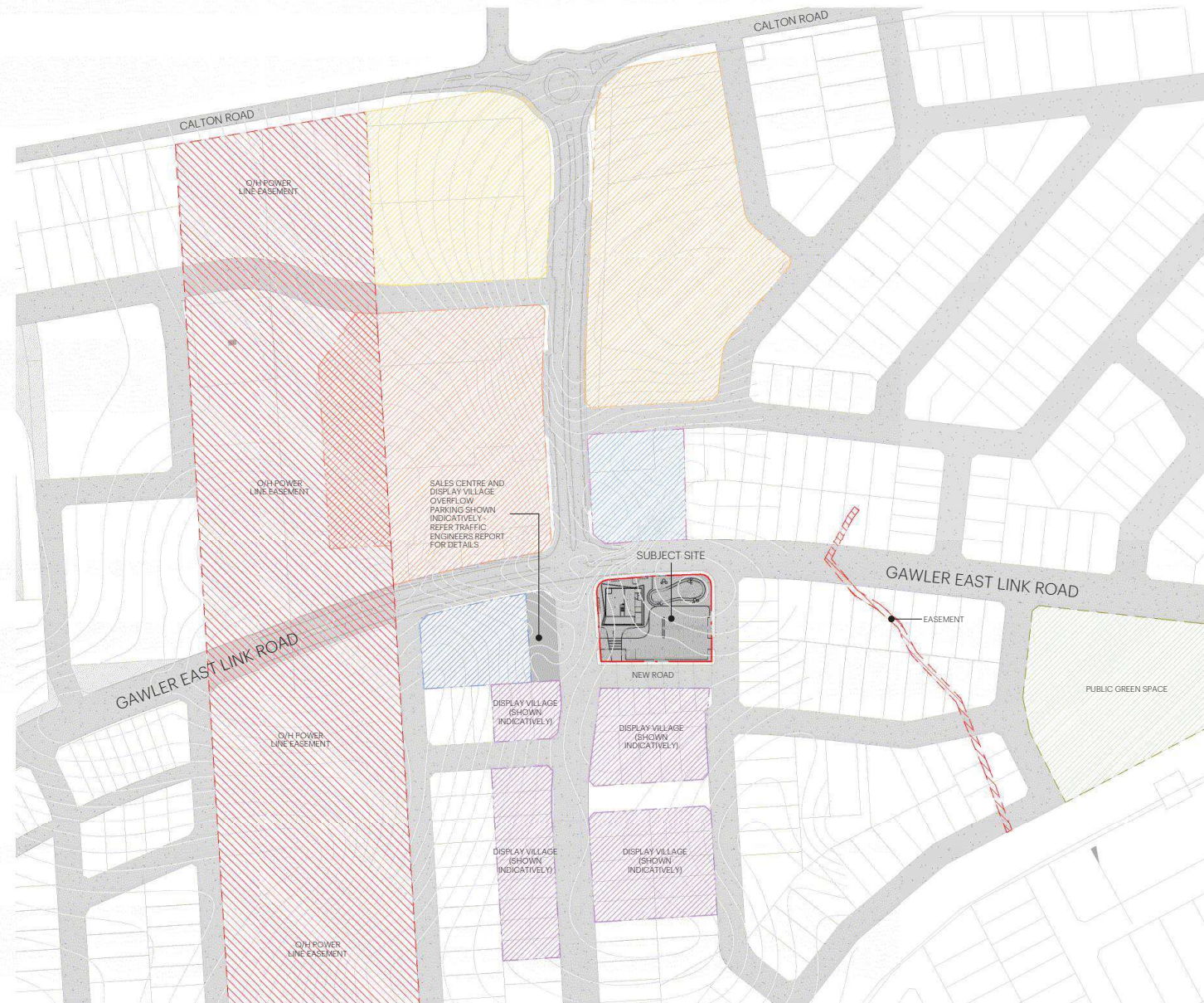
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CENTRE + PROJECT
OFFICE**
GAWLER EAST VILLAGE CENTRE, SA 5118

CLIENT
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DRAWING TITLE
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COVER**

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LOCATION PLAN - VILLAGE CENTRE
SCALE 1:2000 @ A3



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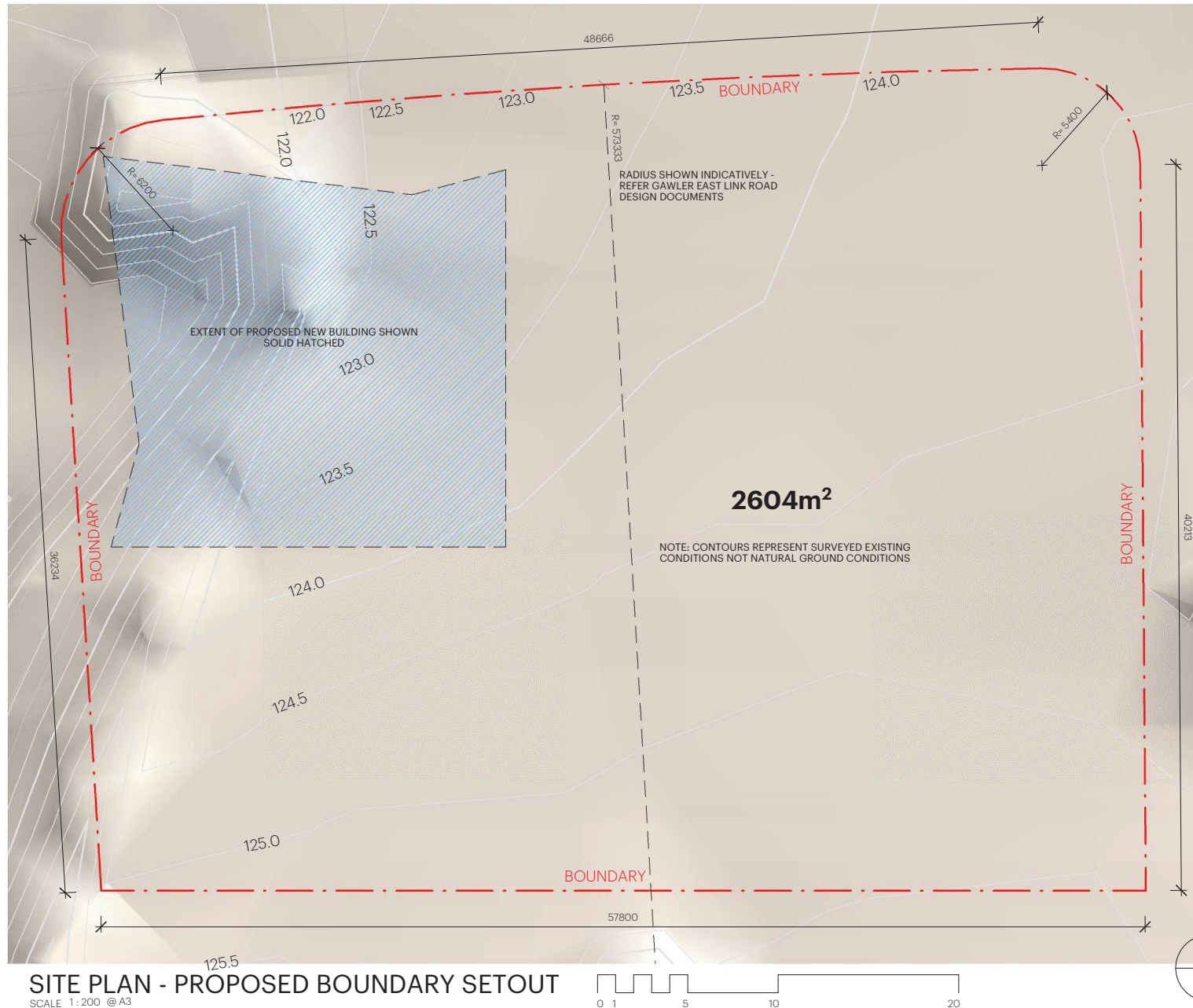
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DRAWING TITLE
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BOUNDARY SETOUT**

DRAWING NUMBER REVISION
0906-224-PA01

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SITE PLAN - PROPOSED BOUNDARY SETOUT
SCALE 1:200 @ A3

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Rev	Date	Amendment

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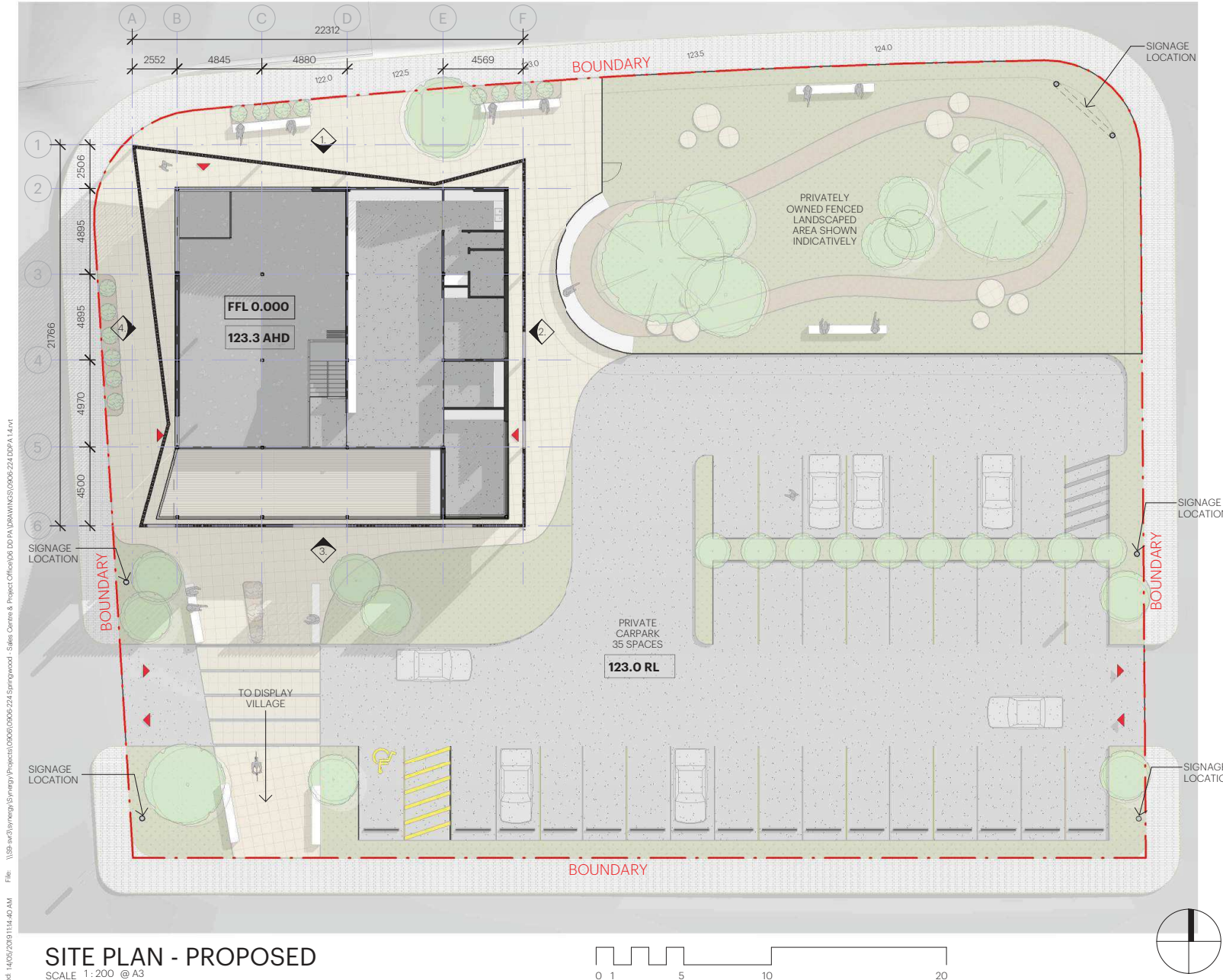
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CLIENT
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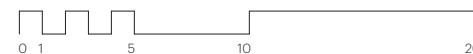
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0906-224-PA02

REVISION



SITE PLAN - PROPOSED
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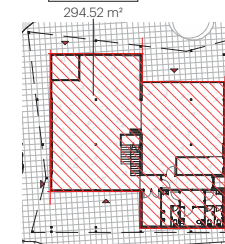
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FLOOR PLAN - GROUND

DRAWING NUMBER
0906-224-PA03

REVISION

Area Type	NAME	AREA
GRND FLR		
Gross Building Area	GROUND	294.52 m ²
FIRST FLR		
Exterior Area	DECK	64.00 m ²
Gross Building Area	FIRST FLOOR	159.93 m ²
Grand total		518.45 m ²

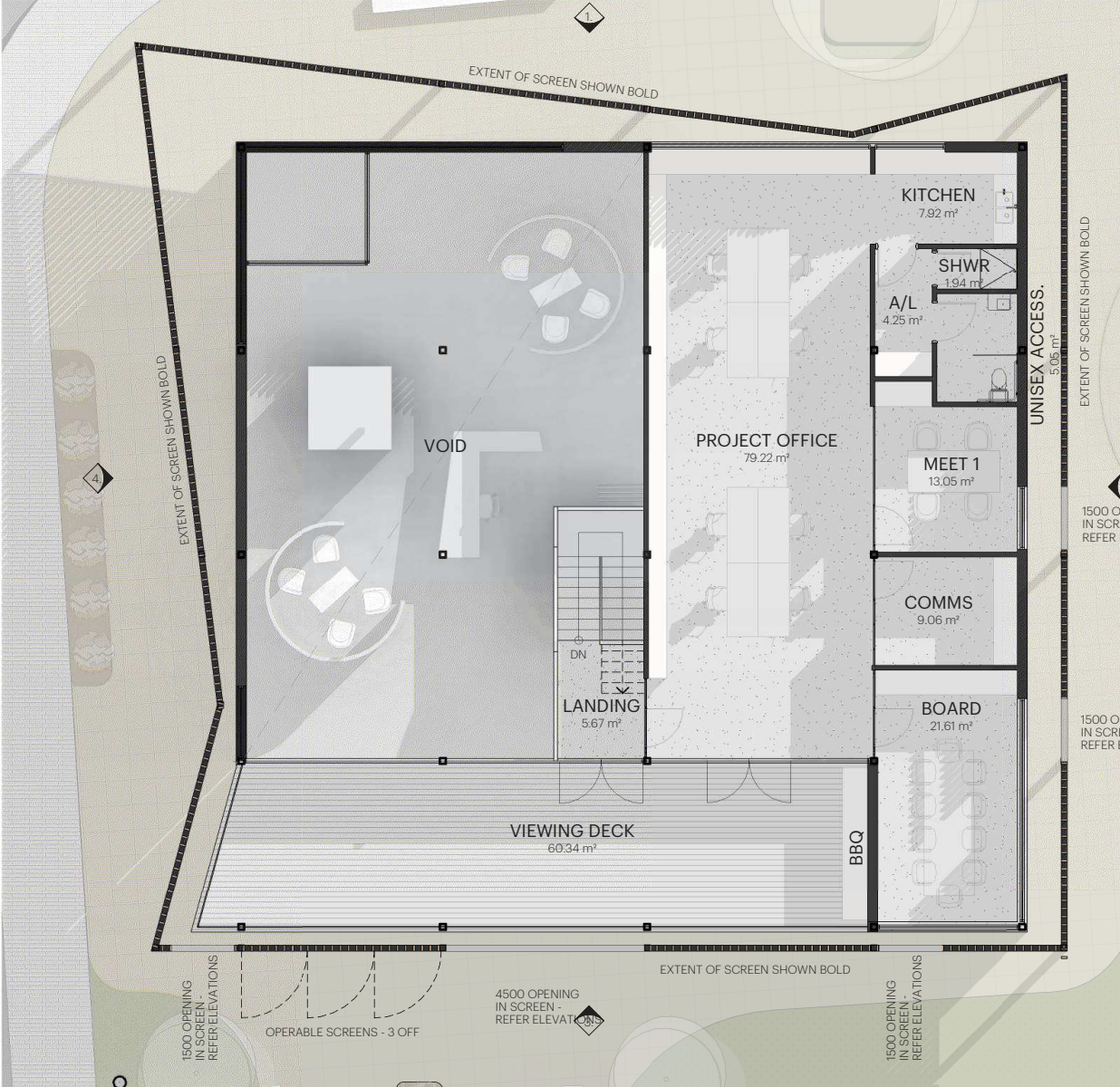
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FLOOR PLAN - GROUND
SCALE 1:100 @ A3



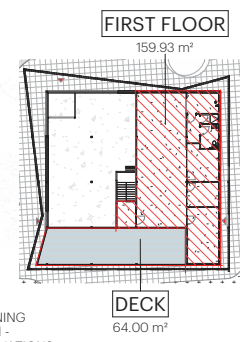
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FLOOR PLAN - FIRST
SCALE 1:100 @ A3



BUILDING AREAS SCHEDULE		
Area Type	NAME	AREA
GRND FLR		
Gross Building Area	GROUND	294.52 m²
FIRST FLR		
Exterior Area	DECK	64.00 m²
Gross Building Area	FIRST FLOOR	159.93 m²
Grand total		518.45 m²



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DRAWING TITLE
FLOOR PLAN - FIRST

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0906-224-PA04

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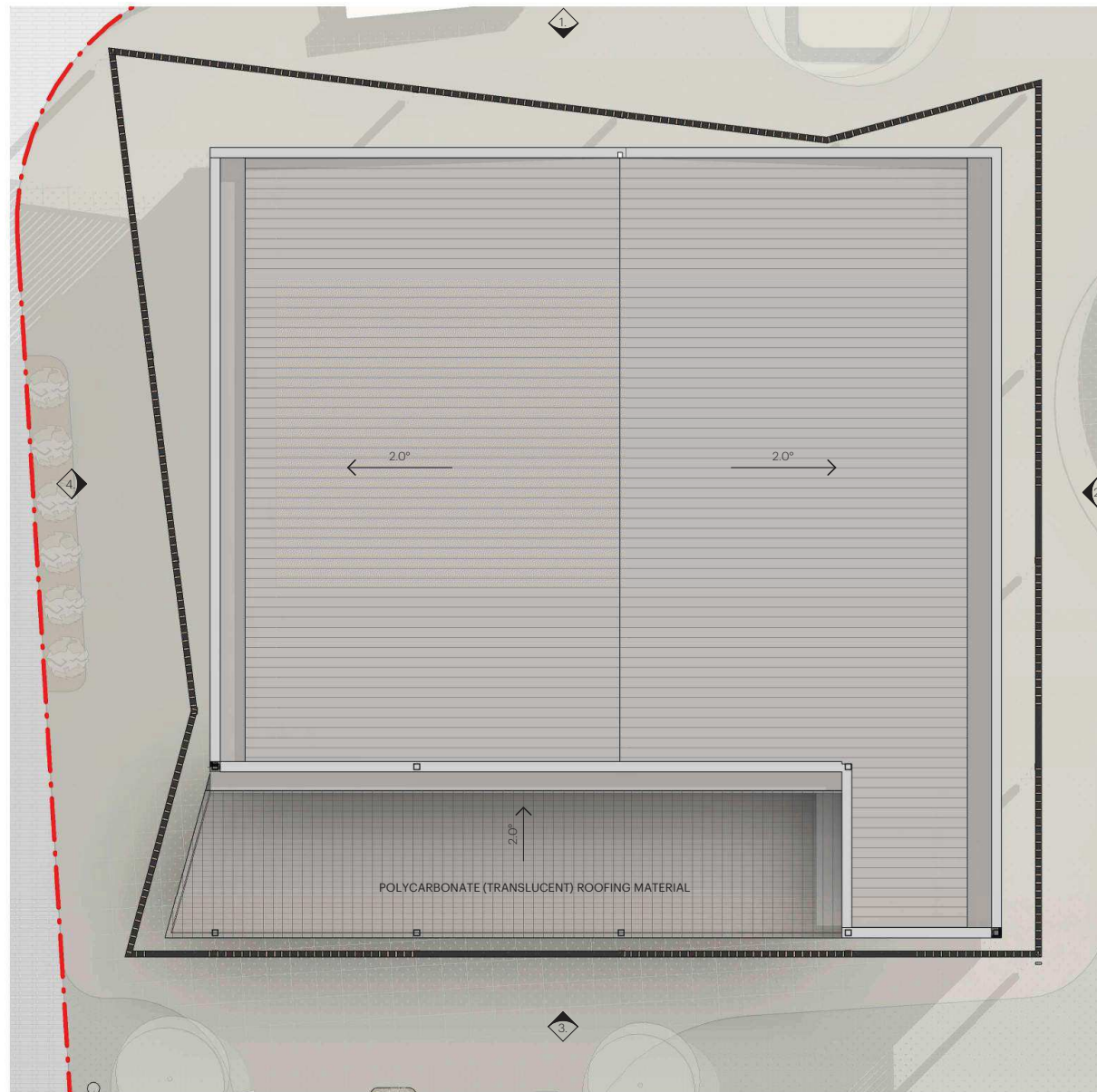
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ROOF PLAN
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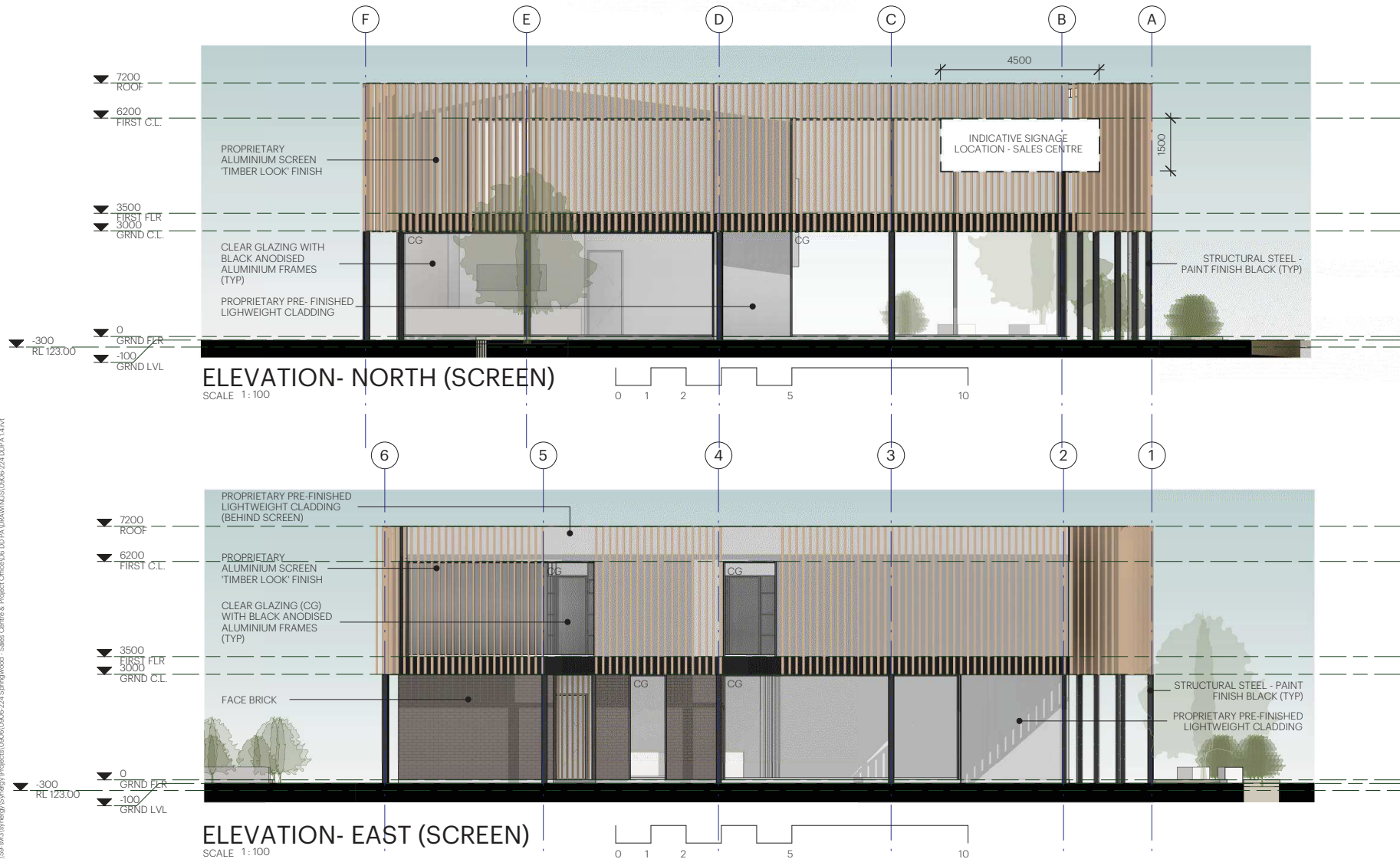
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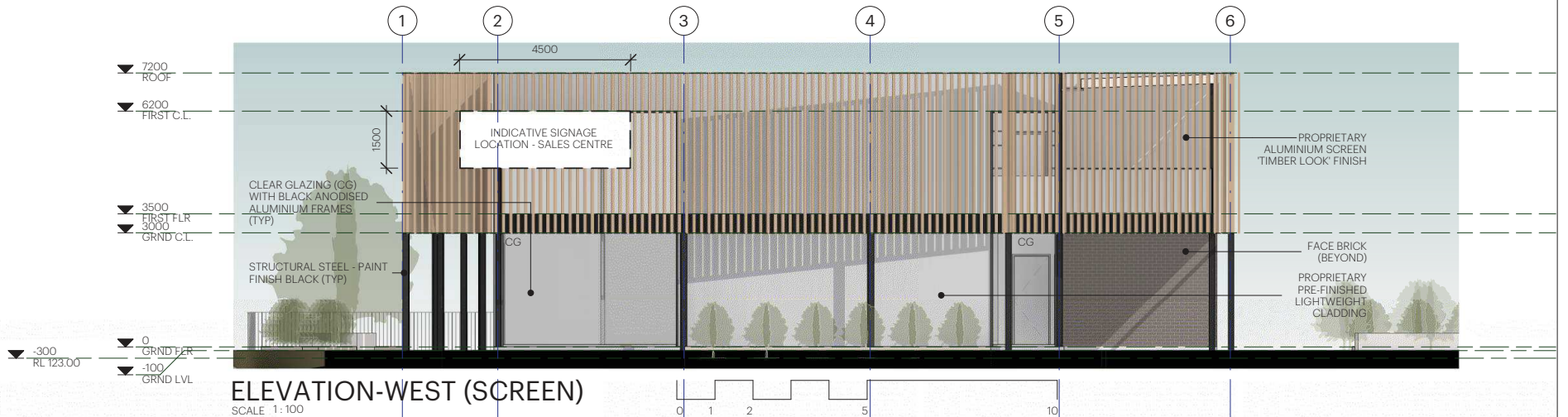
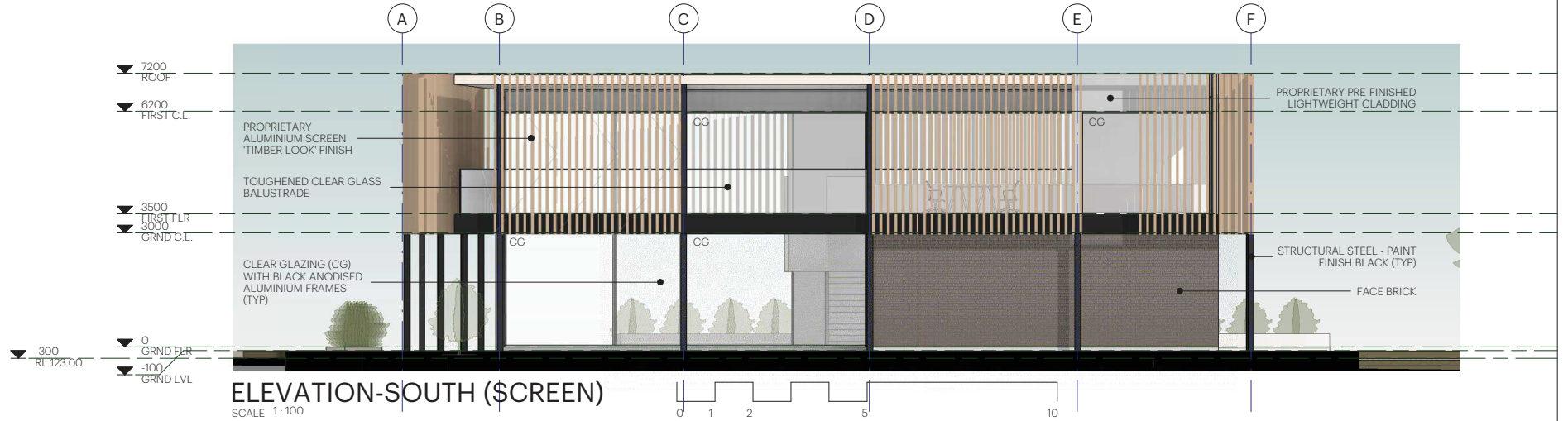
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VIEW FROM GELR INTERSECTION LOOKING SOUTH - NTS

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PROJECT
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CENTRE + PROJECT OFFICE**
GAWLER EAST VILLAGE CENTRE, SA 5118
CLIENT
SPRINGWOOD GAWLER EAST

DRAWING TITLE
PERSPECTIVES 1

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VIEW FROM GELR INTERSECTION LOOKING EAST - NTS



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DRAWING NUMBER
0906-224-PA10

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VIEW FROM DISPLAY VILLAGE ENTRY LOOKING NORTH - NTS



AERIAL VIEW LOOKING WEST OVER LANDSCAPED GREEN SPACE - NTS

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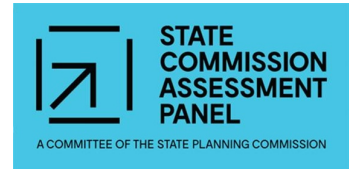
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 DATED 14/05/2019

PROJECT
**SPRINGWOOD SALES
 CENTRE + PROJECT OFFICE**
 GAWLER EAST VILLAGE CENTRE, SA 5118
 CLIENT
 SPRINGWOOD GAWLER EAST

DRAWING TITLE
PERSPECTIVES 4

DRAWING NUMBER
0906-224-PA11

REVISION



Our Ref: 2019/09324/01
Your Ref: 490/E005/19

Level 5, 50 Flinders Street
Adelaide SA 5000

GPO Box 1815
Adelaide SA 5001

Telephone: 08 7109 7060
ABN 92 366 288 135

<http://www.saplanningcommission.sa.gov.au/scap>

"Enter today's Date ie 9 April 2018"

Salutation: Christian Name: Surname:
Address Line 1:
Address Line 2:
Suburb: State: Post Code:

Dear Salutation: Surname:

Applicant: Springwood Development Nominees
Application Number: 490/E005/19
Proposed Development: Construction of a Sales Centre (two storey) comprising Showroom, Office and Cafe with associated car park and signage
Subject Land: Calton Road GAWLER EAST (Proposed Lot 1006 in DA 490/D025/19)

As an adjoining owner/person potentially affected by the above development application, you are invited to view details of the application and make comment.

The application may be examined during normal business hours at the office of the State Commission Assessment Panel (SCAP), Level 5, 50 Flinders Street, Adelaide and at the office of Gawler Council, 43 High Street, Gawler East. The application documentation is also available on the SCAP website https://www.saplanningportal.sa.gov.au/public_notices.

If you wish to comment on the application please complete the attached form. This must reach the Secretary, State Commission Assessment Panel, GPO BOX 1815, Adelaide SA 5001 by no later than **Close of Business** Thursday 19th December 2019.

You may be given an opportunity to appear before the SCAP to further explain your views. You will be contacted should a hearing be arranged.

If you have any questions relating to this matter, please contact Hannah Connell of this office by telephone on 7109 7828 or email Hannah.connell@sa.gov.au.

Yours sincerely,

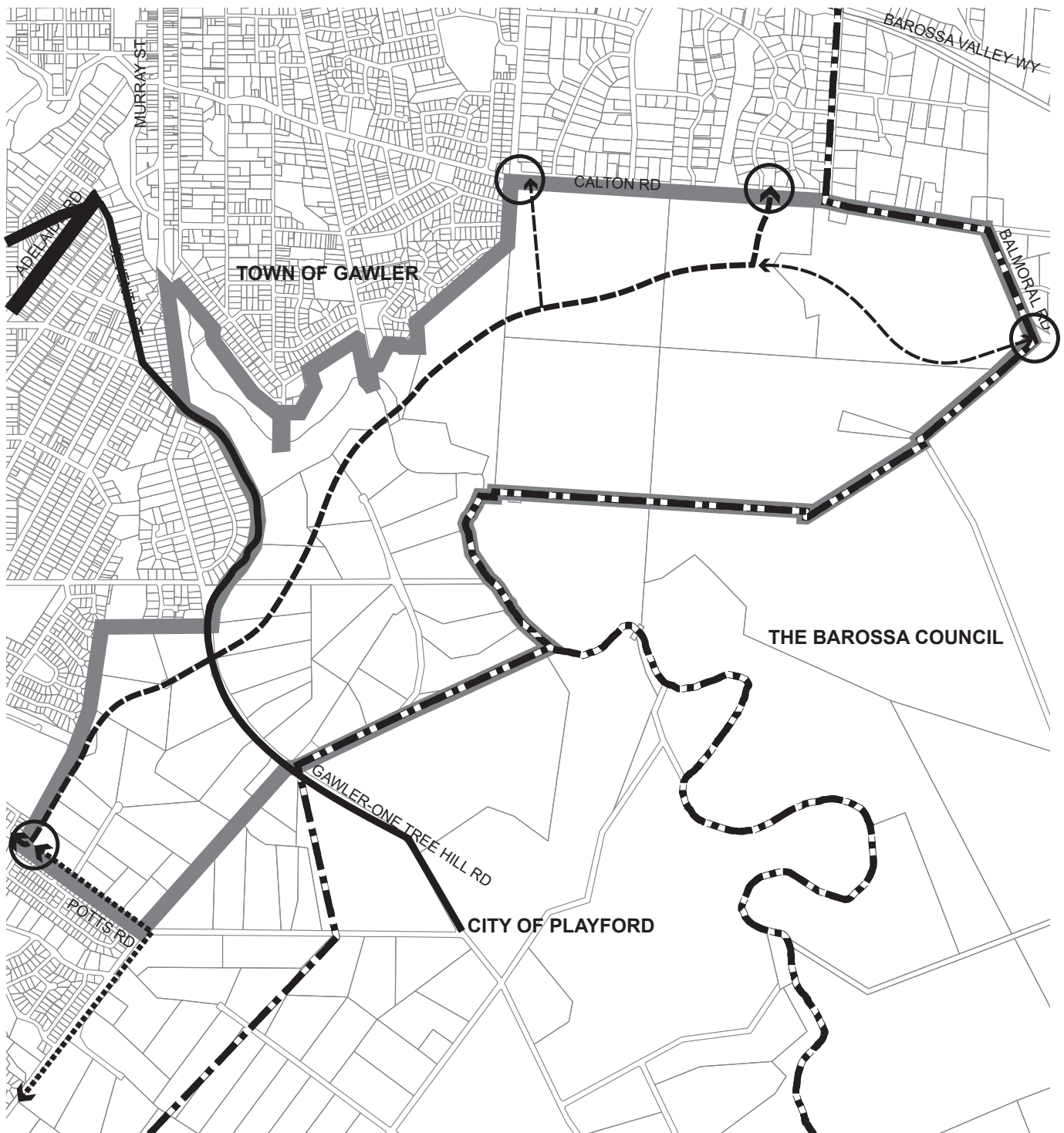
Hannah Connell
Project Planner
as delegate of the
STATE COMMISSION ASSESSMENT PANEL











Assessment No.	Property_Address	Property_Suburb	Owner Name 1
123079	Calton RD	GAWLER EAST	H D AMES & L H BRUGGEMANN & B R
133031	Calton RD	GAWLER EAST	L H BRUGGEMANN & H D & B R AMES
144467	Calton RD	GAWLER EAST	L H BRUGGEMANN & B R & H D AMES
40551	Calton RD	GAWLER EAST	H D AMES & L H BRUGGEMANN & B R
140744	Calton RD	GAWLER EAST	
140744	Calton RD	GAWLER EAST	
40868	Calton RD	GAWLER EAST	
137532	21 Poole ST	GAWLER EAST	
140582	8 Wilkinson CT	GAWLER EAST	
140614	2 Wilkinson CT	GAWLER EAST	
140614	2 Wilkinson CT	GAWLER EAST	
140558	35 Hartley WALK	GAWLER EAST	
137549	16 Poole ST	GAWLER EAST	
40576	Calton RD	GAWLER EAST	
40584	Stithians DR	GAWLER EAST	
117594	10 Melaleuca DR	GAWLER EAST	
40592	Stithians DR	GAWLER EAST	
140574	10 Wilkinson CT	GAWLER EAST	
80737	Calton RD	GAWLER EAST	
140606	4 Wilkinson CT	GAWLER EAST	
140599	6 Wilkinson CT	GAWLER EAST	
140566	12 Wilkinson CT	GAWLER EAST	

Owner Name 2	Owner Address 1	Owner Address 2
& K D AMES	C/- William Buck	GPO Box 11050
& K D PRIESTLEY	PO Box 109	GAWLER SA 5118
& K D PRIESTLEY	C/- William Buck	GPO Box 11050
& K D AMES	63 Gawler Terrace	GAWLER SOUTH SA 5118
FIVE AMES FARMING PTY LTD	PO Box 7126	Hutt Street
FIVE AMES FARMING PTY LTD	PO Box 7126	Hutt Street
R L AMES	C/- William Buck	GPO Box 11050
L J BARASSI	C/- 70 Kent Road	PASCOW VALE VIC 3044
C D & G R WILSON	8 Wilkinson Court	GAWLER EAST SA 5118
J M LEE & T O HALL	2 Wilkinson Court	GAWLER EAST SA 5118
J M LEE & T O HALL	2 Wilkinson Court	GAWLER EAST SA 5118
G A WAGENFELLER & D E CURNOW	35 Hartley Walk	GAWLER EAST SA 5118
R C DAHLER & C A MCCUSKER	16 Poole Street	GAWLER EAST SA 5118
TOWN OF GAWLER	PO Box 130	GAWLER SA 5118
TOWN OF GAWLER	PO Box 130	GAWLER SA 5118
KONETSCHKA NOMINEES PTY LTD	10 Melaleuca Drive	GAWLER EAST SA 5118
TOWN OF GAWLER	PO Box 130	GAWLER SA 5118
J M & C V VORKAPICH	10 Wilkinson Court	GAWLER EAST SA 5118
TOWN OF GAWLER	PO Box 130	GAWLER SA 5118
B J & B J SCHMIDT	C/- Barker Real Estate Gawler	30 Krieg Road
B W BLOFFWITCH	6 Wilkinson Court	GAWLER EAST SA 5118
M W JONES & M J BOTCHEN	12 Wilkinson Court	GAWLER EAST SA 5118

Owner Address 3	Lot Number	Parcel Type	Plan	Plan Type	Title Id	Valuation No.
ADELAIDE SA 5001	4	A	28814	D	CT6162/334	4926915026
	4	A	28814	D	CT6162/334	4926915771
ADELAIDE SA 5001	4	A	28814	D	CT6162/334	4926915720
	4	A	28814	D	CT6162/334	4926915050
ADELAIDE SA 5000	9010	A	114845	D	CT6205/146	4926904407
ADELAIDE SA 5000	9011	A	114845	D	CT6186/896	4926904407
ADELAIDE SA 5001	2	A	7765	F	CT6118/249	492693901*
	446	A	111875	D	CT6170/559	4926937794
	482	A	114845	D	CT6186/880	4926905389
	485	A	114845	D	CT6186/883	4926905477
	485	A	114845	D	CT6186/883	4926905477
	462	A	114845	D	CT6186/877	492690604*
	449	A	111875	D	CT6170/560	4926938295
	805	A	36048	D	CT5111/209	4926724342
	797	A	36048	D	CT5111/207	4926739309
	19	A	81664	D	CT6051/431	4926890017
	803	A	36048	D	CT5111/208	492673935*
	481	A	114845	D	CT6186/879	4926905354
	9004	A	114845	D	CT6186/898	4939999003
EVANSTON PARK SA 5116	484	A	114845	D	CT6186/882	4926905442
	483	A	114845	D	CT6186/881	4926905418
	480	A	114845	D	CT6186/878	492690532*



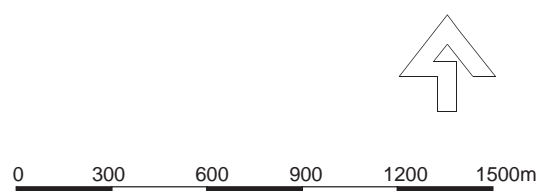
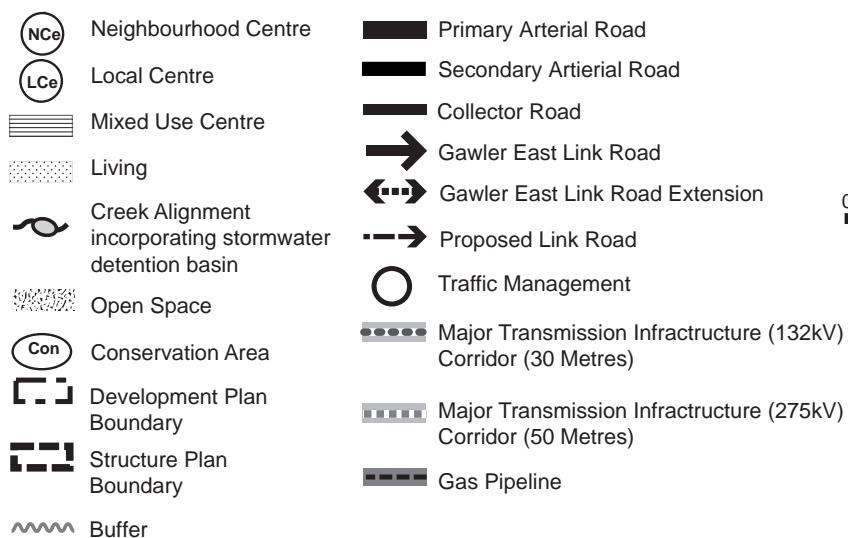
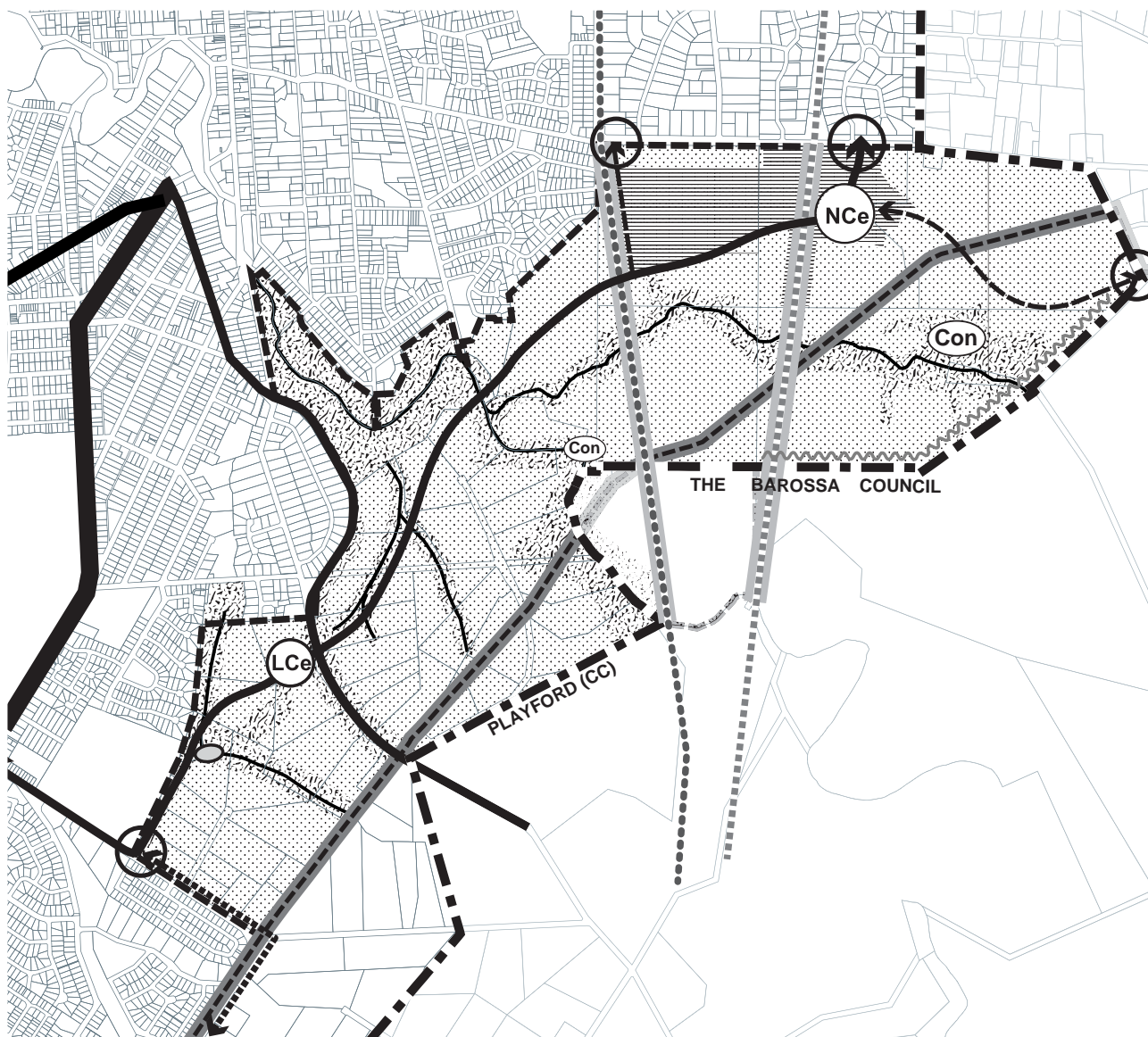


-  Concept Plan Boundary
-  Primary Arterial Road
-  Secondary Arterial Road
-  Collector Road
-  Road Link
-  Traffic Management
-  Proposed Vehicle access
-  Development Plan Boundary
-  Gawler East Link Road
-  Gawler East Link Road Extension



1:20,000
0 250 500 750 1000 1250 metres

GAWLER (CT) GAWLER EAST DEVELOPMENT CONSTRAINTS CONCEPT PLAN FIGURE CoP/5



GAWLER (CT) **GAWLER EAST** **STRUCTURE PLAN** **MAP Ga/1 (Overlay 1)** **Enlargement G**

Consolidated - 18 July 2019

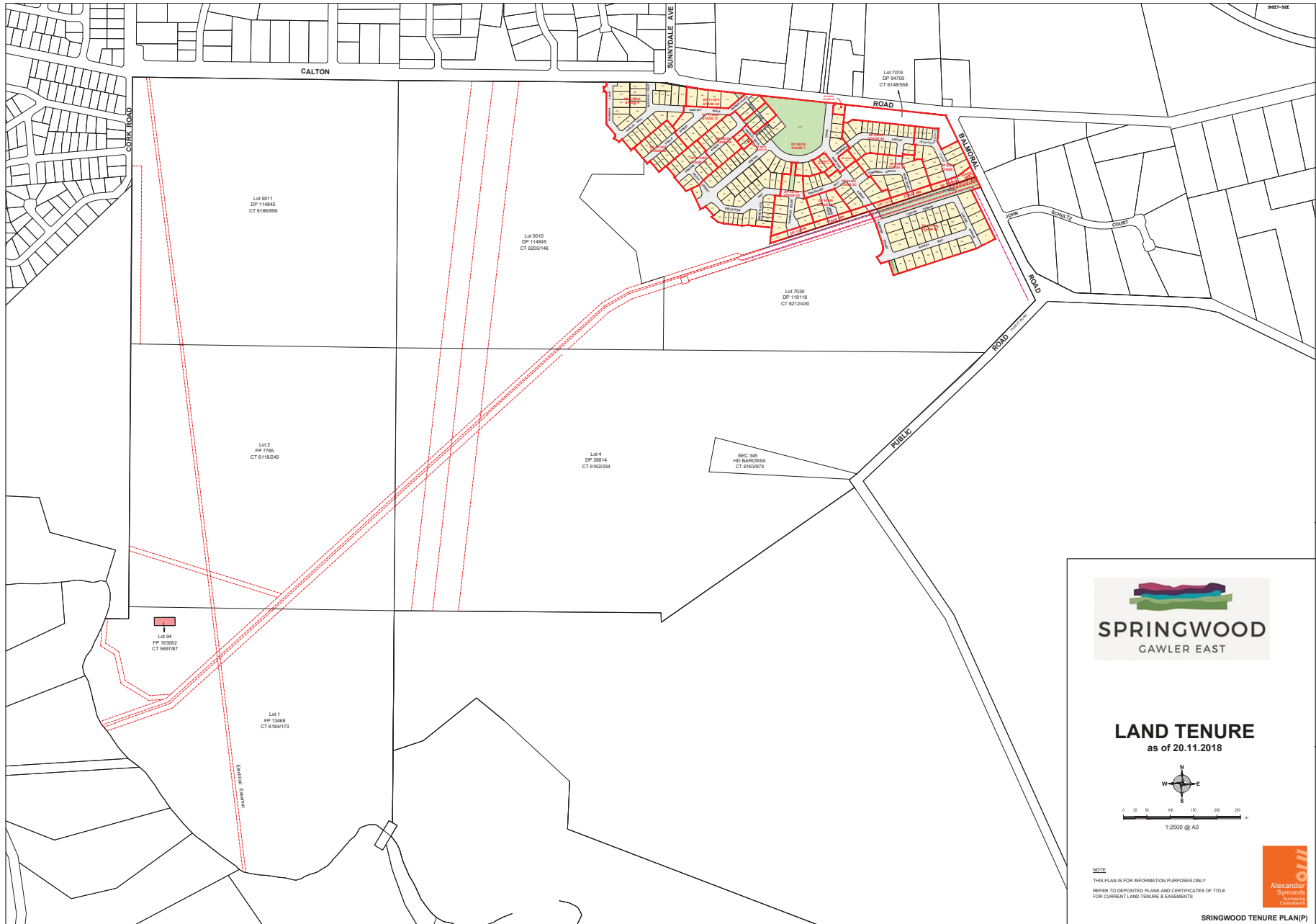


GAWLER (CT) **POLICY AREAS** **MAP Ga/15**

Consolidated - 18 July 2019



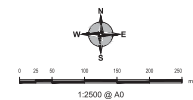
Appendix 1. Land Tenure Plan and Certificate of Title



SPRINGWOOD
GAWLER EAST

LAND TENURE

as of 20.11.2018



NOTE
THIS PLAN IS FOR INFORMATION PURPOSES ONLY.
REFER TO DEPOSITED PLANS AND CERTIFICATES OF TITLE
FOR CURRENT LAND TENURE & EASEMENTS.



SPRINGWOOD TENURE PLAN(P)

REAL PROPERTY ACT, 1886



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



Certificate of Title - Volume 6205 Folio 146

Parent Title(s)	CT 6186/895		
Creating Dealing(s)	VE 12885392		
Title Issued	26/03/2018	Edition 2	Edition Issued 06/07/2018

Estate Type

FEE SIMPLE

Registered Proprietor

FIVE AMES FARMING PTY. LTD. (ACN: 609 760 536)
OF 63 GAWLER TERRACE GAWLER SOUTH SA 5118

Description of Land

ALLOTMENT 9010 DEPOSITED PLAN 114845
IN THE AREA NAMED GAWLER EAST
HUNDRED OF BAROSSA

Easements

SUBJECT TO EASEMENT(S) OVER THE LAND MARKED A ON D114845 TO THE MINISTER FOR INFRASTRUCTURE (T 1374106)

SUBJECT TO EASEMENT(S) OVER THE LAND MARKED C ON D114845 TO TRANSMISSION LESSOR CORPORATION OF 1 UNDIVIDED 2ND PART (SUBJECT TO LEASE 9061500) AND ELECTRANET PTY. LTD. OF 1 UNDIVIDED 2ND PART (T 2370109)

SUBJECT TO EASEMENT(S) OVER THE LAND MARKED E ON D114845 TO ELECTRANET PTY. LTD. (TG 12371822)

SUBJECT TO EASEMENT(S) OVER THE LAND MARKED T ON D114845 (TG 9662213)

SUBJECT TO EASEMENT(S) OVER THE LAND MARKED U ON D114845 (TG 10297076)

SUBJECT TO SERVICE EASEMENT(S) OVER THE LAND MARKED H ON D114845 FOR DRAINAGE PURPOSES TO THE COUNCIL FOR THE AREA (223LG RPA)

SUBJECT TO SERVICE EASEMENT(S) OVER THE LAND MARKED J ON F252234 FOR ELECTRICITY SUPPLY PURPOSES TO DISTRIBUTION LESSOR CORPORATION (SUBJECT TO LEASE 8890000) (223LG RPA)

SUBJECT TO SERVICE EASEMENT(S) OVER THE LAND MARKED K(T/F) ON F252234 FOR ELECTRICITY SUPPLY PURPOSES TO DISTRIBUTION LESSOR CORPORATION (SUBJECT TO LEASE 8890000) (223LG RPA)

Schedule of Dealings

Dealing Number	Description
11764743	AGREEMENT UNDER DEVELOPMENT ACT 1993 PURSUANT TO SECTION 57A
12459905	AGREEMENT UNDER DEVELOPMENT ACT, 1993 PURSUANT TO SECTION 57(2)
12915311	MORTGAGE TO NATIONAL AUSTRALIA BANK LTD. (ACN: 004 044 937)



Notations

Dealings Affecting Title	NIL
Priority Notices	NIL
Notations on Plan	NIL
Registrar-General's Notes	NIL
Administrative Interests	NIL

DEVELOPMENT APPLICATION FORM

PLEASE USE BLOCK LETTERS

COUNCIL: Town of Gawler

APPLICANT: Springwood Development Nominees

Postal Address: 7 Easton Drive, Gawler East
SA 5118

Owner: Five Ames Farming Pty Ltd

Postal Address: 63 Gawler Terrace, Gawler South
SA 5118

BUILDER: N/A

Postal Address: _____

Licence No: _____

CONTACT PERSON FOR FURTHER INFORMATION

Name: Kieron Barnes - Ekistics Planning & Design

Telephone: 7231 0286 [work] _____ [Ah]

Fax: _____ [work] _____ [Ah]

EXISTING USE: Vacant

FOR OFFICE USE

Development No: _____

Previous Development No: _____

Assessment No: _____

☐ Complying

☐ Non Complying

☐ Notification Cat 2

☐ Notification Cat 3

☐ Referrals/Concurrences

☐ DA Commission

Application forwarded to DA

Commission/Council on

/ /

Decision: _____

Type: _____

Date: / /

	Decision required	Fees	Receipt No	Date
Planning:	_____	_____	_____	_____
Building:	_____	_____	_____	_____
Land Division:	_____	_____	_____	_____
Additional:	_____	_____	_____	_____
Development Approval	_____	_____	_____	_____

DESCRIPTION OF PROPOSED DEVELOPMENT: Springwood Sales Centre incorporating an office and cafe with associated car park, landscaping and signage

LOCATION OF PROPOSED DEVELOPMENT: Proposed Lot 1006 in DA 490/D025/19

House No: _____ Lot No: _____ Street: _____ Town/Suburb: _____

Section No [full/part] _____ Hundred: _____ Volume: _____ Folio: _____

Section No [full/part] _____ Hundred: _____ Volume: _____ Folio: _____

LAND DIVISION:

Site Area [m²] _____ Reserve Area [m²] _____ No of existing allotments _____

Number of additional allotments [excluding road and reserve]: _____ Lease: YES ☐ NO ☒

BUILDING RULES CLASSIFICATION SOUGHT: _____ Present classification: _____

If Class 5,6,78 or 9 classification is sought, state the proposed number of employees: Male: _____ Female: _____

If Class 9a classification is sought, state the number o persons for whom accommodation is provided: _____

If Class 9b classification is sought, state the proposed number of occupants of the various spaces at the premises: _____

DOES EITHER SCHEDULE 21 OR 22 OF THE DEVELOPMENT REGULATIONS 2008 APPLY? YES ☐ NO ☒

HAS THE CONSTRUCTION INDUSTRY TRAINING FUND ACT 2008 LEVY BEEN PAID? YES ☐ NO ☒

DEVELOPMENT COST [do not include any fit-out costs]: \$ 800,000

I acknowledge that copies of this application and supporting documentation may be provided to interested persons in accordance with the Development Regulations 2008.

SIGNATURE: 

Dated: 14 / 6 / 19.

ekistics

SPRINGWOOD SALES CENTRE

Planning Statement

Prepared for:
Springwood Communities

Date:
June 2019

ekistics

Proprietary Information Statement

The information contained in this document produced by Ekistics Planning and Design is solely for the use of the Client as identified on the cover sheet for the purpose for which it has been prepared and Ekistics Planning and Design undertakes no duty to or accepts any responsibility to any third party who may rely upon this document.

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Document Control

Revision	Description	Author	Date
V1	Draft Planning Statement	KB	12 June 2019
V2	Final Planning Statement	KB	14 June 2019

Approved by:



Date: 14 June 2019

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1. Executive Summary

Category	Details
PROJECT	Springwood Sales Centre
ADDRESS OF SITE	Proposed Lot 1006 in DA 490/D025/19 – Calton Road, Gawler East
CERTIFICATE OF TITLE	Volume 6205 Folio 146 (Parent title)
SITE AREA	2,604m ²
FRONTAGE	50.82m to the Gawler East Link Road (under construction)
LOCAL GOVERNMENT	Town of Gawler
RELEVANT AUTHORITY	State Commission Assessment Panel
PRE-LODGE MENT PANEL MEETINGS	29 March 2019
DEVELOPMENT PLAN	Gawler (CT) (consolidated 20 February 2018)
ZONING	Residential (Gawler East) Zone
POLICY AREA/PRECINCT	Mixed Use Centre Policy Area 3
EXISTING USE	Vacant
PROPOSAL DESCRIPTION	Springwood Sales Centre incorporating an office and café with associated car parking, landscaping and signage
AGENCY REFERRALS	N/A
PUBLIC NOTIFICATION	Category 2
APPLICANT	Springwood Nominees Pty Ltd
CONTACT PERSON	Kieron Barnes – Ekistics Planning and Design – (08) 7231 0286
OUR REFERENCE	00741

2. Introduction/Background

Springwood is a 217.5 ha master planned community in Gawler East and Kalbeeba which, once completed, will feature approximately 1,750 residential allotments. Approximately 350 of these allotments have already been created (or are in the process of being created), while an additional 1,404 residential allotments will be created via separate land division applications that have been lodged with the State Commission Assessment Panel. In addition to the proposed residential allotments, eleven allotments will be created for commercial or educational purposes. This includes proposed Lot 1,006 in DA 490/D025/19 on which a Sales Centre for the Springwood development will be located.

By letter dated 15 November 2018, the State Coordinator General advised that the State Commission Assessment Panel would be the relevant authority to assess all of the remaining portions of the Springwood development. This 'call-in' by the State Coordinator General was conditional on the development proceeding via a series of 'Development Packages' as follows.

- **Development Package 1** comprising the following elements:
 - » Land division for all of the remaining portions of the Springwood development (including residential areas, retail areas, community areas and school precinct);
 - » Retail area (supermarket, speciality shops and associated car parks); and

- » Sales Centre with retail component.
- **Development Package 2** comprising the following elements:
 - » Retirement village;
 - » Childcare Centre; and
 - » Additional retail.
- **Development Package 3** comprising the following elements:
 - » School precinct.

Figure 2.1 below broadly illustrates the area and scope of Development Package 1. In addition to the application for a Sales Centre, four land division applications and a development application for a supermarket with speciality shops have been lodged concurrently with SCAP.

Figure 2.1 Development Package 1



The Springwood development is proceeding in accordance with a Masterplan developed by Tract Consultants and will include a 'village centre' together with a supermarket and other speciality retail stores, various community uses and a school with large sporting grounds (see **Figures 2.2, 2.3 and 2.4**).

As a large master planned community, Springwood represents a significant economic investment and development for the Gawler Region and the State. Importantly, Springwood will result in significant employment generation and employment multipliers. It will also capitalise on significant embedded Government investment in infrastructure including the new 'Gawler East Link Road' (GELR) which will pass through the northern precinct of Springwood to service the proposed new Springwood Village Centre within which the Sales Centre will be located.

Figure 2.2 Springwood Master Plan (Tract)



Figure 2.3 Springwood Place and Community Masterplan (Tract)

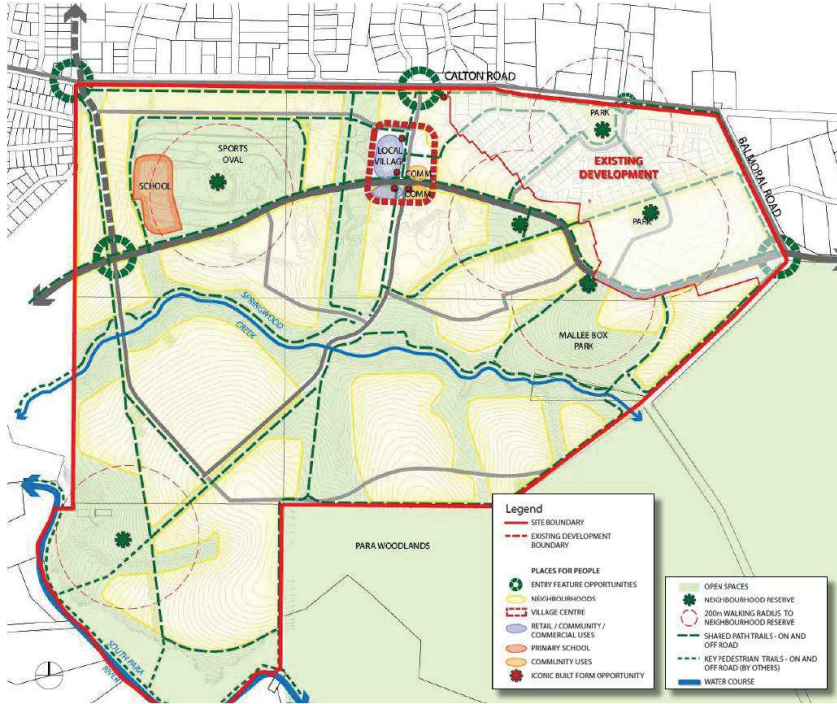


Figure 2.4 Springwood Village Centre Masterplan (Tract)



This planning statement provides information about the subject site and the proposed development while also addressing the merits of the proposal against the relevant provisions of the Gawler (CT) Development Plan – particularly the ‘Mixed Use Centre Policy Area 3’ of the ‘Residential (Gawler East) Zone’.

This planning statement has been informed by specialist advice which forms part of the application and is appended as follows:

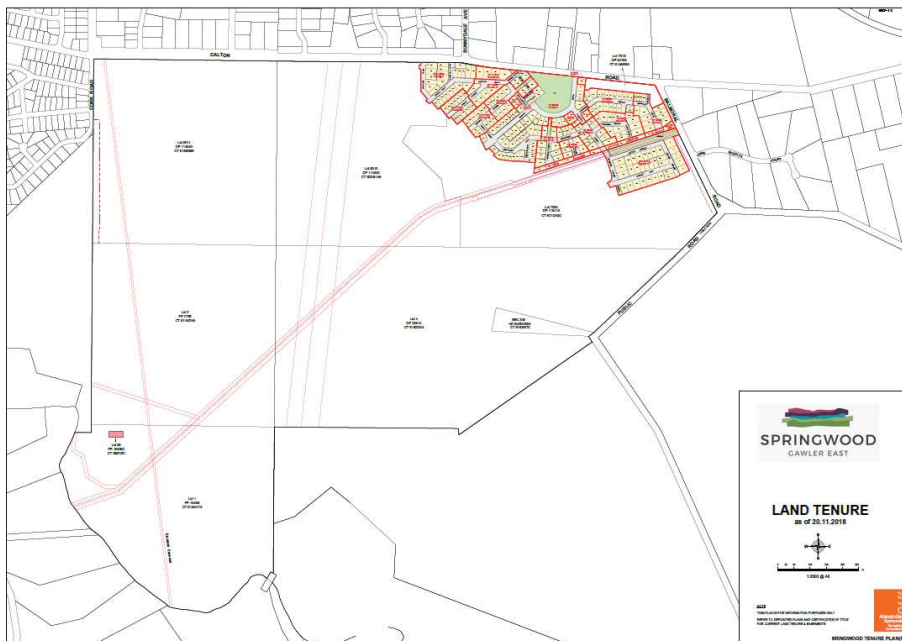
- **Appendix 1:** Land Tenure Plan and Certificate of Title
- **Appendix 2:** Plan of Division
- **Appendix 3:** Proposed plans and elevations Studio Nine
- **Appendix 4:** Traffic Impact Assessment CIRQA

3. The Subject Site and Locality

3.1 The Subject Land

Currently, the subject land forms part of Allotment 9010, Deposited Plan 114845 in Certificate of Title Volume 6205 Folio 146 (refer to **Appendix 1**). Allotment 9010 forms part of a number of titles which are being developed for the broader Springwood development (see **Figure 3.1** below and **Appendix 1**).

Figure 3.1 Land Tenure Plan



There are a number of easements affecting the subject land including (but not limited to):

- A 275kV transmission line within a 100m wide ElectraNet easement that runs in a north-south direction;
- A DN750 MSCL potable water main, known as the Barossa Trunk Main, is located within a 10.06m wide easement running through the south-eastern corner of the land; and
- A 450mm diameter high pressure gas transmission pipeline, owned and operated by South East Australia Gas Pty Ltd (SEA Gas), is located within a 15m wide easement that runs parallel to the Barossa Trunk Main.

The easements listed above do not affect the site of the proposed Sales Centre. Similarly, the Land Management Agreements that are noted on the title, do not affect the site of the proposed Sales Centre.

3.2 The Subject Site

While the subject land currently forms part of Allotment 9010 in Deposited Plan 114845, the subject site comprises proposed Allotment 1006 in Development Application 490/D025/19 see **Figures 3.2** and **3.3**.

Figure 3.2 Associated land division – subject site is Lot 1006

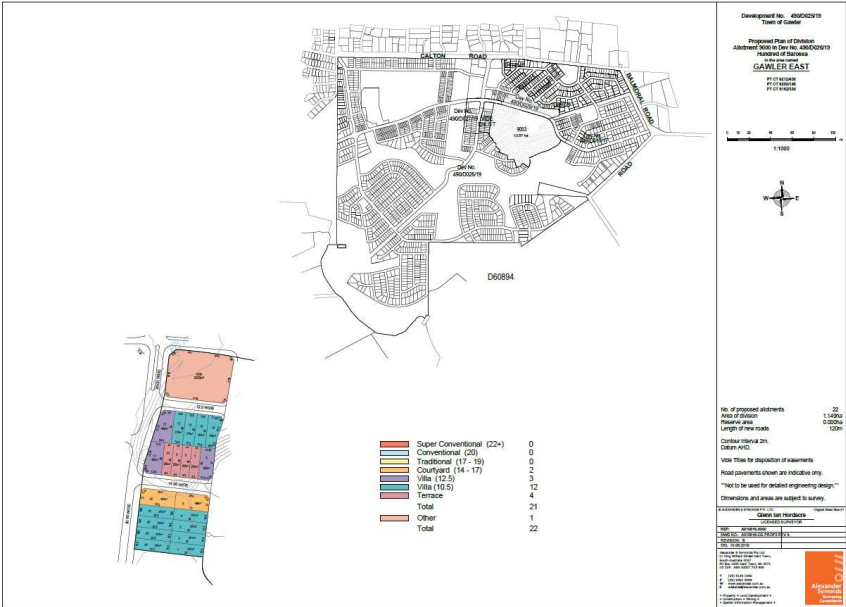
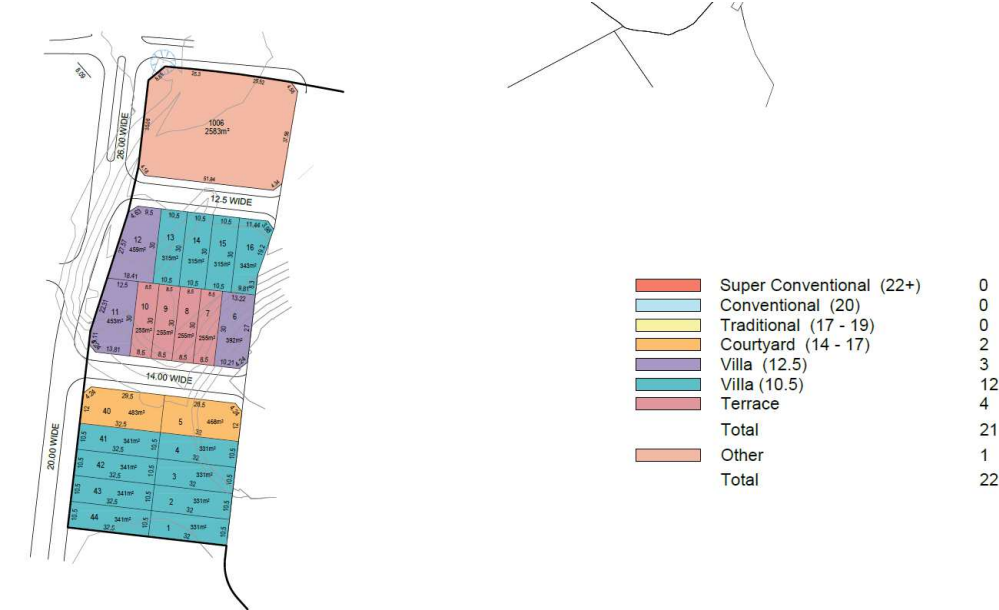


Figure 3.3 Associated land division (enlargement) – subject site is Lot 1006



Proposed Lot 1006 has an area of 2,583m², a primary frontage of 50.82m (excluding corner cut-offs) and secondary frontages as follows:

- 35.06m (excluding corner cut-offs) to the west;
- 51.84m (excluding corner cut-offs) to the south; and
- 37.56m (excluding corner cut-offs) to the east.

The subject site, which previously formed part of the nearby quarry, is currently vacant. A significant amount of fill has been placed in mounds around the site as a consequence of development of the earlier stages of Springwood. Some vegetation in the form of small trees, shrubs and groundcovers is present on the site. However, there are no Regulated or Significant Trees on the subject site. It is noted that some vegetation on and near the site has recently been removed by the Department of Planning, Transport and Infrastructure (DPTI) as part of the construction of the Gawler East Link Road.

The subject site will sit on a prominent corner at the junction of the Gawler East Link Road and the Springwood north-south connector road. Given the site's prominence, the Sales Centre will be a key focal point for the 'village centre' along with the proposed supermarket and speciality shops which will be located on the opposite side of the intersection.

Figure 3.4 Subject site



Figure 3.5 Site of the Sales Centre (looking south)



Figure 3.6 Site of the Sales Centre (looking east)



3.3 The Locality and Surrounding Development

The locality features a range of land uses including the former quarry and associated activities to the immediate west and south of the site, residential development to the north and east and farmland further to the south. Generally speaking, the locality comprises land south of Calton Road which forms part of the master planned Springwood development. For this reason, the nature and character of the locality will be transformed over the coming years to create a vibrant residential community supported by a range of facilities and services within a proposed 'village centre'.

The former quarry, which forms a major element in the existing locality, was historically associated with the excavation of sand. More specifically, excavated sand was processed on-site through a washing plant where silt and clay were separated from the sand and deposited into a series of sedimentation and drying ponds. The material was periodically excavated from the pond and stockpiled on-site or sold as a product. It is understood that sand mining activities ceased operations in 2000.

Beyond the former quarry, the natural topography of the site comprises undulating hills which increase in gradient towards the South Para River which runs roughly in an east-west direction through the central portion of the Springwood development.

Major infrastructure within the locality includes:

- The Gawler East Link Road (under construction);
- An above-ground 750mm diameter Barossa Trunk Main;
- SEA Gas pipeline and associated 'main line' valve; and
- 275kV overhead electricity power lines within a 100 metre wide easement.

Beyond the Springwood development, low-density residential development is located on the northern side of Calton Road and on the western side of Cheek Avenue. Further west is the Gawler Town Centre which features a traditional 'high street' and contains the main shopping, administrative and cultural facilities for the Council area. **Figure 3.7** on the following page identifies the key features of the locality.

Figure 3.7 Subject Site and Surrounds

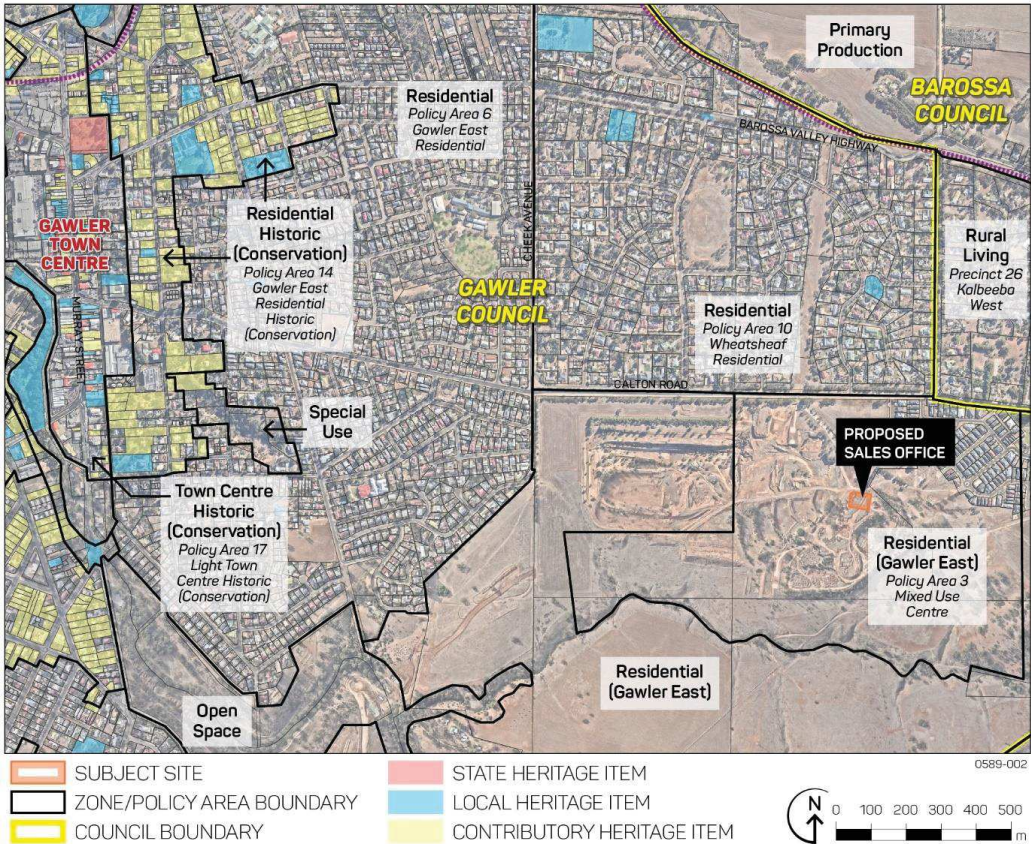


Figure 3.8 Site of the proposed supermarket to the north-east of the Sales Centre



Figure 3.9 Future residential areas of the Springwood development (looking south-west)



4. Proposed Development

4.1 Land Use, Built Form, Access and Signage

The development proposes the construction of a two-storey building to be positioned near the north-western corner of the subject site (refer to architectural plans prepared by Studio Nine in **Appendix 3**).

The building will comprise the following key elements:

- A Sales Centre (132.55m²) at ground floor which will allow prospective residents to view a model of the Springwood development (as well as other supporting material), while discussing the development with sales staff;
- A café (79.4m²) at ground level with servery, back of house (9.47m²) and outdoor dining area which will provide seats for approximately 40 customers;
- Amenities and a small storage area at ground floor to cater for customers of the sales centre and café;
- Offices with associated amenities (159.93m²) on the first floor which will be used for the administrative functions associated with the Springwood development;
- A viewing deck (64m²) to enable prospective residents to view the Springwood development; and
- Signage (measuring 1.5m by 4.5m) on the northern and western elevations at the upper level which will accommodate the Springwood logo.

A car park providing 35 parking spaces, including a space for those with a disability, will be located at the rear of the Sales Centre. A pedestrian link will be provided within the car park to enable prospective residents to walk between the Sales Centre and the proposed display village to the south. It is anticipated that the display village will accommodate approximately 30-35 display homes which will be constructed separately by a range of building companies that have partnered with Springwood. Over time, these display homes will be sold as private dwellings as the Springwood development progresses.

Access to the car park at the rear of the Sales Centre will be provided via the proposed north-south collector road as well as from a proposed local road which will border the subject site to the east.

Appendix 4 contains a detailed assessment undertaken by CIRQA Traffic Consultants of the access and parking arrangements for the Sales Centre. CIRQA's assessment confirms that the access points will be provided in accordance with the relevant Australian Standards and there will be sufficient car parking spaces to accommodate the various elements of the Sales Centre.

The proposed development also includes a substantial landscaped area to the east of the Sales Centre for the use of prospective purchasers. It is intended that this area will remain in private ownership and won't form part of the open space network for Springwood. Additional landscaping will be provided around the building and within the car park including trees, bushes, shrubs and groundcovers.

A variety of building materials will be used including clear glazing, 'proprietary pre-finished lightweight cladding', face brick and 'proprietary aluminium screen 'timber look' finish. The aluminium screen at the upper level will be a key design feature that will provide additional visual presence for the building which reflects its prominent location at a major intersection within the 'village centre'.

4.2 Stormwater Management

A site specific Stormwater Management Plan for the subject site will be provided by Wallbridge Gilbert Aztec (WGA). This plan will complement and build upon the overall Stormwater Management Plan for the entire Springwood development which has been submitted with the concurrent land division applications.

5. Procedural Requirements

5.1 Relevant Authority

By letter dated 15 November 2018 and pursuant to Schedule 10(20) of the *Development Regulations 2009*, the State Coordinator General has assigned the State Commission Assessment Panel (SCAP) as the relevant Planning Authority.

5.2 Nature of Development

The proposed development is perhaps best described as a 'Sales Centre incorporating an office and café with associated car parking, landscaping and signage'.

Pursuant to the Procedural Matters section of the Residential (Gawler East Zone), the application is neither a 'Complying' nor 'Non-complying' form of development. Therefore, this Development Application is to be assessed as a '**Consent use**' on its merits against the relevant provisions of the Gawler (CT) Development Plan.

5.3 Public Notification

Principle of Development Control (PDC) 38 of the Residential (Gawler East) Zone provides the following guidance in relation to public notification:

PDC 38 *Categories of public notification are prescribed in Schedule 9 of the Development Regulations 2008. Further, all development listed within Principle of Development Control 1 of the Residential (Gawler East) Zone, Mixed Use Policy Area 3 and/or Local Centre Policy Area 19 are designated category 2 (except where the development is classified as Category 1 or non-complying).*

We note that Schedule 9 of the *Development Regulations* does not specifically assign a category of notification for a Sales Centre (or an office/shop) in the Residential (Gawler East) Zone. Therefore, it is necessary to refer to the lists of envisaged forms of development contained within PDC 1 of the Zone and PDC 1 of the Policy Area to determine the correct category of notification. Both of these PDCs list an 'office' and a 'shop' as envisaged forms of development. Given that the main land use elements of the Sales Centre are an 'office' and a 'shop', the proposal constitutes a '**Category 2**' form of development.

5.4 Agency Referrals

Pursuant to Schedule 8 of the Development Regulations, the proposed development does not trigger any referrals to Government Agencies. However, given that SCAP is the relevant Authority, the proposal will be referred to the Town of Gawler for comments.

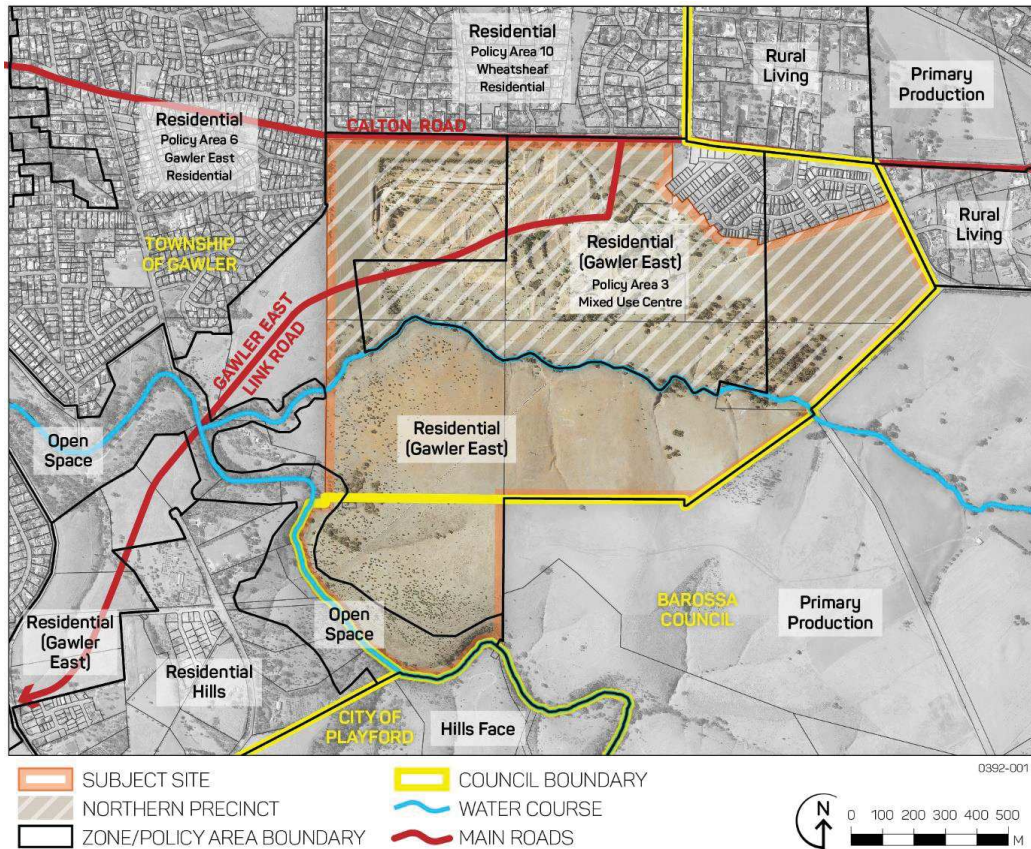
6. Development Plan Assessment

6.1 Overview

The subject site is located within the Town of Gawler and, accordingly, the relevant Development Plan is the Gawler (CT) Development Plan – consolidated 20 February 2018. More specifically, the subject site is located within the '**Residential (Gawler East) Zone**', and the '**Mixed Use Centre Policy Area 3**' as identified in *Figure 6.1* on the following page.

The following section provides an assessment of the proposal against the Gawler (CT) Development Plan. For convenience, this assessment has been grouped under a series of headings which reflect the key relevant planning 'themes' from the Development Plan.

Figure 6.1 Zoning and Policy Areas



6.2 Land Use

The Residential (Gawler East) Zone contemplates a wide range of land uses within broadly defined areas that are illustrated at a 'high-level' on the *Gawler East Structure Plan Map Ga/1 (Overlay 1) Enlargement G*. The Structure Plan identifies areas that will be developed for residential uses as well as other areas that are intended to be developed as a 'Mixed Use Centre' and 'Neighbourhood Centres'. This desired mix of land uses is expressed within Objective (Obj) 1 and the Desired Character of the Zone as well as Obj 1 and the Desired Character of the Policy Area:

Zone

Obj 1 A predominately residential area comprising a range of low and medium-density dwellings, with associated infrastructure, retail, commercial, recreational, educational and community development in master-planned locations in accordance with *Structure Plan Map Ga/1 (Overlay 1) Enlargement G*.

Desired Character (extract)

The zone will accommodate a diversity of housing forms. The Mixed Use Centre Policy Area 3 will comprise a mix of residential development and a range of commercial, retail, educational, recreational and community facilities. ---

Policy Area

Obj 1: *A functional and diverse zone accommodating a mix of commercial, retail, recreation, community, residential, office, consulting rooms and educational uses.*

Desired Character (extract)

Mixed Use Centre Policy Area 3 will accommodate retail, commercial, community, education and formal recreation facilities and clubrooms to service the local community.

Low impact, commercial business activities that provide employment opportunities for the local population are envisaged. Such development will need to have particular regard to ensuring that minimal off-site impacts occur with respect to noise, air, water and waste emissions, commercial traffic generation and movement.

A retail facility, not exceeding 10 000 square metres in floor area, will comprise a supermarket and a range of specialty shops to serve the weekly shopping needs of the community. Restaurants, cafes, hotels (incorporating dining) and take away outlets are envisaged and will develop the centre as a destination point and provide uses that extend the hours of the centres operation to promote surveillance and safety of the adjacent recreation and education facilities.

In addition, specific guidance in relation to envisaged land uses is provided in PDC 1 of the Zone and PDC 1 of the Policy Area. While a Sales Centre is not specifically listed in these PDCs, both an 'office' and a 'shop' are listed as envisaged uses:

Zone

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

Non-residential use that serves the local community, for example:

- *child care facility*
- *health and welfare service*
- *open space*
- *primary and secondary school*
- *recreation area*

- shop, office or consulting room

Policy Area

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

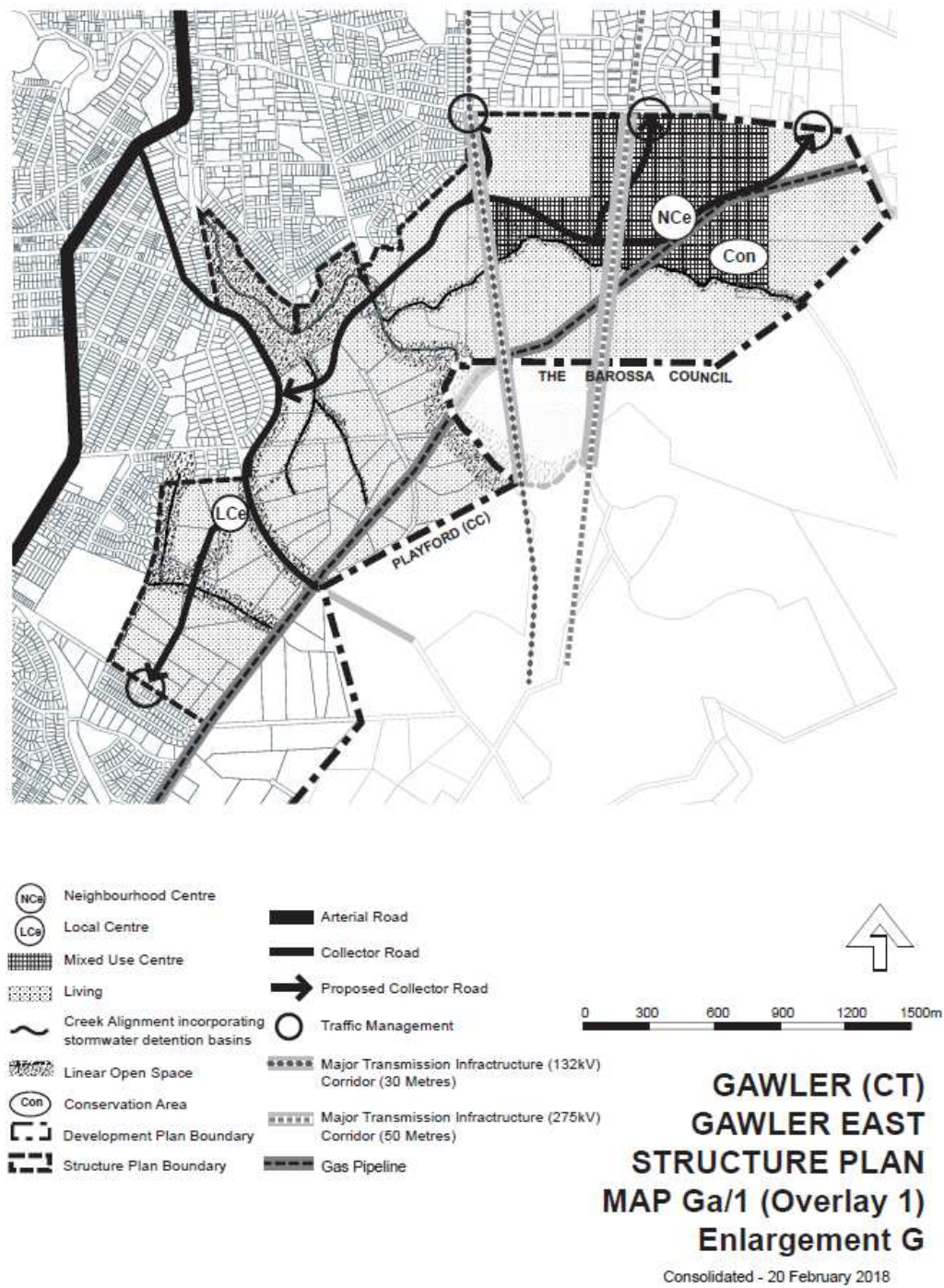
Office

Shop

For the above reasons, the proposed Sales Centre (which comprises an office and a shop), is an appropriate land use on the subject site. In terms of the strategic location of the proposed Sales Centre, *Structure Plan Map Ga/1 (Overlay 1) Enlargement G* (see Figure 6.2 on the following page) provides indicative, high-level direction for development within the Springwood development. In particular, it provides indicative locations for a potential Neighbourhood Centre (see **Figure 6.2**).

The proposed Sales Centre and other proposed development in the Springwood 'village centre' are located reasonably close to the Neighbourhood Centre nominated on the Structure Plan and reflect the final alignment of the Gawler East Link Road. For this reason and noting that the Springwood 'village centre' will be located in the 'heart' of the Mixed Use Policy Area 3, the location of the Sales Centre is generally consistent with the strategic direction provided by the Structure Plan.

Figure 6.2 Gawler East Structure Plan



6.3 Design and Appearance

The Development Plan contains a variety of provisions which seek to ensure that development is of a high architectural standard, complements the character of the locality and minimises any visual impact on nearby existing development. For example, the Desired Character of the Policy Area provides the following guidelines in relation to the design and appearance of development.

Desired Character (extract).

In terms of urban design and built form, a 'main street' environment will be created, where buildings address the street and car parks are primarily located to the rear. In order to minimise the overall extent of off street parking shared car parking is encouraged, and the convenience, availability and function of on street parking in mixed use environments will be recognised.

Gathering points for formal and informal community events will be established, either by means of a central pedestrian plaza, a village green or series of nodes.

Commercial and mixed use buildings will be established close to the street frontage and incorporate verandas and other protruding elements in order to create a pedestrian-friendly environment and outdoor dining opportunities. These areas will be enhanced by large street trees, high quality paving, lighting and street furniture. Building facades will be designed in a manner to create diversity of interest through the appearance of an aggregation of smaller buildings.

The Desired Character of the Policy Area is reinforced by the following PDCs which seek to provide more specific guidance in terms of the design and appearance of new buildings:

PDC 3 Development should be designed to ensure that:

- (a) buildings are designed to address the street frontage with servicing areas located internal to the centre and appropriately screened from public view;
- (b) the establishment of shared car parking areas to the rear of buildings and on-street.

PDC 4 Public space established should be activated by uses around its edges.

PDC 5 Buildings should have a maximum of 5 storeys in height.

PDC 6 Development should not be undertaken unless it is consistent with the desired character for the policy area.

The proposed Sales Centre directly responds to the design and appearance provisions in the following ways:

- It will assist to create a 'main street' environment through its siting close to the intersection of the Gawler East Link Road and the proposed north-south collector road;
- The associated car park will be located to the rear of the building;

- The car parking area will be shared with the associated display village to the south with the intention that prospective purchasers will visit the Sales Centre first and then walk through the various homes within the display village;
- The architecturally designed two-storey building will address the street frontages and will incorporate "... protruding elements in order to create a pedestrian-friendly environment and outdoor dining opportunities";
- The façade of the building and the materials used have been designed to reflect the high-profile location of the subject site in the 'village centre' with additional visual interest created by the vertical screening at the upper level;
- The building will assist to activate the street frontages by providing a main entry point near the intersection, through the provision of outdoor dining along the Gawler East Link Road and through the inclusion of high quality paving, street furniture and landscaping; and
- The proposed landscaped area to the east of the Sales Centre will further assist to provide an attractive main street environment for the Springwood 'village centre' while also potentially providing a gathering point for formal and informal community events.

6.4 Access and Parking

In order to address the relevant transportation and access provisions of the Development Plan, CIRQA Traffic Consultants has been engaged to review the proposed development and provide a traffic impact assessment (*Appendix 4*).

In terms of parking supply, the proposed development will provide a total of 35 onsite parking spaces at the rear of the Sales Centre. In order to determine the likely parking demand of the Sales Centre, CIRQA has broken down the various land use elements of the proposal and compared them against the relevant parking standards expressed in PDC 32 of the Policy Area (see extract from CIRQA report below).

Table 1 - Parking requirement assessment

Land Use	Area (m²)	Seats	Rate	Spaces Required
Sales Centre*	205.65	n/a	5.5 sp. per 100 m²	11.3
Café	88.87	40	1 sp. per 3 seats	13.3
Office	159.93	n/a	4 sp. per 100 m²	6.4
* conservatively assessed on 'shop' rate			Total	31.0 spaces

Given that 35 spaces will be provided, CIRQA considers that the proposal will provide sufficient parking to meet the demands of the Sales Centre. In terms of the associated display village, CIRQA notes that additional parking opportunities will be provided on the sites of the display homes as well as on the adjoining streets (noting that this area will not be required for residential parking). For these reasons, CIRQA considers that an appropriate level of parking will be provided to service the proposed development.

In terms of the design of the car parks, the CIRQA report demonstrates that all spaces have been designed to comply with AS/NZS 2890.1:2004 as summarised below:

- Parking spaces will have a length of 5.4 m;
- Regular spaces will have a width of 2.5 m;
- Aisles will be at least 5.8 m wide; and
- Spaces will be at least 300 mm clear of objects greater than 0.15m in height.

One of the spaces will be allocated for use by people with a disability. This space will be a minimum of 2.4m wide with an adjacent 2.4m wide shared space, in accordance with the requirements of the Australian/New Zealand Standard, *Parking facilities Part 6: Off-street parking for people with disabilities* (AS/NZS 2890.6:2009).

In terms of the proposed access to the subject site, CIRQA has confirmed that pedestrian sight line requirements at the access points will be provided. Also, CIRQA advises that traffic movements associated with the proposed Sales Centre will be easily accommodated in the surrounding road network which has been specifically designed to accommodate the anticipated commercial development in the 'village centre'.

Based on CIRQA's assessment, the Sales Centre appropriately addresses the following key provisions of the Development Plan in relation to transportation and access.

PDC 26 *Provision for the movement of people and goods within business, centre, shopping or mixed use zones or associated policy areas, should:*

- (a) *not cause inconvenient and unsafe traffic and pedestrian movements;*
- (b) *provide safe and convenient access for private cars, cyclists, pedestrians, service vehicles, emergency vehicles and public utility vehicles;*
- (c) *concentrate development for pedestrian convenience, and not extend unnecessarily along road frontages; (increasing the depth of development is a more desirable alternative);*
- (d) *separate pedestrian and vehicle movements within zones or areas, for pedestrian safety and convenience.*
- (e) *provide access points onto the arterial roads as shown on the relevant Structure Plans to: minimize traffic hazards; queuing on the roads; right turn movements; and interference with the function of intersections, junctions and traffic control devices.*
- (f) *not cause congestion or detract from the safety of traffic on abutting roads, and minimize: traffic hazards; queuing on public roads; and intrusion into adjacent residential areas.*
- (g) *provide for service vehicles and the storage and removal of waste goods and materials.*
- (h) *provide sufficient off-street parking to accommodate customer, employee and service vehicles if there is insufficient public car parking in the locality.*

- (i) *consolidate and co-ordinate parking areas into convenient groups, rather than located individually, and the access points minimized, and so located and designed that:*
 - (i) *vehicular movement between them does not require the use of public roads;*
 - (ii) *the number of access points is minimized; and*
 - (iii) *it is not necessary for vehicles to back onto public roads.*
- (j) *locate, design and orientate car parks in such a way as to facilitate safe, direct and convenient access of pedestrians between them and the facilities they serve, safe and convenient traffic circulation, minimal conflict between customer and service vehicles, and should include adequate provision for manoeuvring into and out of parking bays.*
- (k) *provide on-site parking determined by:*
 - (i) *the amount, type and timing of movement generated by the use;*
 - (ii) *the design, location and configuration of parking spaces;*
 - (iii) *the ability of the site to accommodate the parking spaces;*
 - (iv) *the potential for shared use of parking spaces; and*
 - (v) *the effect on surrounding activities and uses.*
- (l) *share use of car parking between developments to reduce the total extent of car parking areas.*
- (m) *provide for landscaping in order to screen, shade and enhance the appearance of car parking areas.*
- (n) *ensure that all sources of noise, including refrigeration and air conditioning equipment, garbage collection and car parking, do not cause excessive or disturbing noise at neighbouring properties.*

PDC 340 *Development should provide safe and convenient access for all anticipated modes of transport including cycling, walking, public and community transport, and motor vehicles.*

PDC 341 *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.*

PDC 355 *Development should be provided with safe and convenient access which:*

- (a) *avoids unreasonable interference with the flow of traffic on adjoining roads;*
- (b) *accommodates the type and volume of traffic likely to be generated by the development or land use and minimises induced traffic through over-provision;*

- (c) *is sited and designed to minimise any adverse impacts on the occupants of and visitors to neighbouring properties.*

PDC 362 *Development should be consistent with Australian Standard AS 2890 Parking facilities.*

PDC 363 *Vehicle parking areas should be sited and designed in a manner that will:*

- (a) *facilitate safe and convenient pedestrian linkages to the development and areas of significant activity or interest in the vicinity of the development;*
- (b) *include safe pedestrian and bicycle linkages that complement the overall pedestrian and cycling network;*
- (c) *not inhibit safe and convenient traffic circulation;*
- (d) *result in minimal conflict between customer and service vehicles;*
- (e) *avoid the necessity to use public roads when moving from one part of a parking area to another;*
- (f) *minimise the number of vehicle access points to public roads;*
- (g) *avoid the necessity for backing onto public roads;*
- (h) *provide the opportunity for shared use of car parking and integration of car parking areas with adjoining development to reduce the total extent of vehicle parking areas and the requirement for access points;*
- (i) *not dominate the character and appearance of a centre when viewed from public roads and spaces;*
- (j) *provide landscaping that will shade and enhance the appearance of the vehicle parking areas.*

PDC 367 *Parking areas should be sealed or paved in order to minimise dust and mud nuisance.*

PDC 368 *To assist with stormwater detention and reduce heat loads in summer, vehicle parking areas should include soft (living) landscaping.*

PDC 369 *Parking areas should be line-marked to indicate parking bays, movement aisles and direction of traffic flow.*

6.5 Crime Prevention

The Crime Prevention provisions in the Development Plan seek to ensure that new development prioritises safety and security by incorporating design features which discourage crime and facilitates community surveillance. The proposed development has responded to these provisions in the following ways:

- Through the prominent siting of the building, at the intersection of two collector roads where clear views into the site are available to traffic travelling along the Gawler East Link Road and the proposed north-south collector road;
- By providing large windows which will overlook the adjoining streets and car park to maximise opportunities for casual surveillance;
- By ensuring that landscaping selected for the development will be limited to low level plants to provide unobstructed sightlines;
- By avoiding the construction of boundary fencing or other structures which may obstruct sightlines or be used for concealment or entrapment spots; and
- By ensuring that the site will be illuminated in accordance with the relevant Australian Standards to maximise opportunities for casual surveillance.

For the reasons outlined above, the development is closely aligned with the following relevant Crime Prevention provisions of the Development Plan.

- Obj 20:** *A safe, secure, crime resistant environment where land uses are integrated and designed to facilitate community surveillance.*
- PDC 42** *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.*
- PDC 43** *Buildings should be designed to overlook public and communal streets and public open space to allow casual surveillance.*
- PDC 44** *Development should provide a robust environment that is resistant to vandalism and graffiti.*
- PDC 45** *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.*
- PDC 46** *Development, including car park facilities should incorporate signage and lighting that indicate the entrances and pathways to, from and within sites.*
- PDC 47** *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 2 metres from footpaths to reduce concealment opportunities.*

PDC 48 *Site planning, buildings, fences, landscaping and other features should clearly differentiate public, communal and private areas.*

PDC 49 *Buildings should be designed to minimise and discourage access between roofs, balconies and windows of adjoining dwellings.*

PDC 51 *Development should avoid pedestrian entrapment spots and movement predictors (eg routes or paths that are predictable or unchangeable and offer no choice to pedestrians).*

PDC 364 *Vehicle parking areas should be designed to reduce opportunities for crime by:*

- (a) maximising the potential for passive surveillance by ensuring they can be overlooked from nearby buildings and roads;*
- (b) incorporating walls and landscaping that do not obscure vehicles or provide potential hiding places;*
- (c) being appropriately lit;*
- (d) having clearly visible walkways.*

6.6 Stormwater and Flooding Considerations

A site specific Stormwater Management Plan for the subject site will be provided by Wallbridge Gilbert Aztec (WGA). This plan will complement and build upon the overall Stormwater Management Plan for the entire Springwood development which has been submitted with the concurrent land division applications. In particular, the Stormwater Management Plan will address the relevant provisions of the Development Plan.

6.7 Signage





The proposed development includes signage at the upper level on the northern and western elevations which reflect the intended use of the site as a Sales Centre. Additional directional signage will be provided around the site.

It is noted that the design, extent and size of the proposed signage does not visually dominate the building on which they will be attached. Further, the proposed signage will:

- Complement the design of the building;
- Be contained within the boundaries of the site;
- Not affect existing street trees or obscure views to attractive landscaping;
- Not cause a distraction for drivers or obstruct their views of other vehicles; and
- Be limited to information relating to the proposed use of the land.

For the reasons outlined above, the nature, quantity and design of the proposed signage is closely aligned with the following key 'Advertisements' provisions of the Development Plan including *Table Ga/4 – Advertising and Advertising Displays Definitions and Design Criteria*:

Figure 6.3 Extract from Table Ga/4

Sign Type	Criteria	
FLAT WALL SIGN	Maximum number: 1 per side wall 1 per rear wall	
	Placement and size of signs in scale and integrated with the architectural features and elements of the building gable wall.	
	Positioned not to conceal architectural features or detailing.	
		

Obj 69: An urban environment and rural landscape not disfigured by advertisements.

Obj 70: Advertisements in retail, commercial and industrial urban areas, and centre zones, designed to enhance the appearance of those areas.

Obj 71: Advertisements not hazardous to any person.

PDC 199 Advertising and advertising displays should, in addition to general provisions, conform with the performance criteria in Table Ga/4.

PDC 200 The location, siting, size, shape and materials of construction, of advertisements should be:

- (a) consistent with the desired character of areas or zones as described by their objectives;
- (b) consistent with the predominant character of the urban or rural landscape; or
- (c) in harmony with any building or site of historic significance or heritage value in the locality.

PDC 201 Advertisements should not detrimentally affect by way of their siting, size, shape, scale, glare, reflection or colour the amenity of areas, zones, or localities, in which they are situated.

PDC 202 Advertisements should not impair the amenity of areas, zones, or localities, in which they are situated by creating, or adding to, clutter, visual disorder and the untidiness of buildings and spaces.

PDC 203 Advertisements should not obscure views of attractive landscapes or particular trees or groups of trees.

- PDC 204** *The scale of advertisements should be compatible with the buildings on which they are situated and with nearby buildings and spaces.*
- PDC 207** *Advertisements on buildings that have a single architectural theme but which contain a number of tenancies, should be attached and displayed so as to be co-coordinated with that theme.*
- PDC 209** *Advertisements should not create a hazard to persons travelling by any means.*
- PDC 210** *Advertisements should not obscure a driver's view of other road vehicles, of rail vehicles at or approaching level crossings, of pedestrians and of features of the road such as junctions, bends, changes in width, traffic control devices and the like that are potentially hazardous.*
- PDC 211** *Advertisements should not be so highly illuminated as to cause discomfort to an approaching driver, or create difficulty in his perception of the road, or of persons or objects on it.*
- PDC 212** *Advertisements should not be liable to interpretation by drivers as an official traffic sign, or convey to drivers information that might be confused with instructions given by traffic signals or other control devices, or impair the conspicuous nature of traffic signs or signals.*
- PDC 213** *Advertisements should not detract drivers from the primary driving task at a location.*
- PDC 214** *Advertisements or advertising displays should:*
- (a) convey in clear and concise language, symbols, print style, layout, and in a limited number of colours, the owner/occupier and/or generic type of business, merchandise or services;*
 - (b) be minimised in number to avoid proliferation of advertisements or advertising displays;*
 - (c) be of a form, style, scale and size and in locations appropriate to the desired character and future use of land or character of the locality or zone and to preserve reasonable exposure to the public for all adjacent sites;*
 - (d) not have an adverse impact on the amenity of adjacent land uses and areas from which they are visible and without limiting the foregoing, no bunting, whirligigs or other like displays should be displayed;*
 - (e) conceal the supporting structure from view wherever possible;*
 - (f) be completely contained within the boundaries of the subject property, and if road widening is applicable, be within the proposed property boundary realignment;*
 - (g) be unified in colour, style, placement and proportion to present a coordinated theme and design for a site, centre or building; and*
 - (h) be designed and located to avoid damage to, pruning or lopping of on-site landscaping or street trees.*
- PDC 221** *Advertisements or advertising displays should only identify premises or the nature of business, goods or services conducted on the land or building.*

6.8 Landscaping

A conceptual landscaping plan has been prepared for the development and is included on the site plan contained in **Appendix 2**.

The proposal includes landscaping around the perimeter of the site as well as within the car parking area. A larger landscaped area will also be provided to the east of the Sales Centre fronting the Gawler East Link Road. These landscaped areas will be planted with a range of species which complement the overall landscape theme of the Springwood development. More specifically, the proposed landscaping will assist to create a sense of place and a high-quality, coordinated development outcome.

Accordingly, the development satisfies PDC 25 of the Development Plan which seeks:

PDC 25 *Development or redevelopment within business, centre, shopping or mixed use zone or associated policy areas, should:*

- (i) *be designed to be compatible with existing development through:*
 - (i) *a buffer between development in the zone and adjacent areas;*
 - (ii) *landscaping which complements adjacent development and enhances the visual appearance and character of the zone;*
 - (iii) *pedestrian paths and spaces which are shaded, defined and protected from the wind;*
and
 - (iv) *service yards, loading areas and outdoor storage areas which are screened;*
 - (v) *foster human scale, define spaces, reinforce paths and edges, screen utility areas, and generally enhance the visual amenity of the area.*

6.9 Interface Considerations

The subject site is located within the Mixed Use Centre Policy Area 3 which clearly anticipates a neighbourhood level centre in this area. Currently, the site and nearby land is vacant but will be developed over time to create a master-planned community comprising residential development supported by a range of non-residential land uses. On this basis, potential interface issues have been carefully considered during the preparation of the Springwood masterplan and as part of the wider urban design of the whole project. In addition, by its nature, the Sales Centre is unlikely to create any significant interface issues in terms of noise or light spillage. While the building will be two-storeys in height, it will be located a significant distance from the proposed residential areas to the south. For these reasons, potential issues relating to overshadowing and overlooking will be managed appropriately. Therefore, the proposed development appropriately responds to the following relevant interface provisions within the Development Plan:

Zone

PDC 28 *Development should be designed and sited to minimise negative impact on existing and potential future land uses considered appropriate in the locality.*

Council Wide

Obj 42: *Development located and designed to minimise adverse impact and conflict between land uses.*

Obj 43: *Protect community health and amenity from adverse impacts of development.*

PDC 107 *Development should not detrimentally affect the amenity of the locality or cause unreasonable interference through any of the following:*

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

PDC 108 *Development should be sited and designed to minimise negative impacts on existing and potential future land uses desired in the locality.*

7. Conclusion

This development application seeks approval to establish a Sales Centre incorporating an office and café with associated car parking, signage and landscaping.

Having undertaken a comprehensive assessment of the application against the relevant provisions of the Gawler (CT) Development Plan, we believe that the proposal represents orderly development which accords with the relevant provisions of the Development Plan for the reasons summarised below:

- The main land use elements of the Sales Centre (office and shop) are envisaged forms of development in the Residential (Gawler East) Zone and Mixed Use Policy Area 3;
- The general area of the subject site is indicatively identified as a Neighbourhood Centre within the *Gawler East Structure Plan Map Ga/1 (Overlay 1) Enlargement G* as well as the Springwood Masterplan;
- The location and design of the proposed development will complement other proposed development in the Springwood 'village centre' such as the supermarket on the opposite side of the Gawler East Link Road;

- The Sales Centre has been designed to address both road frontages, and the building exhibits a high degree of architectural merit achieved by using a variety of complementary colours, building materials and articulation;
- A coordinated signage theme is proposed, with all signage designed in accordance with the relevant provisions of the Development Plan;
- Large windows along the elevations of the Sales Centre will maximise opportunities for casual surveillance across the site;
- The proposed development has been designed to accommodate safe and convenient movements for vehicles, and the CIRQA report concludes that sufficient onsite parking will be provided to cater for the anticipated parking demand;
- The additional traffic volumes to be generated by the development will not have a significant impact on the road network;
- Stormwater will be managed appropriately in accordance with the overall stormwater management plan for the Springwood development which has been submitted with the land division applications; and
- The proposed landscaping will assist to create a sense of place and enhance the amenity of the locality.

Based on our assessment, the application is closely aligned within the relevant provisions of the Development Plan and therefore warrants Development Plan Consent subject to reasonable and relevant conditions.



Appendix 4. Traffic and Parking Review

CIRQA

Ref: 19139|BNW

11 June 2019

Mr Warwick Mittiga
Arcadian Property
PO Box 7126 Hutt Street
ADELAIDE SA 5000

Dear Warwick,

SPRINGWOOD SALES CENTRE TRAFFIC AND PARKING REVIEW

I refer to the proposal to develop a Sales Centre at Springwood. As requested, I have undertaken a review of traffic and parking matters associated with the proposal.

BACKGROUND

The subject site is located within the "Village Centre" of the Springwood land development at Gawler East. The sales centre forms part of the Springwood land development at Gawler East. The overall development is a master planned residential land division with supporting retail/commercial uses.

The site is located adjacent the south-eastern corner of the future Gawler East Link Road and a future (north-south oriented) collector road. The Development Plan identifies the site is located within the Residential Zone (Gawler East) Zone and the Mixed Use Centre Policy Area.

THE PROPOSAL

It is proposed to construct a Sales Centre on the subject site (associated with the residential land development). The Sales Centre will be associated with 33 allotments (to the south) which will form the Springwood Display Village. Specifically, the Sales Centre will comprise a total ground floor area of 294.52 m² (of which 88.87 m² will be utilised for a 40-seat café comprising indoor and outdoor seating) and a total upper floor area of 159.93 m² which will be utilised for office floor area. A 60.34 m² 'viewing deck' (ancillary to the sales centre component) will also be provided at first floor level).

The site will be accessed via two two-way crossovers on the north-south collector road and a new local road adjacent the eastern boundary. A total of 35 parking spaces will be provided within the site including one space for use by persons with disabilities. Additional on-street parking would also be available with the Display Village area as well as parking within each individual display home.

The parking area will comply with the requirements of the Australian/New Zealand Standard for *"Parking Facilities – Part 1: Off-street car parking"* (AS/NZS 2890.1:2004) and the Australian/New Zealand Standard for *"Parking Facilities – Part 6: Off-street parking for people with disabilities"* (AS/NZS 2890.6:2009) in that:

- parking spaces will be 2.5 m wide and 5.4 m long (or 4.8 m long with 600 mm overhang to low lying landscaping);
- disabled parking spaces will be 2.4 m wide and 5.4 m long with an adjacent shared area of the same dimension;
- parking aisles will be at least 5.8 m wide;
- a 1.0 m end-of-aisle extension will be provided beyond the last parking space in the blind aisle;
- 0.3 m clearance will be provided (where applicable) to all objects greater than 0.15 m in height; and
- pedestrian sight line requirements at the access points will be provided.

Refuse collection can be undertaken on site with movements facilitated by forward-in and forward-out movements between the two crossovers.

PARKING ASSESSMENT

The Development Plan does not specify a rate for Sales Centres or Display Villages, albeit does note that Display Homes are to be assessed on a needs basis. However, the following rates are identified in relation to other uses within the Sales Centre:

- office – 4 spaces per 100 m² floor area;
- shop – 5.5 spaces per 100 m² floor area (within the Mixed Use Centre Policy Area 3 of the Residential (Gawler East) Zone); and
- restaurant – 1 space per 3 seats.

In lieu of a specific rate applicable to the sales centre component, the following assessment is based on the application of the above 'shop' rate to this component. This provides a conservative assessment as a sales centre would generate a lower parking demand than traditional retail. Nevertheless, application of this rate allows flexibility for

the future use of the site (i.e. once the sales centre is no longer required, an alternative use may be considered whilst retaining adequate parking supply on-site).

Table 1 summarises the parking assessment based on the above approach.

Table 1 - Parking requirement assessment

Land Use	Area (m ²)	Seats	Rate	Spaces Required
Sales Centre*	205.65	n/a	5.5 sp. per 100 m ²	11.3
Café	88.87	40	1 sp. per 3 seats	13.3
Office	159.93	n/a	4 sp. per 100 m ²	6.4
* conservatively assessed on 'shop' rate			Total	31.0 spaces

On the basis of the above, the overall proposal will require 31 spaces. The proposed provision of 35 spaces on-site will therefore exceed this requirement.

In addition to the above, further parking availability will be provided within the streets bounding the display homes as well as within the display homes themselves (which could be utilised by staff). In the order of 30 to 40 on-street parking spaces could be accommodated within the immediate vicinity of the display homes (which would not be required by residents or their visitors of dwellings in the broader vicinity).

On the basis of the above, it is considered that the proposal will include sufficient parking provision to meet the demands associated with sales centre and associated display village.

TRAFFIC IMPACT

Previous traffic impact assessments have been undertaken as part of the broader Springwood land division project. This would have included consideration of the traffic generation of development within the town centre. It is considered that the traffic generation associated with the Sales Centre would be of a similar order to that assumed for the subject site in the previous traffic analysis. Furthermore, the peak traffic generation associated with the site will occur outside of the peak commuter periods. The broader land division layout has been designed to accommodate future traffic flows, including traffic generation associated with the subject site. The traffic movements associated with the proposed use will be easily accommodated in the surrounding road network.

SUMMARY

The proposed Sales Centre for the Springwood land development will comprise sales centre floor area as well as associated offices and a café. The proposal will be serviced by a 35-space car park accessed via two crossovers. The car park and access points will be provided in accordance with the relevant Australian Standards.

A conservative assessment of parking demands associated with the Sales Centre has been prepared (based on Development Plan rates). It is considered that the proposed provision of 35 spaces will adequately accommodate demand associated with the proposed use (as well as future adaption for commercial and/or retail uses if proposed once the broader land development is complete). There will also be further parking capacity within on-street areas within the broader Display Village.

Traffic generated by the proposal is in line with the broader assessment undertaken for the land development. It is considered that traffic movements associated with the site will be easily accommodated on the adjacent road network.

Please feel free to contact me on (08) 7078 1801 should you require any additional information.

Yours sincerely,



BEN WILSON
Director | CIRQA Pty Ltd

WGA

WALLBRIDGE GILBERT
AZTEC

SPRINGWOOD COMMUNITIES

SPRINGWOOD SALES CENTRE

STORMWATER MANAGEMENT PLAN

Project No. 070975

Doc No. WAD070975-RP-CV-0013

Rev. A

19 December 2019

WGA

Revision History

Rev	Date	Issue	Originator	Checker	Approver
A	19/12/2018	For planning approval	RD	JPH	GL

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1 INTRODUCTION 3

1.1 BACKGROUND 3

1.2 SCOPE OF ASSESSMENT 3

2 STORMWATER STRATEGY..... 4

2.1 DEVELOPMENT DESCRIPTION 4

2.2 STORMWATER MANAGEMENT METHODOLOGY 4

2.2.1 General 4

2.2.2 Stormwater retention 4

2.3 SUMMARY 4

APPENDICES

- Appendix A** ARCHITECTURAL SITE PLAN
- Appendix B** STORMWATER CALCULATIONS
- Appendix C** STORMWATER MANAGEMENT PLAN



1

INTRODUCTION

1.1 BACKGROUND

Wallbridge Gilbert Aztec (WGA) has been engaged to prepare a Stormwater Management Plan (SMP) for the proposed sales centre development, located at Lot 2006 adjacent to the Gawler East Link Road (GELR), to be delivered as part of the Springwood Residential Development.

This report is intended to conceptually outline the stormwater management strategy for the development and outlines the stormwater management methodology. A final detailed design shall be carried out to provide construction documentation and incorporate the stormwater design principles outlined in this report. The final documentation is beyond the scope of this report.

1.2 SCOPE OF ASSESSMENT

The preparation of the SMP comprises the scope of services listed below:

- Review of the Springwood Residential Development Masterplan;
- Review of the Springwood sales centre architectural site plan;
- Prepare stormwater calculations to determine stormwater retention requirements;
- Prepare a report detailing the methodology to manage stormwater runoff in accordance; and
- Prepare a preliminary sketch plan illustrating the stormwater management methodology.



2 STORMWATER STRATEGY

2.1 DEVELOPMENT DESCRIPTION

The existing site is currently undeveloped with an area of approximately 2,600 m². It is understood that the proposed development consists of a building, car park and landscaping.

2.2 STORMWATER MANAGEMENT METHODOLOGY

2.2.1 General

Roof runoff will be collected by downpipes located around the buildings and will be discharged into a new underground stormwater system. Runoff from the car park will be intercepted by a series of kerbs, spoon drains and grated inlet pits, which will be directed via proprietary underground oil and silt trap interceptor. The GPT will treat all stormwater runoff from the car park before discharging it into an existing temporary stormwater retention basin located off site as discussed in Section 2.2.3. The roof drainage system will be directed towards the site layout such that it will bypass the GPT where it will discharge to the outlet point.

2.2.2 Stormwater drainage system

The following parameters were assumed in the stormwater assessment:

- Runoff coefficient, $C = 0.8$
- Time of concentration, $t_c = 10$ min
- Design event = 10% AEP

Based on these parameters, the resultant pipe size is minimum 300 mm.

2.2.3 Stormwater retention

A temporary retention basin would be constructed nearby to the site to accept stormwater runoff. This runoff will be retained within the basin until such time that infrastructure is provided to enable a connection into the stormwater network within the local roadways. To size the temporary retention basin, a daily water balance model using over a 40-year period of daily rainfall data (1975-2015) was created. The stormwater assessment sized the temporary retention basin to ensure that the maximum number of overflows was restricted to 5 per year. Based on water balance calculations, the retention basin will be required to be enlarged by 600 m³ with 1 m depth to accommodate the additional storage volume. Ultimately, treated stormwater from the GPT will ultimately be discharged to the GELR or local stormwater network once completed.

2.3 SUMMARY

The Preliminary sketch plans contained within this report has been prepared to demonstrate the philosophy behind proposed management of the stormwater runoff from the development. The information provided is preliminary and will be subject to detailed design and documentation.

APPENDIX A

ARCHITECTURAL SITE PLAN



STUDIO NINE ARCHITECTS

NOTES

1. Copyright of drawings is retained by Studio Nine Architects. All drawings shall be used for the purposes of the project only and shall not be reproduced, stored in a retrieval system, or transmitted in any form or by any means, electronic, mechanical, photocopying, recording, or by any information storage and retrieval system, without the prior written consent of Studio Nine Architects.

2. These drawings are not to be used for any other purpose without the prior written consent of Studio Nine Architects.

3 King William Road
East Town SA 5007
Australia

4 1300 555 555
08 8333 3333

Indicates dimensions as
indicated on the plan

NO.	DATE	BY	CHKD.
001	14/05/2019	SA/PA/02	
002	14/05/2019	SA/PA/02	
003	14/05/2019	SA/PA/02	
004	14/05/2019	SA/PA/02	
005	14/05/2019	SA/PA/02	
006	14/05/2019	SA/PA/02	
007	14/05/2019	SA/PA/02	
008	14/05/2019	SA/PA/02	
009	14/05/2019	SA/PA/02	
010	14/05/2019	SA/PA/02	

Project: Landmark
Key: Date: Agreement:

PRELIMINARY
DATED 14/05/2019

PROJECT
SPRINGWOOD SALES
CENTRE + PROJECT
OFFICE

0906-224-PA/02

0906-224-PA/02

0906-224-PA/02

0906-224-PA/02

0906-224-PA/02

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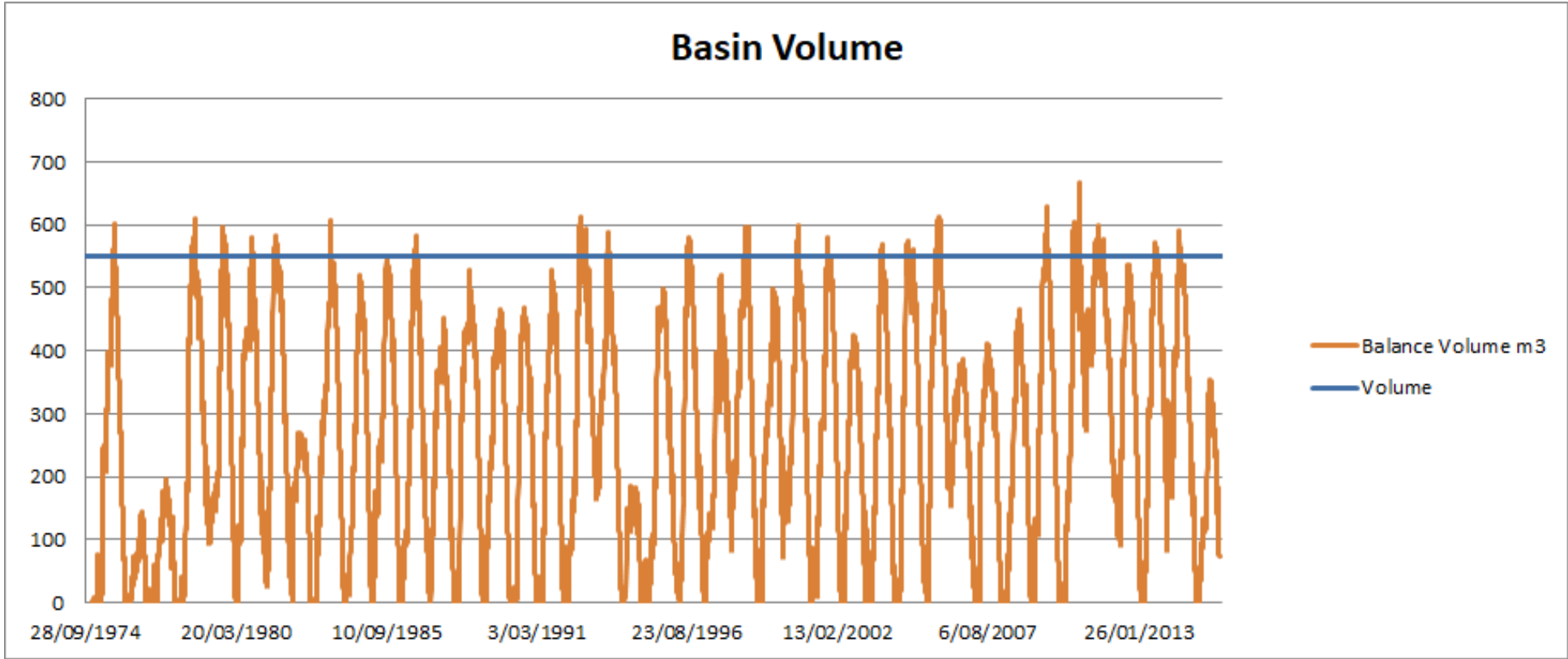
SITE PLAN - PROPOSED
SCALE 1:200 @A3



APPENDIX B

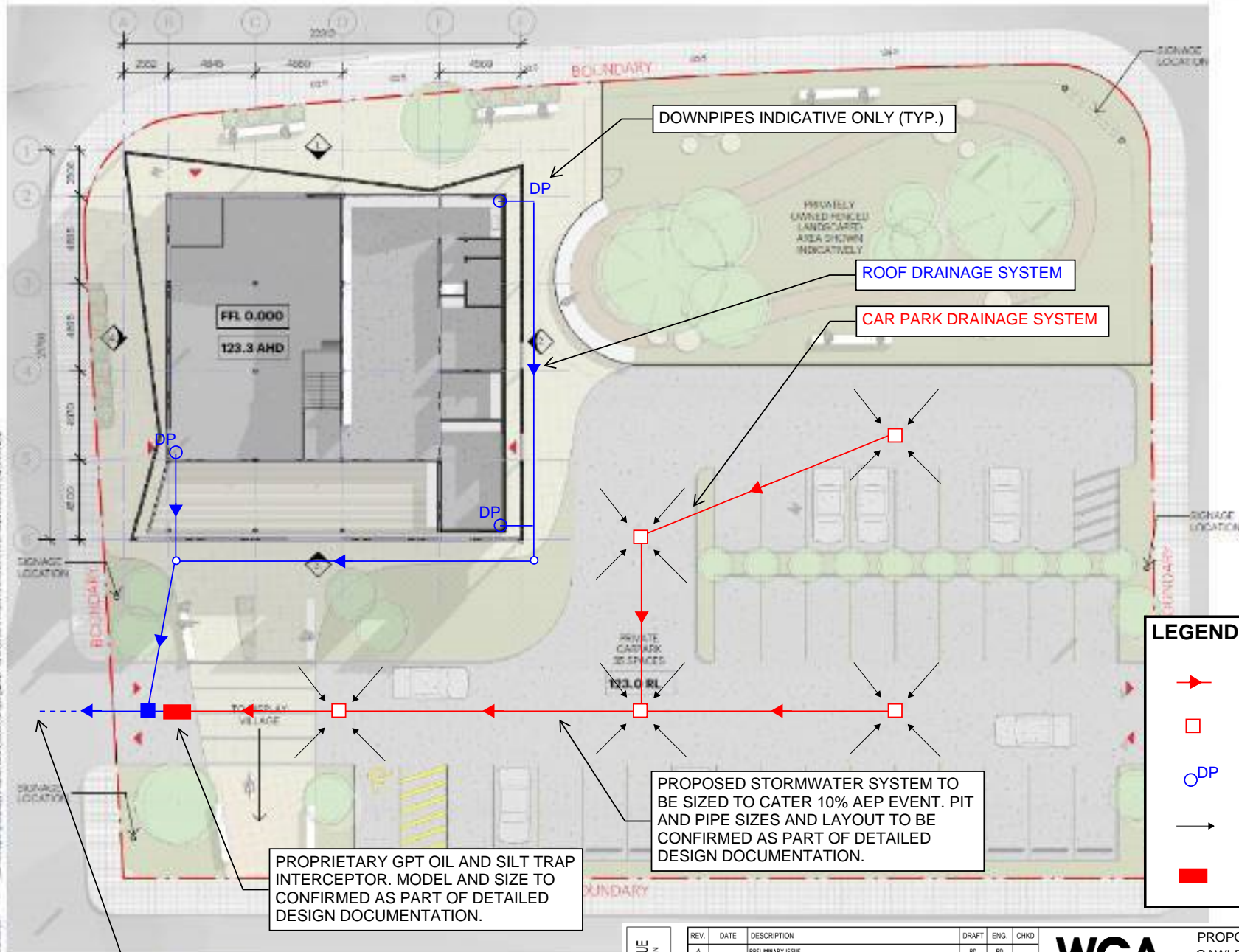
STORMWATER CALCULATIONS

SALES CENTRE
WATER BALANCE



APPENDIX C

STORMWATER MANAGEMENT PLAN



LEGEND

- PVC PIPE
- GRATED INLET PIT
- DP DOWN PIPE
- SURFACE FALL
- GPT

SITE PLAN
SCALE 1:200 (A1)

TEMPORARY PVC STORMWATER DRAIN DISCHARGES TREATED STORMWATER TO THE EXISTING DPTI TEMPORARY RETENTION BASIN. REFER LOCALITY PLAN ATTACHED.

PROPRIETARY GPT OIL AND SILT TRAP INTERCEPTOR. MODEL AND SIZE TO CONFIRMED AS PART OF DETAILED DESIGN DOCUMENTATION.

PROPOSED STORMWATER SYSTEM TO BE SIZED TO CATER 10% AEP EVENT. PIT AND PIPE SIZES AND LAYOUT TO BE CONFIRMED AS PART OF DETAILED DESIGN DOCUMENTATION.

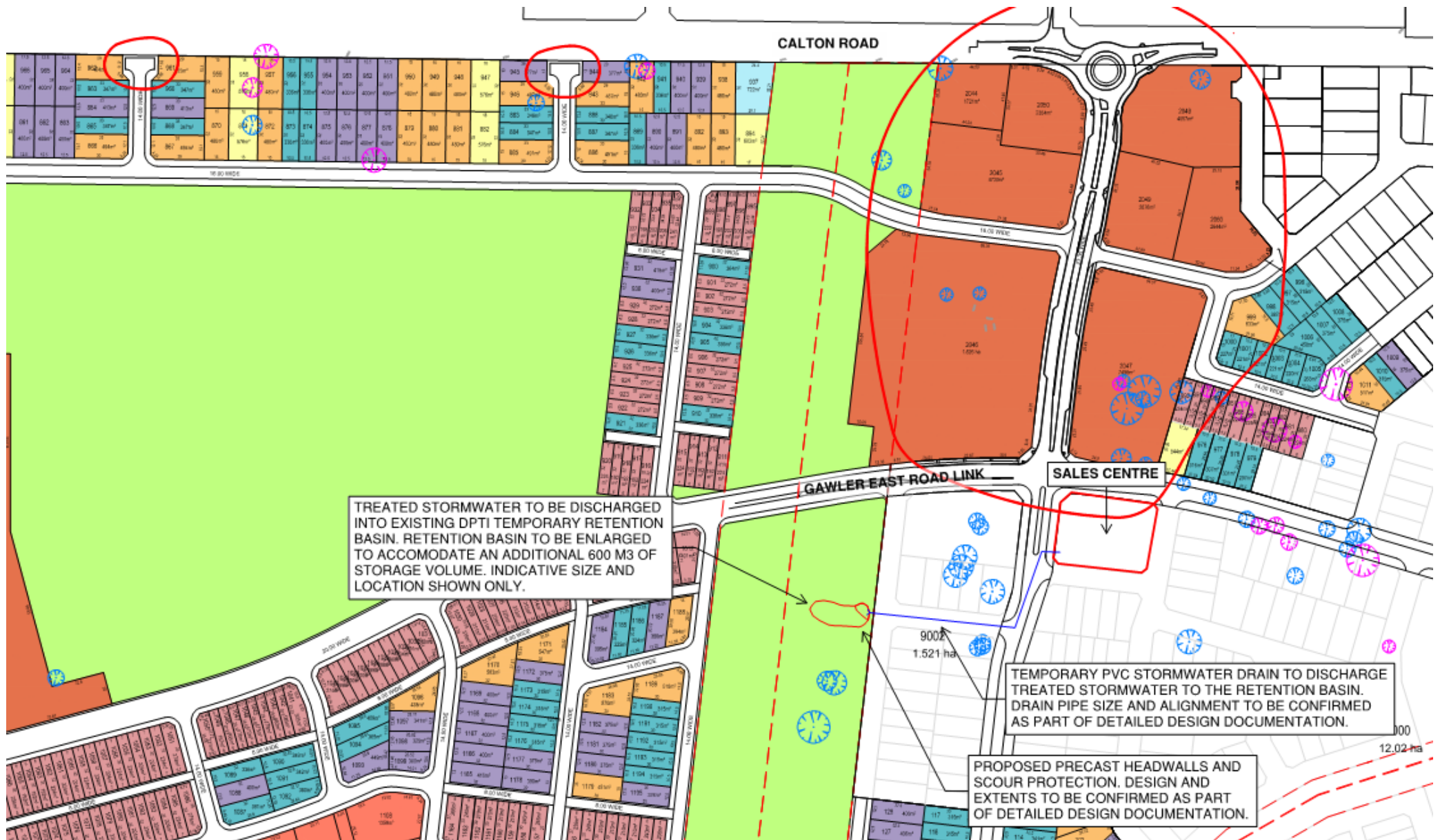
PRELIMINARY ISSUE
NOT FOR CONSTRUCTION

REV.	DATE	DESCRIPTION	DRAFT	ENG.	CHKD.
A		PRELIMINARY ISSUE	RD	RD	

WGA
WALLBRIDGE GILBERT
AZTEC
60 Wyatt Street, Adelaide
South Australia 5000
Telephone 08 8223 7433
Email adelaide@wga.com.au

PROPOSED SALES CENTRE
GAWLER EAST LINK ROAD
FOR SPRINGWOOD COMMUNITIES
STORMWATER MANAGEMENT PLAN

A1	DOCUMENT NUMBER	Project Number	Sheet No.	Rev.
Design RD	Drawn RD	WAD070975	CC-SK1	A



PRELIMINARY ISSUE
NOT FOR CONSTRUCTION

REV.	DATE	DESCRIPTION	DRAFT	ENG.	CHKD
A		PRELIMINARY ISSUE	RD	RD	

WGA
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PROPOSED SALES CENTRE
GAWLER EAST LINK ROAD
FOR SPRINGWOOD COMMUNITIES
STORMWATER MANAGEMENT PLAN ©

A1	DOCUMENT NUMBER	Project Number	Sheet No.	Rev.
Design RD	Drawn RD	WAD070975	CC-SK 2	A



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WHYALLA

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Whyalla SA 5600

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WALLBRIDGE GILBERT AZTEC

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CATEGORY 2 REPRESENTATION

Development Act 1993, Section 38

Gawler



Applicant: Springwood Development Nominees
Development Number: 490/E006/19
Nature of Development: Construction of a shopping centre comprising supermarket and six (6) specialty shops, two (2) standalone shops, associated car-parking and signage
Development Type: Merit
Zone / Policy Area: Residential (Gawler East) Zone/ Mixed Use Centre Policy Area 3
Subject Land: Calton Road, Gawler East, Lot 9010 CT 6205/146 (Proposed Lot 1006 in DA 490/D025/19)
Contact Officer: Hannah Connell
Phone Number: 7109 7828
Close Date: 5:00pm Thursday 19 December 2019

CONTACT DETAILS:

Organisation: Town of Gawler
Primary Contact: Henry Inat
Phone: 8522 9241
Email: Henry.Inat@gawler.sa.gov.au
Postal Address: PO Box 130 Gawler SA 5118

REPRESENTATION DETAILS:

My Interests are: A representative of a company/other organisation affected by the proposal
Address of Property Affected: Public Reserve – Calton Road (Certificate of Title Volume 5111 Folio 207)

REPRESENTATION:

The specific aspects of the application to which the Town of Gawler would like to make comment on include:

- Procedural Components being the categorisation
- Land Use
- Design
- Stormwater
- Traffic
- Car and Bicycle Parking
- Landscaping
- Signage
- General Infrastructure Provision
- SEAGas and ElectraNet informal referral

Categorisation

Council has concerns with the extent of properties notified during the assessment of the application. This concern is premised on the interpretation of the definition of 'adjacent land'. In accordance with the *Development Act 1993*, adjacent land is defined as follows:

adjacent land in relation to other land, means land—

- a) that abuts on the other land; or*
- b) that is no more than 60 metres from the other land and is directly separated from the other land only by—*
 - i. a road, street, footpath, railway or thoroughfare; or*
 - ii. a watercourse; or*
 - iii. a reserve or other similar open space*

The following properties are situated within 60 metres of the subject land and are separated by a Council Reserve and Road (Calton Road):

- 34 Stithians Drive;
- 43 Stithians Drive;
- 48 Phillips Avenue;
- 47 Phillips Avenue;
- 10 Norman Court; and
- 9 Norman Court.

In accordance with Section 38 Clause (4)(a), notification must be given to an owner or occupier of each piece of adjacent land. As the abovementioned properties fall within the ambit of 'adjacent land', notification to these properties should have occurred during the consultation period. Given the omission of properties and resulting error in process, the public notification period should be re-undertaken such that all properties entitled to submit a representation are enabled to do so.

Other Elements

The other elements of the application raised above are discussed within the attached document which also forms part of the Town of Gawler's representation. These comments have previously been provided to SCAP within Council's referral response.

In summary, Council has some concerns with the proposed development, until such time as the above mentioned elements have been adequately addressed. Notwithstanding, Council is supportive of the proposed economic development and resulting employment generating opportunities this development will provide to the wider community.

Council would also like the opportunity for a representatives of the Council to be heard by the State Commission Assessment Panel in relation to this matter.

Signature:



Date:

19 December 2019

23 October 2019

Gawler



Ms Simone Fogerty
Presiding Member
State Assessment Commission Panel
C/- Department of Planning Transport and Infrastructure
PO BOX 1815 Adelaide SA 5001

Town of Gawler Administration Centre
43 High Street
PO Box 130
Gawler East SA 5118
Phone: (08) 8522 9211
Fax: (08) 8522 9212
council@gawler.sa.gov.au
gawler.sa.gov.au

Dear Ms Fogerty, *Simone*

Re: Development Applications 490/E005/19 (Construction of a Sales Centre (two storey) comprising Showroom, Office and Café with associated car park and signage), 490/E006/19 (Construction of a shopping centre comprising supermarket and six (6) specialty shops, two (2) standalone shops, associated car parking and signage) and 490/E009/19 (Childcare centre with associated car park, landscaping, fencing and signage).

Please find enclosed a report of the Town of Gawler Council Assessment Panel on the three (3) Development Applications as above.

The report was adopted unanimously by the Panel at its meeting held on 23 October 2019.

Should you require any further information do not hesitate to contact Ryan Viney, Manager Development, Environment and Regulatory Services on 85229271 or ryan.viney@gawler.sa.gov.au.

Yours sincerely,

Michael Llewellyn-Smith

Dr Michael Llewellyn-Smith AM KStJ JP
Presiding Member

TO THE STATE COMMISSION ASSESSMENT PANEL
FROM THE
TOWN OF GAWLER
COUNCIL ASSESSMENT PANEL

Attachment Number	Document	Pages
Attachment 1 -	Procedural Matter Concerns	1-2
Attachment 2 –	Council Comments relating to: 1. 490/E005/19 (490/440/19) 2. 490/E006/19 (490/441/19) 3. 490/E007/19 (490/442/19)	3-32
Attachment 3	Recommended Conditions for: 1. 490/E005/19 (490/440/19) 2. 490/E006/19 (490/441/19) 3. 490/E007/19 (490/442/19)	33-38
Attachment 4	Council Assessment Panel Report	1-45
Attachment 5	Council Assessment Panel Report Minutes	46

Attachment 1 – Procedural Concerns

Legal advice has been sought with regards to procedural matters in processing the subject three applications without each corresponding allotment existing for each of the proposals (including lack of legal road access) and further the need to consider earthworks.

In summary, the legal advice received in summary included:

1. Each of the respective land divisions cannot and should not be assessed and determined unless and until the divisions which create the relevant public roads from which access will be taken, are approved. Until this occurs, none of the proposed developments in the 3 development applications have a lawful means of access. The 3 development applications cannot be granted a Development Plan consent on this basis. To do so would be contrary to the Gawler (CT) Development Plan and would, be against general practice (see, e.g. *Rohrlach & Anor v City of Unley* [2011] SAERDC 19).
2. Further, fundamental aspects of the 3 development applications, being floor levels, stormwater management and retaining wall heights are uncertain and are dependent on as-yet undetermined development applications. It would be inappropriate and contrary to the Development Plan to grant Development Plan consent to the 3 development applications without particular information in this regard. Specifically, floor levels and retaining wall heights are significant planning merit considerations such that they cannot be dealt with as reserve matters for the reasons expressed in the Supreme Court judgment of *Mar Mina (SA) Pty Ltd v City of Marion & Anor* [2008] SASC 120.
3. The lack of lawful access does not render the 3 development applications hypothetical. The test for a “hypothetical” development is whether there is a reasonable prospect of the development proceeding (see *Hackney Hotel Pty Ltd v Corporation of the Town of St Peters* (1983) 32 SASR 145 and *Rampling v City of Holdfast Bay* [2010] SAERDC 60).
4. Once the relevant land division applications are approved and plans deposited at the Land Titles Office (LTO) such that the proposed public roads are sufficiently certain so as to facilitate future developments relying on them for access, and so that levels and retaining wall heights can be confirmed, the 3 development applications may then be granted Development Plan consent.

In conclusion, none of the 3 development applications can be determined until:

1. The divisions creating the public roads for which each of the 3 development applications are reliant for access are approved and the relevant plans of division deposited at the LTO;

or

2. Each of the 3 development applications is amended to provide access to an existing public road and to remove all uncertainty concerning levels and retaining walls (which are currently specified as being contingent on the outcome of the relevant land division applications).

Attachment 2 - Assessment Comments

490/440/2019 – 490/E005/19

CONSTRUCTION OF A SALES CENTRE (TWO STOREY) COMPRISING SHOWROOM, OFFICE AND CAFE WITH ASSOCIATED CAR PARK AND SIGNAGE



Element	Discussion
Land Use	<ol style="list-style-type: none"> The proposed land use has been defined by the applicant as a Sales Centre and will consist of a number of associated elements which include: <ol style="list-style-type: none"> A sales Centre (132.55m²) A Café (79.4m²) Office with Amenities (159.93m²) 35 Car parks The Mixed Use Centre Policy area contemplates a wide range of land uses that serve the local community. The proposed use is in keeping with this intent and therefore satisfies Objective 1, 3 and PDC 1 and 6 of the policy area.
Earthworks and Retaining	<ol style="list-style-type: none"> No site civil plans have been provided as part of the application. The existing and finished levels of the land are dependent on the final design and approval of the

	<p>associated land division applications and completion of the Gawler East Link Road.</p> <ol style="list-style-type: none"> Depending on the level of earthworks that result in both the associated land division and Gawler East Link Road works, there may be a need for additional earthworks and retaining walls. At this stage of the proposal, there is insufficient information to properly assess the development against the following PDC's: <p>PDC 7 (Policy Area)</p> <p>Filling of land and retaining walls exceeding 1.0 metre in height are appropriate where they are associated with the remediation and development of the former quarry site.</p> <p>PDC 29 (Zone)</p> <p>Retaining walls greater than 1.0 metre in height should:</p> <ol style="list-style-type: none"> not be directly visible from a public road or the public realm where located between a building and a road frontage, be stepped in increments of not more than 1.0 metre not cause significant adverse impacts on the amenity of adjacent properties, particularly in relation to overshadowing, cutting off light or views. <p>PDC 31 (Zone)</p> <p>Development should be designed and sited to relate to the slope of the land, so that:</p> <ol style="list-style-type: none"> the bulk and scale of the buildings do not dominate the landscape; the amount of cut and fill is minimised.
Design	<ol style="list-style-type: none"> The desired character statement of the Policy Area seeks to create a 'main street' environment with buildings addressing the street and car parking located primarily to the rear. The appearance of siting of buildings is encouraged to be within close proximity to

	<p>street frontages and be of an architecturally high standard to create diversity of interest through the appearance of an aggregation of smaller buildings.</p> <ol style="list-style-type: none"> 2. This intent is achieved through the siting of the building being closely aligned with the intersection of the Gawler East Link Road and the intersecting north-south collector road and rear located car parking area. The built form comprises of a high standard façade incorporating protruding elements and features which provide for visual interest and promote a pedestrian-friendly environment. 3. The two-storey building addresses both street frontages and incorporates paving, street furniture and landscaping that integrate the adjoining public spaces with the subject development. 4. Zone Objective 7, PDC 22(b) and Policy Area Objectives 2, 3 and PDC's 3, 4, 5 and 6 are considered to be satisfied by the proposal. 5. The sales centre is considered to achieve a strong design outcome which sets a positive benchmark for future development within the Policy Area.
Stormwater	<ol style="list-style-type: none"> 1. The applicant has noted that a site specific Stormwater Management Plan will be prepared for the subject development. The plan will build upon the overall Stormwater Management Plan for the entire Springwood development which has been submitted with the concurrent land division applications. 2. Whilst a Reserved Matter or at the very least a condition would generally be appropriate for the provision of the final design, a concept plan demonstrating the high level method of stormwater management should be provided for the purposes of the planning assessment prior to the issuing of any Development Plan Consent. 3. The stormwater system should incorporate adequate

	<p>detention, water quality control (i.e. Gross Pollutant Trap to separate oils and other pollutants) for the carparking area and encourage the use of Water Sensitive Urban Design (WSUD) principles.</p> <p>4. Applicable WSUD principles that could be adopted within the design are identified with CW PDC 148, 150, 151, 152, 154, 155, 157 and 158.</p>
Traffic	<p>1. The traffic volume associated with the site is considered to be in keeping with the traffic volumes proposed as part of the associated land division application 490/D025/19 and 490/D026/19 for the adjoining road network. Accordingly, the traffic network proposed as part of the associated land division applications is not considered to be exceeded by the proposal.</p> <p>2. Access and egress from the subject land to the adjoining public road network will be obtained via two two-way simultaneous crossovers. These crossovers are situated upon a Local Road and the North-South Collector Road proposed as part of the associated land division 490/D025/19. The car parking area is configured in a manner to accommodate on-site vehicle manoeuvring to enable vehicles to egress the site in a forward direction. As such, the movement of vehicles in association with the site will not conflict with the flow of traffic on adjoining roads.</p> <p>3. The traffic impact has been considered by Cirqa, the applicant's independent traffic consultant and Council's traffic engineers. Both of which, consider this element of the proposal to be acceptable.</p> <p>4. Should waste collection not be achieved via kerb side collection, additional consideration should be given to the manner in which waste is collected from the site.</p> <p>5. The current plans do not provide for the construction site levels (including existing or design levels) of the</p>

	<p>adjoining roads (including the Gawler East Link Road) compared to proposed finished levels of the site and proposed development. Without this level of detail, there is concern relating to access and gradients between the subject site and the external roads (some being partially constructed or not yet approved).</p> <p>6. The proposal also lacks detail with regards to any required works relating to access into the site from any external roads (including the Gawler East Link Road) and the need for alterations to traffic devices such as any median strips, or access arrangements. Whilst it is acknowledged that not all external road infrastructure has been constructed, the associated designs may already exist and may require refinement to accommodate the proposal.</p> <p>7. Any works or refinements to roads that are required to accommodate the proposed development should be completed as part of the associated land division applications and secured via an Infrastructure Agreement (being as part of external infrastructure works) for the subject application to ensure such works (if required) are provided.</p>
Car Parking	<p>1. The proposal seeks to provide for 35 car parking spaces to service the proposed use(s) in a manner that is consistent with AS2890.1:2004 and AS2891.6:2009 (being the Australian Standard for off street parking and off street parking for people with disabilities).</p> <p>2. A car parking assessment has been undertaken for the Sales Centre and associated Office and Café use with consideration to the car parking rates outlined within the Gawler East Residential Zone and Table Ga/1. Based on the carparking requirements outlined within the Development Plan, a total of 31 car parks is required to service the proposed development. Therefore a surplus of four car parks exists.</p>

	<p>3. It is noted that the provided Cirqa Traffic Consultant report further discusses the provision of car parking on site for a Display Village comprising of approximately 33 display homes. This Display Village and associated display homes has not been formally proposed as part of the subject application and as such, is not a consideration at this point in time. When/if a display village is lodged, then the provision of carparking can be further considered in this regard.</p> <p>4. The indicative layout of the car parking area is sufficient to demonstrate that the appropriate amount of car parking has been provided to service the proposed use. Final detail however, is required for the design levels of the car parking area, to confirm gradients comply with both the <i>Disability Discrimination Act 1992</i> (DDA) and AS2890.</p>
Bicycle Parking	<p>1. Bike parking and storage facilities should be considered and provided to the site as an alternative mode of transport.</p>
Landscaping	<p>1. Landscaping is provided adjacent to all four road frontages servicing the subject land. This landscaping is provided in the following forms:</p> <p>1.1 Landscaped perimeter to car parking area;</p> <p>1.2 Internal landscaping to car parking area;</p> <p>1.3 Landscaping to curtilage of Sale Centre; and</p> <p>1.4 Creation of a privately owned landscaped recreation area.</p> <p>2. Whilst a detailed landscaping plan has not been provided, the Site Plan adequately demonstrates that sufficient area has been designated for the provision of landscaping. In addition to the preparation of a detailed landscaping plan, minor improvements could be made to the car parking perimeter adjacent to the Southern Boundary road frontage. Increased tree and shrub</p>

	plantings to this perimeter would be encouraged.
Signage	<ol style="list-style-type: none"> 1. The proposed development includes signage at the upper level of the northern and western elevations which reflect the intended use of the site as a Sales Centre. Directional signage will provided around the site. 2. The proposed signage does not amount to proliferation and will not conceal any architectural elements and is in keeping with the scale of the building. 3. Signage contained within the proposal aligns with Table Ga/4 of the Town of Gawler Development Plan and does not offend CW Objectives 69, 70 nor PDC's 199, 200, 201, 202 and 204.
General Infrastructure Provision	<ol style="list-style-type: none"> (a) Zone PDC 42 outlines that development should only occur if the required physical and community infrastructure has been provided or secured via a legally binding agreement. (b) The physical and community infrastructure outlined within this provision includes: <ol style="list-style-type: none"> a. <i>Gawler East Link Road as illustrated on Structure Plan Map Ga/1 (Overlay 1) Enlargement G, and associated traffic interventions (road and intersection upgrades);</i> b. <i>public lighting, pedestrian and bicycle paths and associated landscaping treatments associated with the Gawler East Link Road;</i> c. <i>community facilities (including recreation facilities); and</i> d. <i>stormwater management systems.</i> (c) To date this infrastructure has not been completed/provided nor secured. As such, the proposal does not satisfy Zone PDC 42 (being all elements a to d as above)

490/441/2019 – 490/E006/19

CONSTRUCTION OF A SHOPPING CENTRE COMPRISING SUPERMARKET AND SIX (6) SPECIALTY SHOPS, TWO (2) STANDALONE SHOPS, ASSOCIATED CAR PARKING AND SIGNAGE



Element	Discussion
Land Use	<ol style="list-style-type: none"> 1. The proposed development comprises of the following components: <ol style="list-style-type: none"> 1.1 A Shopping Centre, including: <ol style="list-style-type: none"> 1.1.1 One (1) Supermarket (2600m²) 1.1.2 Six (6) Specialty Shops (totalling 780m²) 1.1.3 Two (2) Standalone Shops (680m²) 1.1.4 217 car parks and loading dock 1.1.5 Associated signage including two (2) Pylon Signs 2. The Mixed Use Centre Policy area contemplates a wide range of land uses that serve the local community. The proposed use is in keeping with this intent and therefore satisfies Objective 1, 3 and PDC 1 and 6 of the policy area. Furthermore, the scale of the proposed the proposed retail facility is in keeping with the 10,000 square metre retail capacity provided for within the Desired Character Statement of the Policy Area.

<p>Earthworks and Retaining</p>	<ol style="list-style-type: none"> 1. No site civil plans have been provided as part of the application. The existing and finished levels of the land are dependent on the final design and approval of the associated land division applications and completion of the Gawler East Link Road. 2. Depending on the level of earthworks that result in both the associated land division and Gawler East Link Road works, there may be a need for additional earthworks and retaining walls. 3. At this stage of the proposal, there is insufficient information to properly assess the development against the following PDC's: <p>PDC 7 (Policy Area)</p> <p>Filling of land and retaining walls exceeding 1.0 metre in height are appropriate where they are associated with the remediation and development of the former quarry site.</p> <p>PDC 29 (Zone)</p> <p>Retaining walls greater than 1.0 metre in height should:</p> <ol style="list-style-type: none"> (a) not be directly visible from a public road or the public realm (b) where located between a building and a road frontage, be stepped in increments of not more than 1.0 metre (c) not cause significant adverse impacts on the amenity of adjacent properties, particularly in relation to overshadowing, cutting off light or views <p>PDC 31 (Zone)</p> <p>Development should be designed and sited to relate to the slope of the land, so that:</p> <ol style="list-style-type: none"> (a) the bulk and scale of the buildings do not dominate the landscape; (b) the amount of cut and fill is minimised.
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<p>Design</p>	<ol style="list-style-type: none"> 1. The subject development comprises of three detached buildings, comprising of the shopping centre and two (2) standalone shops with car parking situated centrally and to the side of the site. 2. The shopping centre generally presents of a high architectural standard and incorporates a variety of building materials that promote visual interest. Although improvements could be sought to the East Street elevation of the shopping centre to assist in softening the buildings bulk. Whilst the proposed feature steel frames may be appropriate in achieving this intent, additional clarification on the detail of the structures should be provided (i.e. location shown on site plan). 3. Similarly, to further align with the Desired Character statements intent to provide for a main street environment, provision of a pedestrian link from the eastern roadway to the shopping centre could be provided. This link could be achieved in the area situated between the Main Shopping Centre and specialty shops indicated as 'Retail E' and 'Retail F'. 4. Whilst the location of the rear loading dock is generally supported, there is potential for improved frontage to the adjoining north eastern road. A frontage treatment inclusive of feature screening and dense landscape plantings or similar would be encouraged by Council. Greater pedestrian linkage from this portion of the site would also be encouraged. 5. The two proposed standalone shops consist of a form and of materials that reflect and complement the proposed shopping centre building. The buildings provide for articulation and visual interest to the adjoining public realm and achieve strong pedestrian connectivity with the provision of the centrally located plaza. This pedestrian connectivity is improved via the provision of a designated link from the plaza to the shopping centre.
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	<ol style="list-style-type: none"> 6. The proposed car parking area is generally well screened by the proposed built form and satisfies the Policy Area's intent for car parking to be located to the rear. 7. Notwithstanding the above, with minor improvements to the design, the proposal is considered to satisfy Zone Objective 7, PDC 22(b) and Policy Area Objectives 2, 3 and PDC's 3, 4, 5 and 6.
Stormwater	<ol style="list-style-type: none"> 1. The applicant has noted that a site specific Stormwater Management Plan will be prepared for the subject development. The plan will build upon the overall Stormwater Management Plan for the entire Springwood development which has been submitted with the concurrent land division applications. 2. Whilst a Reserved Matter, or at the very least a condition, would generally be appropriate for the provision of the final design, a concept plan demonstrating the high level method of stormwater management should be provided for the purposes of the planning assessment prior to the issuing of any Development Plan Consent. 3. The stormwater system should incorporate adequate detention, water quality control (i.e. Gross Pollutant Trap to separate oils and other pollutants) for the carparking area and encourage the use of Water Sensitive Urban Design (WSUD) principles. 4. Applicable WSUD principles that could be adopted within the design are identified with CW PDC 148, 150, 151, 152, 154, 155, 157 and 158.
Traffic	<ol style="list-style-type: none"> 1. The traffic volume associated with the site is considered to be in keeping with the traffic volumes proposed as part of the associated land division application 490/D025/19 and 490/D026/19 for the adjoining road network. Accordingly, the traffic network proposed as part of the associated land division applications is not considered to be exceeded by the proposal.

	<p>2. Vehicle access to the site will be provided via the following locations:</p> <p>2.1 a two-way access point on the Gawler East Link Road (which will accommodate left-in, left-out, right-in and right-out movements);</p> <p>2.2 a two-way access point on the north-south collector road (which will accommodate left-in, left-out, right-in and right-out movements); and</p> <p>2.3 a two-way access point on the local road to the north which will primarily provide access for commercial vehicle movements, albeit customers will also be able to utilise the access point .</p> <p>3. The car parking area is configured in a manner to accommodate on-site vehicle manoeuvring to enable vehicles to egress the site in a forward direction. As such, the movement of vehicles in association with the site will not conflict with the flow of traffic on adjoining roads.</p> <p>4. The traffic impact has been considered by Cirqa, the applicant's independent traffic consultant and Council's traffic engineers. Both of which, consider this element of the proposal to be acceptable.</p> <p>5. Commercial vehicle access will be accommodated via the loading area located at the rear (north) of the shopping centre. Cirqa Traffic Consultants have demonstrated this area can appropriately accommodate the manoeuvring of a semi-trailer. Minor deliveries associated with the specialty shops will be achieved internally through the car parking area provided.</p> <p>Accordingly, deliveries to the proposed supermarket is not considered to result in conflict with the adjoining roadway.</p>
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	<p>6. The current plans do not provide for the construction site levels (including existing or design levels) of the adjoining roads (including the Gawler East Link Road) compared to proposed finished levels of the site and proposed development. Without this level of detail, there is concern relating to access and gradients between the subject site and the external roads (some being partially constructed or not yet approved).</p> <p>7. The proposal also lacks detail with regards to any required works relating to access and manoeuvrability into the site from any external roads (including the Gawler East Link Road) and the need for alterations to traffic devices such as any median strips, or access arrangements. Whilst it is acknowledged that not all external road infrastructure has been constructed, the associated designs may already exist and may require refinement to accommodate the proposal.</p> <p>8. Any works or refinements to roads that are required to accommodate the proposed development should be completed as part of the associated land division applications and secured via an Infrastructure Agreement (being as part of external infrastructure works) for the subject application to ensure such works (if required) are provided.</p>
Car Parking	<p>1. The proposal seeks to provide for 217 car parking spaces to service the proposed retail uses. The car parking is proposed in a manner that is consistent with AS2890.1:2004 and AS2891.6:2009 (being the Australian Standard for off street parking and off street parking for people with disabilities). It is noted that the width of the car parking spaces proposed exceed the minimum requirements of the associated user class under AS2890. This approach is encouraged by Council.</p>

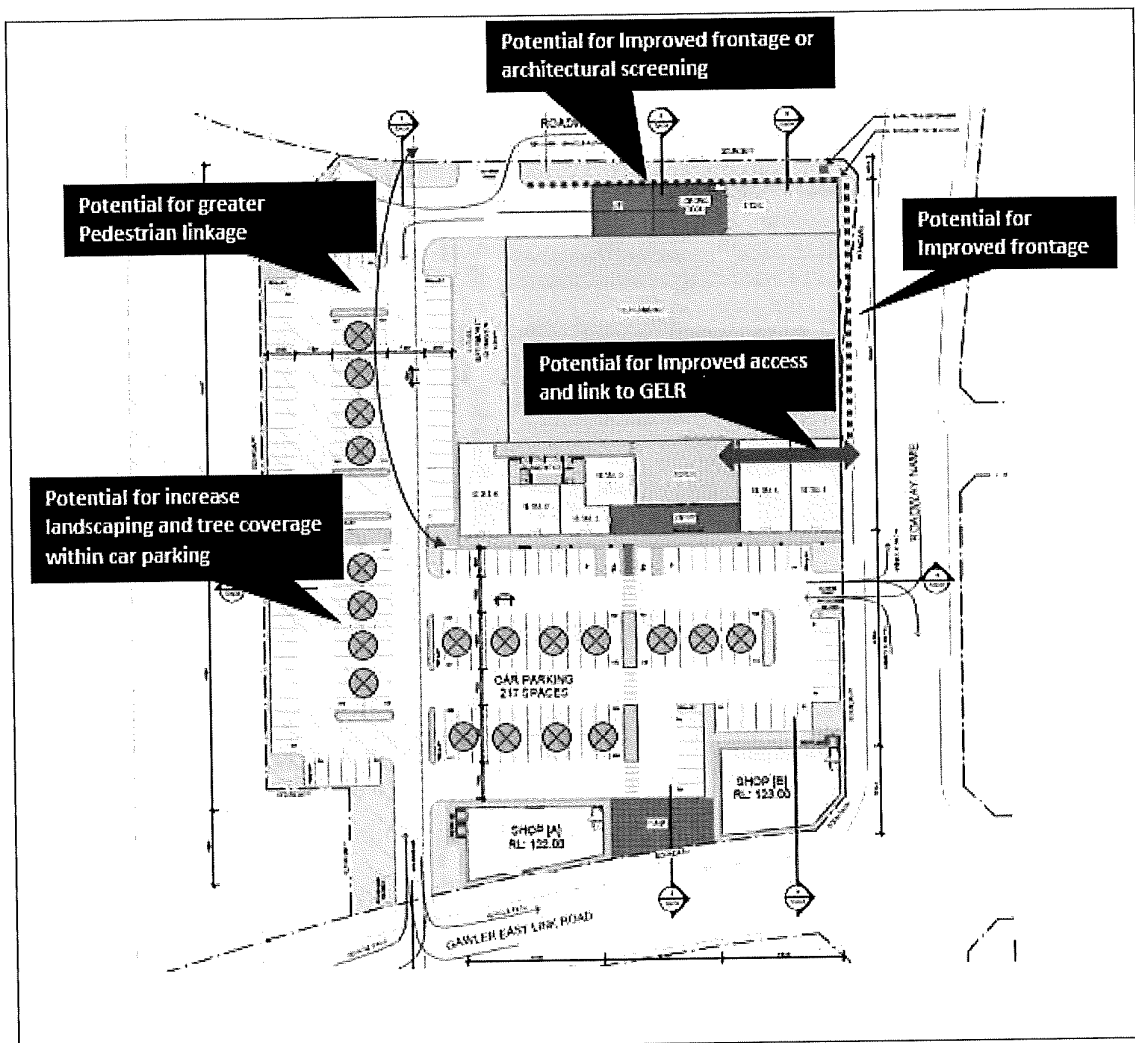
	<ol style="list-style-type: none"> 2. The Development Plan within the Mixed Use Centre Policy Area identifies carparking to a rate of 5.5 spaces per 100m² is required for the proposed shop/retail uses. Subsequently, a total of 224 car parking spaces are required resulting in a shortfall of 7 car parking spaces. 3. Cirqa Traffic Consultants engaged by the applicant undertook an empirical assessment of car parking and noted that recent surveys of shopping centres indicate peak parking demands are more commonly in the range of 3.0 to 5.0 spaces per 100 m² of floor area. These rates equate to a peak demand in the range of 122 to 203 spaces. This demand is accommodated by the proposal. Notwithstanding, the theoretical 7 park shortfall can be accommodated within the adjoining road network servicing the proposed development. 4. It is further noted that the car parking shortfall could be reduced via the removal of the designated pedestrian linkage within the site connecting the proposed plaza with the shopping centre. Such an approach however, would be to the detriment of the proposal and the minor shortfall is considered acceptable and inconsequential to the provision of car parking on site. 5. Whilst typically considered during the Building Rules Assessment of such an application, Council would encourage the consideration of the provision of disabled car parking spaces within close proximity to both the Shopping Centre and the two detached specialty shops proposed on site. The current car parking configuration is limited to the provision of disabled car parking adjacent to the shopping centre. 6. The indicative layout of the car parking area is sufficient to demonstrate that the appropriate amount of car parking has been provided to service the proposed use. Final detail however, is required for the design levels of the car parking area, to confirm gradients comply with both the DDA and AS2890.
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Bicycle Parking	<ol style="list-style-type: none"> 1. Bike parking and storage facilities should be considered and provided to the site as an alternative mode of transport.
Landscaping	<ol style="list-style-type: none"> 1. The proposal includes a conceptual landscaping plan which depicts the provision of landscaping around the perimeter of the site and within the proposed car parking area. These landscaped areas are to comprise of a range of species of trees, shrubs and groundcovers, including: <ol style="list-style-type: none"> 1.1 Trees: <ol style="list-style-type: none"> 1.1.1 Callery Pear; and 1.1.2 Japanese Elm 2. Shrubs: <ol style="list-style-type: none"> 2.1 Agapanthus Small Cultivars; 2.2 Distichlis Distichophylla; 2.3 Lomandra Cultivars; and 2.4 Nandina 3. Groundcovers: <ol style="list-style-type: none"> 3.1 Aesperula Conferta; and 3.2 Leptospermum Lanigerum 4. Whilst the provision of landscaping is generally appropriate, increased landscaping could be provided to the road frontage adjacent to the rear loading dock and within the proposed car parking area (i.e. shading trees).
Signage	<ol style="list-style-type: none"> 1. The proposed architectural plans demonstrate indicative locations for signage at the main entrances to the site. Whilst this location and form of signage (flat wall) is generally appropriate, clarification on dimensions should be provided. 2. Similarly, there is currently insufficient detail to consider the proposed pylon signs. However from the limited extent of information provided, it is noted that the pylon signage is detached form and in keeping with the scale of the proposed building. Notwithstanding, Table Ga/4 of the Development Plan seeks to limit such signs to a maximum height of 6.0 metres with a maximum advertisement area of 5.0 square metres. A reduction in

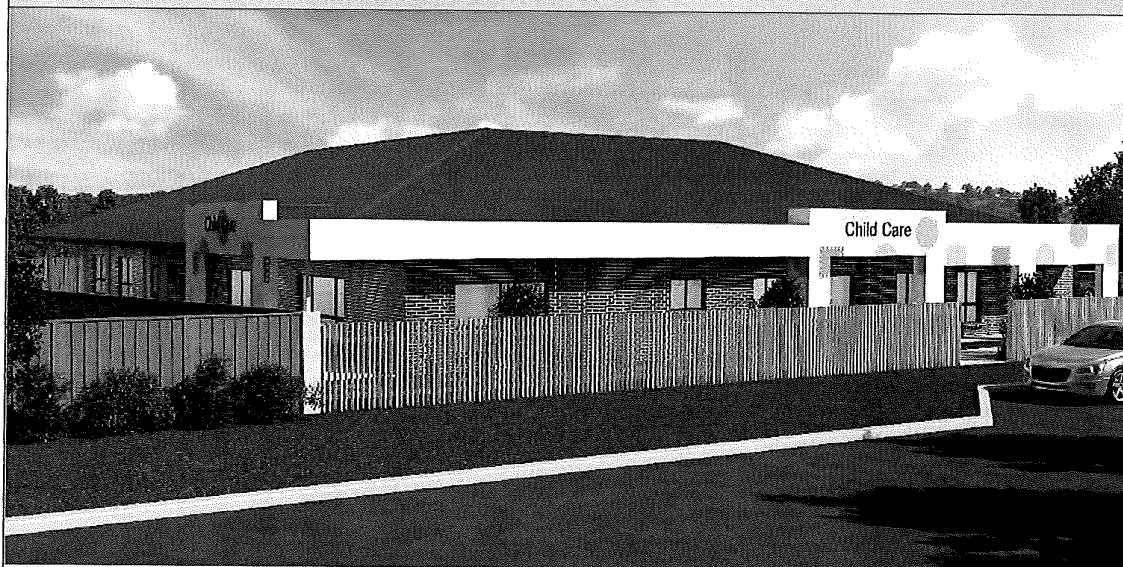
	<p>the 8 metre pylon sign height would be encouraged to satisfy this provision.</p> <p>3. Consideration should also be given to whether the proposed pylon signs will maintain appropriate driver sight lines as a result of their close association with vehicle access/egress points.</p> <p>4. Signage contained within the proposal aligns with Table Ga/4 of the Town of Gawler Development Plan and does not offend CW Objectives 69, 70 nor PDC's 199, 200, 201, 202 and 204.</p>
General Infrastructure Provision	<p>1. Zone PDC 42 outlines that development should only occur if the required physical and community infrastructure has been provided or secured via a legally binding agreement.</p> <p>2. The physical and community infrastructure outlined within this provision includes:</p> <ul style="list-style-type: none"> <i>a. Gawler East Link Road as illustrated on Structure Plan Map Ga/1 (Overlay 1) Enlargement G, and associated traffic interventions (road and intersection upgrades);</i> <i>b. public lighting, pedestrian and bicycle paths and associated landscaping treatments associated with the Gawler East Link Road;</i> <i>c. community facilities (including recreation facilities); and</i> <i>d. stormwater management systems.</i> <p>3. To date this infrastructure has not been completed/provided nor secured. As such, the proposal does not satisfy Zone PDC 42 (being all elements a to d as above).</p>

<p>SEAGas and ElectraNet informal referral</p>	<p>1. Whilst the proposed application does not trigger any referrals under Schedule 8 of the <i>Development Regulation 2008</i>, it is highly recommended that following informal referrals are sought to ensure public safety and compliance by the following utility providers:</p> <p>1.1 SEAGas to ensure compliance with AS2885 and Zone PDC 36 (b) given that the proposed shopping centre will contain high concentrations of people within close proximity to the SEA Gas high pressure pipeline.</p> <p>1.2 ElectraNet given that the proposed Shopping centre is encroaching within the transmission line corridor and in particular is currently at variance with Zone PDC 19(c) which seeks a 100metre wide corridor within the existing ElectraNet easement and transmission corridor.</p>
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Visual Representation of Recommendations as per above comments.



CONSTRUCTION OF A SINGLE-STOREY CHILD-CARE CENTRE (PRESCHOOL)



Element	Discussion
<p>Land Use</p>	<ol style="list-style-type: none"> 1. The proposed land use consist of a preschool being a child-care centre, which comprises <ol style="list-style-type: none"> 1.1 A single storey building (913.89m²) 1.2 Two external Play yards (513.2m² and 326m²) 1.3 Capacity of maximum of 110 children 1.4 Operation Hours between 6:00am and 6:30pm 2. Car Park comprising 26 spaces 3. The Mixed Use Centre Policy area contemplates a wide range of land uses that serve the local community. The proposed use is in keeping with this intent and is listed as an envisaged use therefore satisfying Objective 1 and 3 and PDC 1 and 6 of the Policy Area.
<p>Earthworks and Retaining Walls</p>	<ol style="list-style-type: none"> 1. No site civil plans have been provided as part of the application. The existing and finished levels of the land are dependent on the final design and approval of the associated land division applications and completion of the Gawler East Link Road.

	<p>2. The applicants Planning Report states that retaining walls and earthworks will be required to accommodate the proposed development. This notion is supported by the "Site & Floor Plan" which depicts a retaining wall along the northern (rear) and western (Gawler East Link Road frontage) boundary.</p> <p>3. At this stage of the proposal, there is insufficient information to properly assess the development against the following PDC's:</p> <p>PDC 7 (Policy Area)</p> <p>Filling of land and retaining walls exceeding 1.0 metre in height are appropriate where they are associated with the remediation and development of the former quarry site.</p> <p>PDC 29 (Zone)</p> <p>Retaining walls greater than 1.0 metre in height should:</p> <p>(a) not be directly visible from a public road or the public realm</p> <p>(b) where located between a building and a road frontage, be stepped in increments of not more than 1.0 metre (c) not cause significant adverse impacts on the amenity of adjacent properties, particularly in relation to overshadowing, cutting off light or views.</p> <p>PDC 31 (Zone)</p> <p>Development should be designed and sited to relate to the slope of the land, so that:</p> <p>(a) the bulk and scale of the buildings do not dominate the landscape;</p> <p>(b) the amount of cut and fill is minimised.</p> <p>4. The proposal identifies the need for retaining walls with the height of these walls currently being unknown until such time as the Gawler East Link Road has been constructed and the associated land division detailed</p>
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	<p>design completed and approved. Indicative levels provided as part of the current application demonstrate potential retaining walls up to 1.76 metres (for fill) maybe required above natural ground level in order to accommodate the proposed development. The height of retaining may represent development in its own right and as such, be subject to development approval. Accordingly, the provision of such retaining walls should be considered within the subject assessment.</p> <p>5. Notwithstanding, the provision of a fill retaining wall for the duration of the Western Road frontage would be discouraged by Council, particularly if such retaining exceeded a height of 1 metre. It would be recommended that a more balanced approach to earthworks be undertaken (combination of excavation and fill) to encourage greater interaction of the site with the Western frontage and to minimise the resulting visual bulk on the future public realm. This approach is supported by Zone PDC 29 and 31. The material utilised in the wall's construction should also be considered to provide for visual interest and to align with the desired character of the zone to achieve high architectural standard outcomes.</p>
Design	<p>1. The desired character statement of the Policy Area seeks to create a 'main street' environment with buildings addressing the street and car parking located primarily to the rear. The appearance of siting of buildings is encouraged to be within close proximity to street frontages and be of an architecturally high standard to create diversity of interest through the appearance of an aggregation of smaller buildings.</p> <p>2. Whilst it is acknowledged that the provision of carparking to the rear of the subject site is difficult to achieve given its dual road frontage, improvements to the built form would be encouraged to further align with the intent of the Desired Character.</p>

	<p>3. The building has been designed and sited to provide for the primary frontage to the western road. This approach is supported and the close siting of the building aligns with the intent of the Desired Character Statement. Notwithstanding, this approach is somewhat diminished by the provision of the fill retaining wall along this frontage which isolates the adjoining public realm from the subject site. The provision of feature steps and a DDA compliant ramp to the western frontage of the site would be encouraged to further assist in reducing the impact of retaining and accommodate a pedestrian focused link to the site. This approach could be complimented with the provision of landscaping.</p> <p>4. The northern elevation of the building incorporates the feature clad wall as a continuation of the western frontage. This approach is encouraged and provides for articulation and visual interest for the building when travelling north to south on the adjoining road.</p> <p>5. The southern elevation forms the extent of the building visible from the carparking area and abutting southern public road. A portion of the feature cladding of the western elevation is visible as a side return and is complimented by the provision of an additional feature wall central to the southern elevation. Of concern however, is the untreated provision of a brick wall between the feature claddings. As this wall is highly visible from the adjoining public road inclusive of the intersection, additional consideration and treatment should be considered. The provided feature bulkhead above is not considered sufficient to offset the extent of untreated wall provided below. This element of the proposal in its current form is not considered to align with the intent to achieve high standard architectural outcomes and further consideration should be given.</p>
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	<p>6. Whilst the design of the building with minor design improvements would be considered to satisfy the desired character of the Policy Area and Zone, a departure from a building generally of residential appearance would be encouraged.</p> <p>7. Zone Objective 7, PDC 22(b) and Policy Area Objectives 2, 3 and PDC's 3, 4, 5 and 6 are considered to be satisfied by the proposal.</p>
Stormwater	<p>1. Whilst the proposed stormwater design is dependent on the approval and construction of the adjoining public stormwater system associated with the land division proposals, the subject development seeks to manage stormwater on-site via the following:</p> <ul style="list-style-type: none"> 1.1 Collection of roof and surface water; 1.2 Provision of an underground detention system; 1.3 Provision of a Gross Pollutant Trap; 1.4 Discharge to Future Side Entry Pit located in adjoining public road. <p>2. Whilst this general approach for stormwater management is appropriate, further clarification and consideration on the details of the design are required. This has been reviewed by Council's engineering staff whom noted the following:</p> <ul style="list-style-type: none"> 2.1 The pre-development flow rate of 37.8L/s within the provided calculations appears to be too high as it has been calculated for a developed site. The flow rate should be in the order of approximately 8L/s as the site is currently undeveloped. 2.2 Runoff coefficient calculations appear to be too low and should be increased to the following: 2.3 From 0.92 to 1.0 for roofed areas; and 2.4 From 0.75 to 0.9 for hardstand areas.

	<ol style="list-style-type: none"> 3. The extent of detention provided appears to be undersized based on miscalculation. Council's engineers have calculated that approximately 70m³ with a 50mm orifice would be required. 4. Finished levels of the site would be required to ensure appropriate gradients for stormwater management can be achieved. 5. Whilst the proposal incorporates a Gross Pollutant Trap, further consideration of WSUD principles would be encouraged.
Traffic	<ol style="list-style-type: none"> 1. The traffic volume associated with the site is considered to be in keeping with the traffic volumes proposed as part of the associated land division application 490/D025/19 and 490/D026/19 for the adjoining road network. Accordingly, the traffic network proposed as part of the associated land division applications is not considered to be exceeded by the proposal. 2. Access and egress from the subject land to the adjoining public road network will be obtained via one two-way simultaneous crossover to the abutting southern road being a Local Road proposed as part of the associated land division 490/D025/19. The car parking area is configured in a manner to accommodate on-site vehicle manoeuvring to enable vehicles to egress the site in a forward direction. As such, the movement of vehicles in association with the site will not conflict with the flow of traffic on adjoining roads. 3. The traffic impact has been considered by Cirqa, the applicant's independent traffic consultant and Council's traffic engineers. Both of which, consider this element of the proposal to be acceptable. 4. Given the location of waste refuge within the car parking area, the collection of waste should occur from the site outside of operation hours to ensure no conflict with waste vehicles and vehicles parked within the car parking

	<p>spaces.</p> <ol style="list-style-type: none"> 5. The current plans do not provide for the construction site levels (including existing or design levels) of the adjoining roads (including the Gawler East Link Road) compared to proposed finished levels of the site and proposed development. Without this level of detail, there is concern relating to access and gradients between the subject site and the external roads (some being partially constructed or not yet approved). 6. The proposal also lacks detail with regards to any required works relating to access and manoeuvrability into the site from any external roads (including the Gawler East Link Road) and the need for alterations to traffic devices such as any median strips, or access arrangements. Whilst it is acknowledged that not all external road infrastructure has been constructed, the associated designs may already exist and may require refinement to accommodate the proposal. 7. Any works or refinements to roads that are required to accommodate the proposed development should be completed as part of the associated land division applications and secured via an Infrastructure Agreement (being as part of external infrastructure works) for the subject application to ensure such works (if required) are provided.
Car Parking	<ol style="list-style-type: none"> 1. The proposal seeks to provide for 26 car parking spaces to service the proposed child care centre in a manner that is consistent with AS2890.1:2004 and AS2891.6:2009 (being the Australian Standard for off street parking and off street parking for people with disabilities). 2. A car parking assessment has been undertaken by Cirqa Traffic Consultants with regard to the car parking requirements outlined within Table Ga/1 of the Development Plan. Based on the carparking requirements outlined within the Development Plan, a total of 28 car

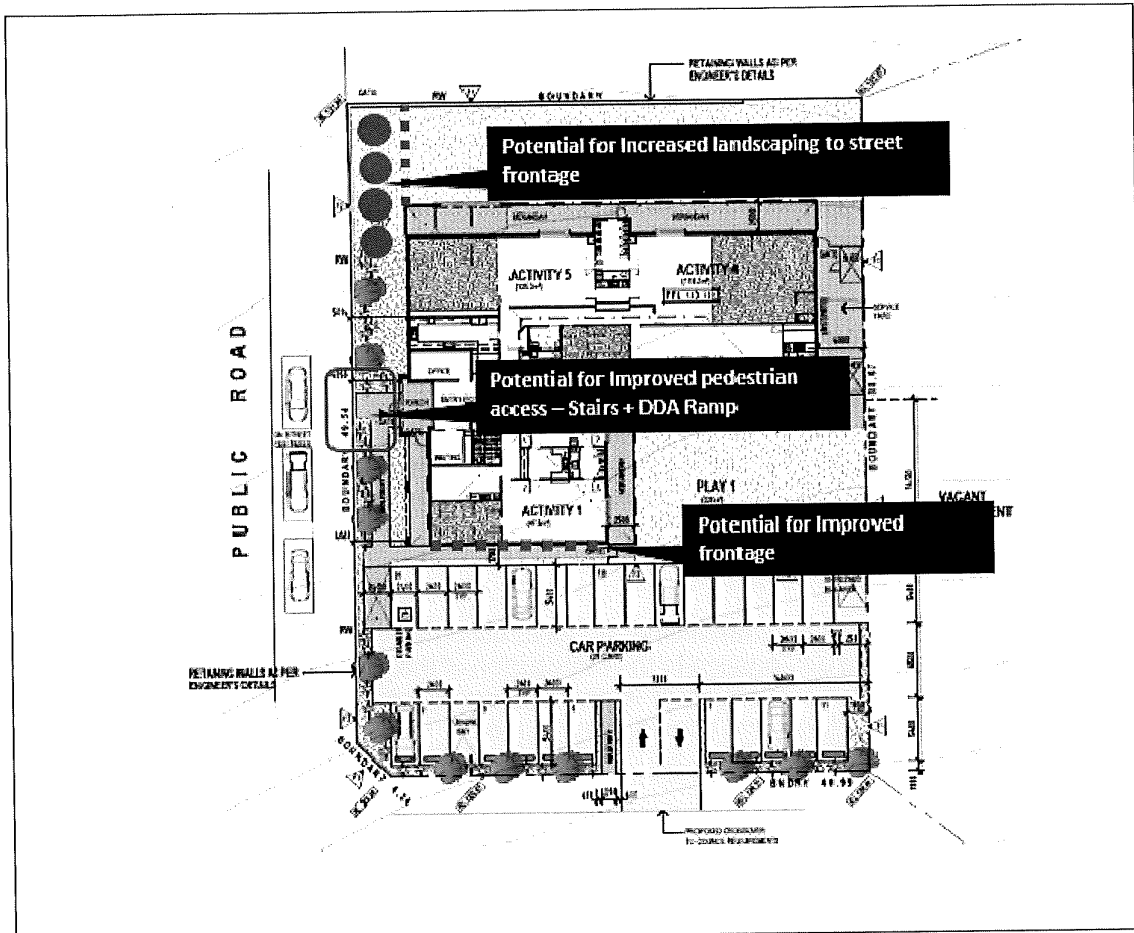
	<p>parking spaces would generally be required to service the proposed development. Therefore a shortfall of 2 carparks exists when considered against the requirements of Table Ga/1.</p> <p>3. Cirqa have further considered this shortfall against the proposed provision of carparking within the wider locality (being the future public roads) and consider that this minor shortfall can be absorbed within this future on-street provision. Given the minor shortfall, this notion is supported by Council administration.</p> <p>4. The indicative layout of the car parking area is sufficient to demonstrate that the appropriate amount of car parking has been provided to service the proposed use. Final detail however, is required for the design levels of the car parking area, to confirm gradients comply with both the DDA and AS2890.</p>
Bicycle Parking	<p>1. Bike parking and storage facilities should be considered and provided to the site as an alternative mode of transport.</p>
Landscaping	<p>1. A conceptual landscaping plan has been provided with the application, which demonstrated landscaping in the following forms:</p> <p>2. To the perimeter of the site;</p> <p>3. Adjacent to the building; and</p> <p>4. within outdoor play areas;</p> <p>5. The landscaping is proposed to comprise of a variety of irrigated trees species, shrubs and groundcovers. These specie's include:</p> <p style="padding-left: 40px;">5.1 Trees:</p> <p style="padding-left: 80px;">5.1.1 Ornamental pear; and</p> <p style="padding-left: 80px;">5.1.2 Pencil pine.</p> <p>6. Shrubs/Ground Cover:</p> <p style="padding-left: 40px;">6.1 Standard Lilly Pilly;</p> <p style="padding-left: 40px;">6.2 Westringia Fruiticosa</p>

	<p>6.3 Ornamental Grasses</p> <p>7. Whilst the provision of landscaping is generally appropriate, increased landscaping could be provided to the north-western corner of the site (between play area 2 and the road frontage) and south of play area 1.</p>
Signage	<ol style="list-style-type: none"> 1. The proposed development includes signage within the feature cladding indicated on the South, North and elevations. 2. The proposed signage does not amount to proliferation and will not conceal any architectural elements and is in keeping with the scale of the building. 3. Signage contained within the proposal aligns with Table Ga/4 of the Town of Gawler Development Plan and does not offend CW Objectives 69, 70 nor PDC's 199, 200, 201, 202 and 204.
Noise	<ol style="list-style-type: none"> 1. The applicant has engaged Sonus Pty Ltd to undertake an Environmental Noise Assessment for the proposed childcare centre. The assessment seeks to investigate the proposals compliance against CW PDC's 107, 108, 111, 112 and 113. 2. The report concludes that the development will minimise adverse impacts and conflict between land uses and the proposal will therefore not detrimentally affect the amenity of the locality or cause unreasonable interference through noise. The proposal therefore satisfies the relevant provisions of the Gawler Council Development Plan. 3. The above recommendation is based on the inclusion of a 2.4 metre colorbond barrier to the boundary of the site to mitigate noise impacts pertaining to future single storey dwellings (if proposed) abutting the subject site. The report further noted that should two storey dwellings be proposed in lieu of single storey, that such dwellings would be required to incorporate reasonable and practicable acoustic treatments to account for the child

	<p>care centre.</p> <ol style="list-style-type: none"> 4. Notwithstanding the above, it is noted that there are a few minor inconsistencies with the detail outlined within the report prepared by the applicants planning consultant and that contained within the acoustic report. This detail pertains to the hours of operation of the childcare centre. The acoustic report considers the proposal based on a 7am commencement where the planning report details a proposed opening time of 6am. This is not considered to be of any consequence as the acoustic report considered noise impact in a limited capacity before 7am. 5. Whilst the proposed plan of division demonstrates that the subject land may in fact abut a future commercial property thus further minimising the impact of the proposed use. Further consideration should be given to the mechanism for securing such works relative to future dwellings on adjacent land to ensure the proposal satisfies the relevant Development Plan provisions. 6. It is noted that if balanced earthworks were to be undertaken such as suggested above, the proposal would further reduce potential noise impacts through the provision of a cut retaining wall along the boundaries external to the subject site. 7. Whilst the proposed noise attenuation measure is considered appropriate, Council would encourage the consideration of an alternative barrier to that of colourbond construction. An acoustic barrier of increased architectural standard would be encouraged given its location within the commercial precinct.
General Infrastructure Provision	<ol style="list-style-type: none"> 1. Zone PDC 42 outlines that development should only occur if the required physical and community infrastructure has been provided or secured via a legally binding agreement. 2. The physical and community infrastructure outlined within this provision includes:

	<p>a) <i>Gawler East Link Road as illustrated on Structure Plan Map Ga/1 (Overlay 1) Enlargement G, and associated traffic interventions (road and intersection upgrades);</i></p> <p>b) <i>public lighting, pedestrian and bicycle paths and associated landscaping treatments associated with the Gawler East Link Road;</i></p> <p>c) <i>community facilities (including recreation facilities); and</i></p> <p>d) <i>stormwater management systems.</i></p> <p>3. To date this infrastructure has not been completed/provided nor secured. As such, the proposal does not satisfy Zone PDC 42 (being all elements a to d):</p>
SEAGas informal referral	<p>1. Whilst the proposed application does not trigger any referrals under Schedule 8 of the <i>Development Regulation 2008</i>, it is highly recommended that informal referral is sought by SEA Gas to ensure compliance with AS2885 and Zone PDC 36 (b) given that the proposed childcare centre will contain high concentrations of people including children within close proximity to the SEA Gas high pressure pipeline.</p>

Visual Representation of Recommendations



Attachment 3 – Recommended Conditions

490/440/2019 AND 490/441/2019

General Conditions

1. The development hereby approved shall be undertaken in accordance with Development Application No 490/INSERT/INSERT, the approved plans, details and conditions therein.
2. Containers, bins or receptacles used for the temporary storage of garbage, waste or refuse arising from the premises, shall be located and/or screened from public view to the reasonable satisfaction of Council.
3. Mechanical plant shall be designed to be screened from public view and to the reasonable satisfaction of Council.
4. Prior to construction commencing, a Construction Environmental Management Plan shall be prepared and provide to the satisfaction of the Town of Gawler, which address the mitigation or minimisation of impacts (especially from noise and dust) and must be implemented during the construction phase.

Hours of Operation Conditions

5. Mechanical plant shall be designed and operate to 50 dB(A) during the day (7 am to 10 pm) and 43 dB(A) at night (10 pm to 7 am).
6. Machines and equipment used in conjunction with the use now approved being positioned and operated to minimise noise disturbance to residents in the locality to the reasonable satisfaction of Council and taking into account EPA requirements.

Car Parking Conditions

7. All loading and unloading of vehicles and manoeuvring of vehicles in connection with the now approved land use shall be carried out entirely within the subject land.
8. Parking layout to conform to the requirements of the most recent Australian/New Zealand Standard 2890 Parts 1 – 4 at the date of the approval
9. All car parking spaces shall be clearly delineated at all times by the use of white/yellow paint. Such works shall be completed to the Council's satisfaction prior to the occupation of the development herein approved.
10. No materials, goods or containers shall be stored in the car park or driveways at any time unless otherwise approved by Council.

11. Driveway, car parking spaces, manoeuvring areas and landscaping areas shall not be used for storage or display of materials or goods.
12. Entranceways shall be paved or sealed to the kerb and gutter, at the Developer's expense, to the satisfaction of the Council.
13. Devices to manage the access of vehicles from public roads on to reserves and other public open spaces are to be provided and installed to the reasonable satisfaction of Council.
14. All loading and unloading of vehicles and manoeuvring of vehicles in connection with the now approved land use shall be carried out entirely within the subject land.

Lighting Conditions

15. External lighting shall be restricted to that necessary for security and safety purposes only and shall be directed and shielded in such a manner as to not cause nuisance to adjacent properties or motorists.

Stormwater Conditions

16. Prior to Building Rules Consent and Full Development Approval being granted, a detailed stormwater management plan shall be provided to and approved by Council that demonstrates the management of stormwater on site in accordance with recognised engineering practices and relevant Australian Standards. The stormwater management plan shall be designed to detain the 1% Annual Exceedance Probability (AEP) post development peak flow from proposed development shall not exceed 0.2 Exceedances Per Year (EY) pre-development peak flow or the capacity of the downstream drainage infrastructure, whichever is the lesser.
17. The proposed stormwater drainage system shall include a water quality treatment facility and apply water sensitive urban design (WSUD) principles that comply with EPA Environment Protection (Water Quality) Policy 2015 and the Town of Gawler Standards and Requirements for Land Development/ Land Division.
18. All stormwater from buildings and paved areas shall be disposed of in accordance with recognised engineering practices in a manner and with materials that does not result in the entry of water onto any adjoining property or any building, and does not affect the stability of any building.
19. All stormwater runoff from the buildings shall be disposed of via public stormwater drainage system in a manner and with materials satisfactory to Council.
20. All drainage systems are to include all necessary pollution control devices at the downstream outlet of the development.

Landscaping Conditions

21. The proposed landscaping shall be established on the site in accordance with the approved plan prior to the occupation of the site and shall be maintained and nurtured at all times, with any diseased or dying plants replaced.

Advertising Conditions

22. Illuminated signs shall not be of a light intensity to cause a light overspill nuisance to adjacent occupiers, or cause a distraction to drivers on adjacent public roads.
23. The advertising approved herein shall be maintained in a state of good repair and tidy condition to the reasonable satisfaction of Council

Recommend Conditions 490/446/2019

General Conditions

1. The development hereby approved shall be undertaken in accordance with Development Application No 490/INSERT/INSERT, the approved plans, details and conditions therein.
2. Containers, bins or receptacles used for the temporary storage of garbage, waste or refuse arising from the premises, shall be located and/or screened from public view to the reasonable satisfaction of Council.
3. Mechanical plant shall be designed to be screened from public view and to the satisfaction of Council.
4. Prior to construction commencing, a Construction Environmental Management Plan shall be prepared and provide to the satisfaction of the Town of Gawler, which address the mitigation or minimisation of impacts (especially from noise and dust) and must be implemented during the construction phase.

Acoustic Conditions

5. Prior to the use and occupation of the site, Acoustic attenuation treatments shall be installed on the northern and eastern boundaries.

Hours of Operation Conditions

6. Mechanical plant shall be designed and operate to 50 dB(A) during the day (7 am to 10 pm) and 43 dB(A) at night (10 pm to 7 am).
7. Machines and equipment used in conjunction with the use now approved being positioned and operated to minimise noise disturbance to residents in the locality to the reasonable satisfaction of Council and taking into account EPA requirements.

Car Parking Conditions

8. All loading and unloading of vehicles and manoeuvring of vehicles in connection with the now approved land use shall be carried out entirely within the subject land.
9. Parking layout to conform to the requirements of the most recent Australian/New Zealand Standard 2890 Parts 1 – 4 at the date of the approval

10. All car parking spaces shall be clearly delineated at all times by the use of white/yellow paint. Such works shall be completed to the Council's satisfaction prior to the occupation of the development herein approved.
11. No materials, goods or containers shall be stored in the car park or driveways at any time unless otherwise approved by Council.
12. Driveway, car parking spaces, manoeuvring areas and landscaping areas shall not be used for storage or display of materials or goods.
13. Entranceways shall be paved or sealed to the kerb and gutter, at the Developer's expense, to the satisfaction of the Council.
14. Devices to manage the access of vehicles from public roads on to reserves and other public open spaces are to be provided and installed to the reasonable satisfaction of Council.
15. All loading and unloading of vehicles and manoeuvring of vehicles in connection with the now approved land use shall be carried out entirely within the subject land.

Lighting Conditions

16. External lighting shall be restricted to that necessary for security and safety purposes only and shall be directed and shielded in such a manner as to not cause nuisance to adjacent properties or motorists.

Stormwater Conditions

17. Prior to Building Rules Consent and Full Development Approval being granted, a detailed stormwater management plan shall be provided to and approved by Council that demonstrates the management of stormwater on site in accordance with recognised engineering practices and relevant Australian Standards. The stormwater management plan shall be designed to detain the 1% Annual Exceedance Probability (AEP) post development peak flow from proposed development shall not exceed 0.2 Exceedances Per Year (EY) pre-development peak flow or the capacity of the downstream drainage infrastructure, whichever is the lesser.
18. The proposed stormwater drainage system shall include a water quality treatment facility and apply water sensitive urban design (WSUD) principles that comply with EPA Environment Protection (Water Quality) Policy 2015 and the Town of Gawler Standards and Requirements for Land Development/ Land Division.
19. All stormwater from buildings and paved areas shall be disposed of in accordance with recognised engineering practices in a manner and with materials that does not result in the entry of water onto any adjoining property or any building, and does not affect the stability of any building.
20. All stormwater runoff from the buildings shall be disposed of via public stormwater drainage system in a manner and with materials satisfactory to Council.

21. All drainage systems are to include all necessary pollution control devices at the downstream outlet of the development.

Landscaping Conditions

22. The proposed landscaping shall be established on the site in accordance with the approved plan prior to the occupation of the site and shall be maintained and nurtured at all times, with any diseased or dying plants replaced.

Advertising Conditions

23. Illuminated signs shall not be of a light intensity to cause a light overspill nuisance to adjacent occupiers, or cause a distraction to drivers on adjacent public roads.
24. The advertising approved herein shall be maintained in a state of good repair and tidy condition to the reasonable satisfaction of Council

Attachment 4 – Council Assessment Panel Report

DEVELOPMENT APPLICATION OVERVIEW

Item Number	5.5
Development Application	1) 490/440/2019 – 490/E005/19; 2) 490/441/2019 – 490/E006/19; 3) 490/446/2019 – 490/E009/19;
Applicant	SPRINGWOOD DEVELOPMENT NOMINEES PTY LTD LEYTON PROPERTIES PTY LTD
Owner	FIVE AMES FARMING PTY LTD
Subject Land	<ul style="list-style-type: none"> • Lot 2046 within 490/D026/19 • Lot 2048 within 490/D026/19 • Lot 1006 within 490/D025/19
Certificate of Title	LOT: 9010 PLN: D114845 CT: 6205/146
Description of Development	1) Construction of a Sales Centre (two storey) comprising Showroom, Office and Cafe with associated car park and signage; 2) Construction of a shopping centre comprising supermarket and six (6) specialty shops, two (2) standalone shops, associated car parking and signage; and 3) Construction of a single-storey child-care centre (preschool)
Zone	Residential (Gawler East) Zone
Policy Area	Mixed Use Policy Area
Key Issues / Considerations	<ul style="list-style-type: none"> • Appropriateness of land use • Earthworks and Retaining • Design • Stormwater • Traffic • Carparking • Landscaping • Signage • General Infrastructure Provision • External referrals to SEA Gas and ElectraNet
Previous Motion	Nil
Lodgement Date	26/09/2019
Development Plan	18/07/2019
Attachments Under Separate Cover	Attachment 1 - Application Documents 490/440/2019 – 490/E005/19 Attachment 2 - Application Documents 490/441/2019 – 490/E006/19 Attachment 3 - Application Documents 490/446/2019 – 490/E009/19 Attachment 4 - Submission to SCAP outlining Council comments Attachment 5 - Councils Procedural Concerns

	Attachment 6 - Recommended conditions for Development Plan Consent
Authors	Team Leader Development Services (David Bielatowicz) Senior Development Assessment Planner (Scott Twine)
Reviewed	Manager Development, Environment & Regulatory Services (Ryan Viney)
Delegation	Any form of development which the Manager –, Development, Environment and Regulatory Services deems would be more appropriately considered by the Council Development Assessment Panel.
Recommendation	<p>It is recommended that the Town of Gawler Council Assessment Panel resolves to:</p> <ol style="list-style-type: none"> 1. Note the report pertaining to Development Applications 490/440/2019, 490/441/2019, 490/446/2019. 2. Endorse the subject report and the submissions outlined in Attachments 4, 5 and 6 of this report for the purpose of forwarding to SCAP in relation to Development Applications 490/440/2019, 490/441/2019, 490/446/2019. 3. Authorise the Presiding Member and Assessment Manager to amend the endorsed submission based on the outcomes of these deliberations, and where otherwise considered necessary, prior to forward to SCAP by 7 November 2019. 4. Authorise staff to continue to work collaboratively with SCAP as the Relevant Authority and the developer to reach agreement on all outstanding matters in order to achieve a quality planning outcome for the community.

1. DESCRIPTION OF PROPOSAL

- 1.1. Three (3) development applications have been lodged with the State Commission Assessment Panel (SCAP) and include:
- 1.1.1. **490/440/2019** – 490/E005/19 - Construction of a Sales Centre (two storey) comprising Showroom, Office and Cafe with associated car park and signage;
 - 1.1.2. **490/441/2019** – 490/E006/19 - Construction of a shopping centre comprising supermarket and six (6) specialty shops, two (2) standalone shops, associated car parking and signage; and
 - 1.1.3. **490/446/2019** – 490/E009/19 - Construction of a single-storey child-care centre (preschool) with associated car parking, landscaping, fencing and signage.
- 1.2. The above proposals have been lodged with SCAP and are all part of a 'call-in package' by the State Coordinator General within the Springwood Development.
- 1.3. Given that all three proposals share the same background, relevant history and similar development issues, the proposals are presented within one report, which will form part of Councils official referral comments.
- 1.4. Copies of the application documents are contained within **Attachments 1** (490/440/19), **2** (490/441/19) and **3** (490/446/19).

2. PURPOSE OF REPORT

- 2.1. This report has been prepared for the purposes of providing Councils formal referral comments to SCAP relating to the three (3) commercial development applications that have been lodged. The following report provides the assessment conducted by Council administration and includes Council comments and recommendations in relation to the applications presented before the Gawler Council Assessment Panel.

3. RELEVANT DEVELOPMENT APPLICATION HISTORY

- 3.1. The subject applications form part of the overall master planned Springwood Development, which once completed will feature an approximately 220ha residential community including a mixed use Town Centre and educational precinct and vast areas of public open space.
- 3.2. To date, approximately 350 residential allotments have already been created or approved, while an additional (approximate) 1,400 residential allotments have been sought to be created via four (4) separate land division applications.

- 3.3. These four (4) land division applications were presented to the Council Assessment Panel for consideration in August 2019 and are to be determined by SCAP at a later date.
- 3.4. Included with the proposed 1400 lots, is approximately a dozen allotments that are proposed to be created for future commercial or educational purposes.
- 3.5. Three (3) of the proposed commercial allotments, although not yet approved or created are subject to the three built form applications presented before the CAP.
- 3.6. By letter dated 15 November 2018, the State Coordinator General advised that the State Commission Assessment Panel (SCAP) would be the relevant authority to assess all of the remaining portions of the Springwood development (excluding Residential development).
- 3.7. In accordance with Schedule 10(20) of the Development Regulations 2008, the State Coordinator General determined that the overall land division and associated commercial development met specific 'call-in' criteria including that once all stages are completed, the project will exceed \$5 million and will not solely be for residential purposes (i.e. The development will contain a commercial and educational precinct).
- 3.8. In making the determination for SCAP to be the relevant authority, it is noted that the determination does not constitute a form of advocacy nor imply a favourable assessment outcome. It is noted that an assessment must still be made against the provisions of the Town of Gawler (CT) Development Plan consolidated 18 July 2019.
- 3.9. This 'call-in' by the State Coordinator General was conditional on the development proceeding via a series of 'Development Packages' as follows.
- 3.9.1. **Development Package 1** comprising the following elements:
- 3.9.1.1. Land division for all of the remaining portions of the Springwood development (including residential areas, retail areas, community areas and school precinct);
 - 3.9.1.2. Retail area (supermarket, speciality shops and associated car parks); and
 - 3.9.1.3. Sales Centre with retail component
- 3.9.2. **Development Package 2** comprising the following elements:
- 3.9.2.1. Retirement village;
 - 3.9.2.2. Childcare Centre; and
 - 3.9.2.3. Additional retail.
- 3.9.3. **Development Package 3** comprising the following elements:

3.9.3.1. School precinct.

3.10. The subject three applications are seeking Development Plan Consent for:

3.10.1. Construction of a Sales Centre (two storey) comprising Showroom, Office and Cafe with associated car park and signage;

3.10.2. Construction of a shopping centre comprising supermarket and six (6) specialty shops, two (2) standalone shops, associated car parking and signage; and

3.10.3. Construction of a single-storey child-care centre (preschool).

3.11. These developments cover Parts 2 and 3 of Development Package 1 and Part 2 of Development Package 2, with the land division for all remaining portions of Springwood already being lodged with SCAP in June 2019 and Council providing commentary back to the Department of Planning, Transport and Infrastructure back in August 2019.

3.12. A petrol filling station and car wash is proposed to complete the remainder of Development Package 2 and will be lodged with SCAP in the near future.

3.13. It is important to note, that at the time of this report no decision had been made on either of the four land division applications lodged and furthermore, no public consultation had yet be undertaken.

3.14. A history of the development of the site inclusive of the lands rezoning is provided below within table 1.

Table 2:

DA#	DESCRIPTION OF PROPOSAL	STATUS
Ministerial DPA	August 2010 – Ministerial Development Plan Amendment (DPA) Minister Rezones land within Gawler East from Rural to Residential	<ul style="list-style-type: none">• Rezoned
490/D054/2010	Land Division for Approximately 225 Allotments with associated public infrastructure and areas of public open space	<ul style="list-style-type: none">• Most stages constructed and subsequent dwellings approved and built.• One Stage remaining to be constructed (consent still operative)
490/D038/2013 – 490/D050/2013	Variation to configuration of stages and allotments within 490/D054/2010	<ul style="list-style-type: none">• Stages constructed and complete.• Subsequent dwellings approved and built

490/D064/2012	Creation of 44 new allotments and two (2) development stages	<ul style="list-style-type: none"> • Stages constructed and complete. • Most subsequent dwellings approved and built
490/D038/2014	Creation of 26 Residential allotments and 2 super-lots	<ul style="list-style-type: none"> • Stages constructed and complete. • Most subsequent dwellings approved and built
490/D014/2016, 490/D015/2016, 490/D016/2016,	Creation of 10 (total) residential lots at the end of existing cul-de sacs	<ul style="list-style-type: none"> • DPC and LDC Granted, stages currently under construction
490/D009/2017	Land Division by Torrens Title creating a total of 62 Residential Allotments with associated public roads, open space reserves and infrastructure	<ul style="list-style-type: none"> • DPC and LDC Granted, Construction commenced
490/D010/17	Land Division by Torrens Title creating a total of 74 Residential Allotments with associated public roads, open space reserves and infrastructure	<ul style="list-style-type: none"> • DPC and LDC Granted
490/D025/2019, 490/D026/2019, 490/D027/2019, 490/D028/2019	4 Separate Land Divisions by Torrens Title creating 1,415 with associated public roads, infrastructure, public open space, bulk earthworks and the removal of 87 Regulated (40 Significant) Trees	<ul style="list-style-type: none"> • Currently under assessment by SCAP as the relevant authority
490/440/2019 490/E005/19	Construction of a Sales Centre (two storey) comprising Showroom, Office and Cafe with associated car park and signage;	<ul style="list-style-type: none"> • Currently under assessment by SCAP as the relevant authority
490/441/2019 490/E006/19	Construction of a shopping centre comprising supermarket and six (6) specialty shops, two (2) standalone shops, associated car parking and signage; and	<ul style="list-style-type: none"> • Currently under assessment by SCAP as the relevant authority
490/446/2019 490/E009/19	Construction of a single-storey child-care centre (preschool)	<ul style="list-style-type: none"> • Currently under assessment by SCAP as the relevant authority

4. RELEVANT AUTHORITY

4.1. As mentioned earlier and pursuant to Schedule 10, clause 20 of the *Development Regulations 2008*, the applicant (the Developer) has made a request to the State Coordinator-General to assign the SCAP as the Planning Authority for the Springwood

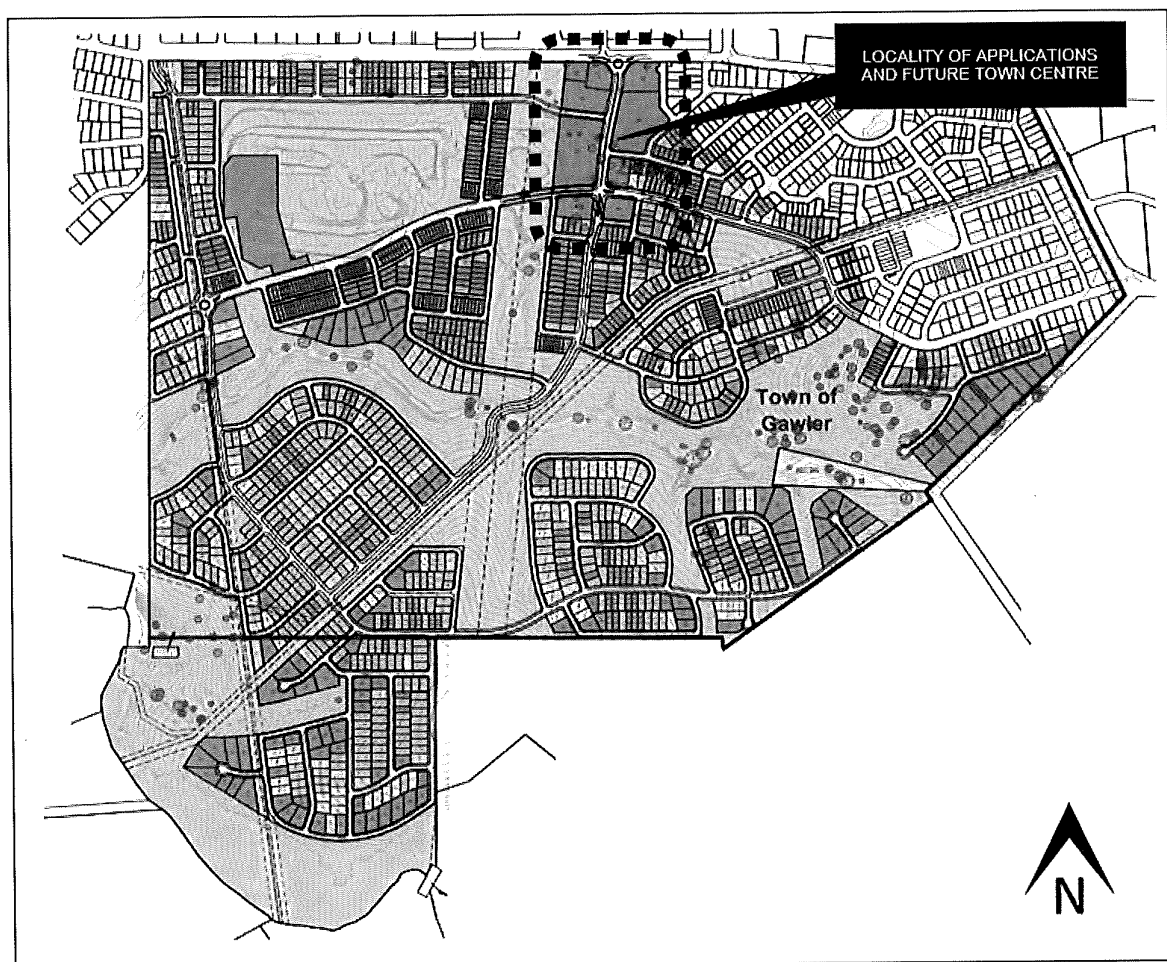
development, in particular in relation to the balance of the land division and commercial development.

- 4.2. Given that the proposal satisfies criteria mentioned previously, the applications have been deemed by the Coordinator-General as of State Significance.
- 4.3. As the SCAP has been assigned as the relevant authority, the planning assessment process ordinarily undertaken by Council is now the responsibility of the SCAP. Accordingly, the Council's responsibility with regard to this proposal is one solely of a referral agency.
- 4.4. The process for SCAP is similar to that of Council, in that SCAP is also governed by the *Development Act 1993* and the *Development Regulations 2008*. All three subject applications will be required to be assessed against the Town of Gawler Development Plan consolidated 18 July 2019 and undertake public notification if required.
- 4.5. In accordance with 38(2)(B) of the *Development Regulations 2008*, Council have the opportunity to provide a report and recommendations to SCAP relating to the matters under section 33(1) of the *Development Act 1993* within a six (6) week period from the time the application was referred to Council.
- 4.6. The date for Council to provide official comments and its recommendations is no later than 7 November 2019.
- 4.7. It is important to note, that Council's role is as a referral body is to raise concerns, key issues or make recommendations to the SCAP given its local knowledge base. Further it is noted that Council has the opportunity to provide recommendations to the SCAP and additional conditions should the SCAP resolve to approve the development proposal. These conditions and recommendations will be considered at SCAP's discretion.
- 4.8. Given Council is only a referral agency, the Panel is advised that the applications cannot be deferred until a later date (meeting) for further consideration and all Council concerns and comments must be received by the SCAP by no later than the specified timeframes.
- 4.9. In accordance with Regulation 38 (2)(a)(ii)(B) of the *Development Regulations 2008*, SCAP may as it considers fit disregard or reject any recommendation or comments by Council.
- 4.10. It must be further noted, that Council and the Council Assessment Panel do not have the ability to request further information or amendments directly from the applicant in respect of the proposal.

5. LOCALITY

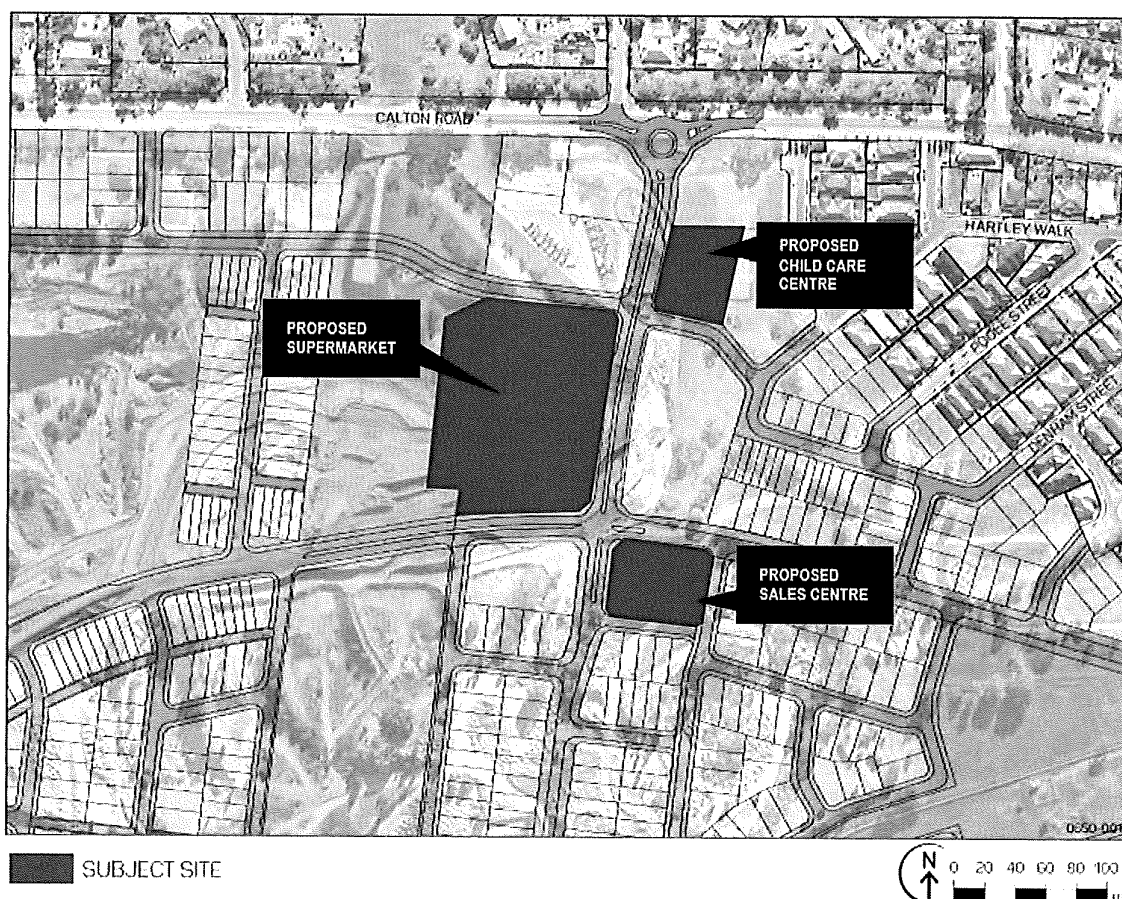
- 5.1. The existing locality for the subject proposals is the most eastern edge of the former quarry where excavated sand was processed (including washed) and stockpiled for sale.
- 5.2. The locality especially within the location of the proposed shopping centre and sales and information centre was extensively excavated as part of quarry operations and now is also within the area of heavy civil activity for the Gawler East Link Road that is currently under construction.
- 5.3. Generally speaking, the locality for the current proposals comprises of Calton Road to the north with existing residential development beyond, the initial stages of Springwood (stages 1 -10) to the east, the former quarry to the west and farmland and undulating hills which increase in gradient towards the South Para River to the south.
- 5.4. The locality will be transformed over the coming years with the completion of the Gawler East Link Road and through the delivery of housing and the proposed Town Centre as part of the associated land division applications.
- 5.5. An aerial image of the current locality and future town centre as proposed within land division 490/D025/19 and 490/D026/19 is provided below.





6. SUBJECT SITE(S)

- 6.1. The subject three (3) development applications are proposed on three allotments anticipated as part of land division 490/D026/19 and 490/D025/19, which both have yet been determined and therefore do not legally exist.
- 6.2. The subject proposed allotments for the following three proposals are depicted below within figure 1 within the proposed Town Centre as part of the two mentioned land divisions and include:
 - 6.2.1. Lot 2046 within 490/D026/19 for the proposed Shopping Centre (Supermarket)
 - 6.2.2. Lot 2048 within 490/D026/19 for the proposed Childcare Centre
 - 6.2.3. Lot 1006 within 490/D025/19 for the proposed Sales Centre



- 6.3. Given that the above allotments have not yet been legally be created (or approved) as part of any land divisions, all three applications legally comprise on Allotment 9010 within Deposited Plan 114845, Certificate of Title Volume 6205 Folio 146.
- 6.4. The current and proposed allotments are contained within the Residential (Gawler East) Zone, and more specifically within the Mixed Use Centre Policy Area.
- 6.5. The subject land and subsequent Certificate of Title contains a number of easements registered across the land, including:
 - 6.5.1. A 15 metre wide easement registered to the Minister for Infrastructure containing a High Pressure Gas transmission pipeline owned and operated by SEA Gas.
 - 6.5.2. A 10 metre wide easement registered to the Minister for Infrastructure containing a potable water main owned and operated by SA Water.
 - 6.5.3. A 100 metre wide easement containing a 275kv high power electricity transmission line owned and operated by ElectraNet.

- 6.5.4. A 30 metre wide easement containing a 132kv high power electricity transmission line operated by ElectraNet
- 6.5.5. Two (2) Land Management Agreements (LMA) are registered against the land, one with Renewal SA (South Australian Housing Trust) for the provision of a minimum 15% Affordable Housing. The second being a LMA with the Town of Gawler to ensure a minimum 12.5% open space is provided within the Development Area of Springwood in accordance with Section 50 of the *Development Act 1993*.
- 6.6. Whilst neither land division has yet been approved nor easements determined on each allotment, it is anticipated that proposed allotment 2046 (shopping centre) will retain an existing easement to ElectraNet as the 275kv High power transmission line traverses this allotment.
- 6.7. All three proposed allotments are located within vicinity of the former quarry where significant earthworks has previously occurred as a consequence of quarry activities. Whilst a site inspection has been unable to be undertaken, it is understood that some minor vegetation in the form of trees, shrubs and ground covers are evident.
- 6.8. All three proposed allotments seek access onto the Gawler East Link Road which is currently under construction and furthermore is resulting in additional and substantial civil and earthworks occurring within the locality.

7. NATURE OF DEVELOPMENT

- 7.1. Whilst the nature of the development for each application will be determined by SCAP, neither of the three proposals are not listed as either a complying or non-complying form of development within the Residential (Gawler East) Zone as delineated within the Gawler (CT) Development Plan. Therefore, Council administration considers that all three development applications will assessed as a merit form of development.

8. CATEGORISATION (PUBLIC NOTIFICATION)

- 8.1. The Categorisation of the applications will be undertaken by SCAP as the relevant authority.
- 8.2. In accordance with the Public Notification provisions within Principle of Development Control (PDC) 45 of the Residential (Gawler East) Zone, all three applications are considered to be Category 2 forms of Development.
- 8.3. As per PDC 45 which states:

Further, all development listed within Principle of Development Control 1 of the Residential

(Gawler East) Zone, Mixed Use Policy Area 3 and/or Local Centre Policy Area 19 are designated category 2 (except where the development is classified as Category 1 or non-complying).

All three applications are listed within PDC 1 envisaged land uses within the zone:

Land Use

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

Affordable housing

Aged persons' accommodation

Community facilities

Domestic outbuilding in association with a dwelling

Domestic structure

Dwelling Dwelling

addition

*Dwelling with associated home based business uses Land
division*

Non-residential use that serves the local community, for example:

- child care facility

- health and welfare service

- open space

- pre-school

- primary and secondary school

- recreation area

- shop, office or consulting room

Retirement village

Supported accommodation

9. PROCEDURAL MATTERS

9.1. Legal advice has been sought with regards to procedural matters in processing the subject three applications without each corresponding allotment existing for each of the proposals (including lack of legal road access) and further the need to consider earthworks.

9.2. The legal advice received in summary included:

9.2.1. Each of the respective land divisions cannot and should not be assessed and determined unless and until the divisions which create the relevant public roads from

which access will be taken, are approved. Until this occurs, none of the proposed

developments in the 3 development applications have a lawful means of access. The 3 development applications cannot be granted a Development Plan consent on this basis. To do so would be contrary to the Gawler (CT) Development Plan and would, be against general practice (see, e.g. Rohrlach & Anor v City of Unley [2011] SAERDC 19).

- 9.2.2. Further, fundamental aspects of the 3 development applications, being floor levels stormwater management and retaining wall heights are uncertain and are subject on as-yet undetermined development applications. It would be inappropriate and contrary to the Development Plan to grant Development Plan consent to the 3 development applications without certain information in this regard. Specifically, floor levels and retaining wall heights are significant planning merit considerations such that they cannot be dealt with as reserve matters for the reasons expressed in the Supreme Court judgment of Mar Mina (SA) Pty Ltd v City of Marion & Anor [2008] SASC 120.
- 9.2.3. The lack of lawful access does not render the 3 development applications hypothetical. The test for a “hypothetical” development is whether there is a reasonable prospect of the development proceeding (see Hackney Hotel Pty Ltd v Corporation of the Town of St Peters (1983) 32 SASR 145 and Rampling v City of Holdfast Bay [2010] SAERDC 60).
- 9.2.4. Once the relevant land division applications are approved and plans deposited at the Land Titles Office (LTO) such that the proposed public roads are sufficiently certain so as to facilitate future developments relying on them for access, and so that levels and retaining wall heights can be confirmed, the 3 development applications may then be granted Development Plan consent.
- 9.2.5. In conclusion neither of the 3 development applications can be determined until:
 - 9.2.5.1. The divisions creating the public roads for which each of the 3 development applications are reliant for access are approved and the relevant plans of division deposited at the LTO; or
 - 9.2.5.2. Each of the 3 development applications is amended to provide access to an existing public road and to remove all uncertainty concerning levels and retaining walls (which are currently specified as being contingent on the outcome of the relevant land division applications).

10. REFERRALS

10.1. Whilst neither of the proposed applications trigger any referrals under Schedule 8 of the *Development Regulation 2008*, the following informal referrals are highly recommended by the Town of Gawler:

10.1.1. SEAGas to ensure compliance with AS2885 and Zone PDC 36 (b) given that all three applications contain high concentrations of people within close proximity to the SEA Gas high pressure pipeline.

10.1.2. ElectraNet given that the proposed Shopping centre is encroaching within the transmission line corridor and in particular is currently at variance with Zone PDC 19(c) which seeks a 100metre wide corridor within the existing ElectraNet easement and transmission corridor.

11. ASSESSMENT COMMENTS TO SCAP

11.1. Council administration have undertaken a review of the proposed three development applications.

11.2. Councils overall key concerns have been provided within the following table(s) below which will form part of Council's submission to SCAP (**Attachment 4**).

11.3. Further general comments which provide additional and supporting commentary to the key issues (tabled below).

11.4. Councils procedural comments mentioned above will be included to SCAP as per **Attachment 5**.

11.5. Recommended conditions of approval should SCAP resolve to approve the three applications are provided within **Attachment 6**.

11.6. The following assessment includes consideration of:

11.6.1. Appropriateness of land use

11.6.2. Earthworks and Retaining

11.6.3. Design

11.6.4. Stormwater

11.6.5. Traffic

11.6.6. Carparking

11.6.7. Landscaping

11.6.8. Signage

11.6.9. General Infrastructure Provision

11.6.10. External referrals to SEA Gas and ElectraNet

11.7. It must be reiterated that Council's role is only that of a referral agency for the purposes of the assessment of the subject proposals and to provide comment in relation to specific areas of expertise or in a general sense to the overall proposals. The actual assessment (planning) and determination of the merits of the application will be undertaken by SCAP who do so taking into account Council's (and other referral agencies) comments and recommendations.

11.8. The following assessment was based on the current documents that have been lodged, and it should be noted that no requests for further information or amendments have been made by the Relevant Authority (SCAP) thus far.

490/440/2019 – 490/E005/19

**CONSTRUCTION OF A SALES CENTRE (TWO STOREY) COMPRISING SHOWROOM,
OFFICE AND CAFE WITH ASSOCIATED CAR PARK AND SIGNAGE**



Element	Discussion
Land Use	<ol style="list-style-type: none">1. The proposed land use has been defined by the applicant as a Sales Centre and will consist of a number of associated elements which include:<ul style="list-style-type: none">• A sales Centre (132.55m²)• A Café (79.4m²)• Office with Amenities (159.93m²)• 35 Car parks2. The Mixed Use Centre Policy area contemplates a wide range of land uses that serve the local community. The proposed use is in keeping with this intent and therefore satisfies Objective 1, 3 and PDC 1 and 6 of the policy area.
Earthworks and Retaining	<ol style="list-style-type: none">1. No site civil plans have been provided as part of the application. The existing and finished levels of the land are dependent on the final design and approval of the associated land division applications and completion of the Gawler East Link Road.2. Depending on the level of earthworks that result in both the associated land division and Gawler East Link Road works, there

	<p>may be a need for additional earthworks and retaining walls.</p> <p>3. At this stage of the proposal, there is insufficient information to properly assess the development against the following PDC's:</p> <p>PDC 7 (Policy Area)</p> <p>Filling of land and retaining walls exceeding 1.0 metre in height are appropriate where they are associated with the remediation and development of the former quarry site.</p> <p>PDC 29 (Zone)</p> <p>Retaining walls greater than 1.0 metre in height should: (a) not be directly visible from a public road or the public realm (b) where located between a building and a road frontage, be stepped in increments of not more than 1.0 metre (c) not cause significant adverse impacts on the amenity of adjacent properties, particularly in relation to overshadowing, cutting off light or views.</p> <p>PDC 31 (Zone)</p> <p>Development should be designed and sited to relate to the slope of the land, so that:</p> <ul style="list-style-type: none"> (a) the bulk and scale of the buildings do not dominate the landscape; (b) the amount of cut and fill is minimised.
Design	<p>1. The desired character statement of the Policy Area seeks to create a 'main street' environment with buildings addressing the street and car parking located primarily to the rear. The appearance of siting of buildings is encouraged to be within close proximity to street frontages and be of an architecturally high standard to create diversity of interest through the appearance of an aggregation of smaller buildings.</p> <p>2. This intent is achieved through the siting of the building being closely aligned with the intersection of the Gawler East Link Road and the intersecting north-south collector road and rear located car parking area. The built form comprises of a high standard</p>

	<p>façade incorporating protruding elements and features which provide for visual interest and promote a pedestrian-friendly environment.</p> <ol style="list-style-type: none"> 3. The two-storey building addresses both street frontages and incorporates paving, street furniture and landscaping that integrate the adjoining public spaces with the subject development. 4. Zone Objective 7, PDC 22(b) and Policy Area Objectives 2, 3 and PDC's 3, 4, 5 and 6 are considered to be satisfied by the proposal. 5. The sales centre is considered to achieve a strong design outcome which sets a positive benchmark for future development within the Policy Area.
Stormwater	<ol style="list-style-type: none"> 1. The applicant has noted that a site specific Stormwater Management Plan will be prepared for the subject development. The plan will build upon the overall Stormwater Management Plan for the entire Springwood development which has been submitted with the concurrent land division applications. 2. Whilst a Reserved Matter or at the very least a condition would generally be appropriate for the provision of the final design, a concept plan demonstrating the high level method of stormwater management should be provided for the purposes of the planning assessment prior to the issuing of any Development Plan Consent. 3. The stormwater system should incorporate adequate detention, water quality control (i.e. Gross Pollutant Trap to separate oils and other pollutants) for the carparking area and encourage the use of Water Sensitive Urban Design (WSUD) principles. 4. Applicable WSUD principles that could be adopted within the design are identified with CW PDC 148, 150, 151, 152, 154, 155, 157 and 158.
Traffic	<ol style="list-style-type: none"> 1. The traffic volume associated with the site is considered to be in keeping with the traffic volumes proposed as part of the associated land division application 490/D025/19 and 490/D026/19 for the adjoining road network. Accordingly, the traffic network proposed

	<p>as part of the associated land division applications is not considered to be exceeded by the proposal.</p> <ol style="list-style-type: none"> 2. Access and egress from the subject land to the adjoining public road network will be obtained via two two-way simultaneous crossovers. These crossovers are situated upon a Local Road and the North-South Collector Road proposed as part of the associated land division 490/D025/19. The car parking area is configured in a manner to accommodate on-site vehicle manoeuvring to enable vehicles to egress the site in a forward direction. As such, the movement of vehicles in association with the site will not conflict with the flow of traffic on adjoining roads. 3. The traffic impact has been considered by Cirqa, the applicant's independent traffic consultant and Council's traffic engineers. Both of which, consider this element of the proposal to be acceptable. 4. Should waste collection not be achieved via kerb side collection, additional consideration should be given to the manner in which waste is collected from the site. 5. The current plans do not provide for the construction site levels (including existing or design levels) of the adjoining roads (including the Gawler East Link Road) compared to proposed finished levels of the site and proposed development. Without this level of detail, there is concern relating to access and gradients between the subject site and the external roads (some being partially constructed or not yet approved). 6. The proposal also lacks detail with regards to any required works relating to access into the site from any external roads (including the Gawler East Link Road) and the need for alterations to traffic devices such as any median strips, or access arrangements. Whilst it is acknowledged that not all external road infrastructure has been constructed, the associated designs may already exist and may require refinement to accommodate the proposal. 7. Any works or refinements to roads that are required to accommodate the proposed development should be completed as
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	<p>part of the associated land division applications and secured via an Infrastructure Agreement (being as part of external infrastructure works) for the subject application to ensure such works (if required) are provided.</p>
Car Parking	<ol style="list-style-type: none"> 1. The proposal seeks to provide for 35 car parking spaces to service the proposed use(s) in a manner that is consistent with AS2890.1:2004 and AS2891.6:2009 (being the Australian Standard for off street parking and off street parking for people with disabilities). 2. A car parking assessment has been undertaken for the Sales Centre and associated Office and Café use with consideration to the car parking rates outlined within the Gawler East Residential Zone and Table Ga/1. Based on the carparking requirements outlined within the Development Plan, a total of 31 car parks is required to service the proposed development. Therefore a surplus of four car parks exists. 3. It is noted that the provided Cirqa Traffic Consultant report further discusses the provision of car parking on site for a Display Village comprising of approximately 33 display homes. This Display Village and associated display homes has not been formally proposed as part of the subject application and as such, is not a consideration at this point in time. When/if a display village is lodged, then the provision of carparking can be further considered in this regard. 4. The indicative layout of the car parking area is sufficient to demonstrate that the appropriate amount of car parking has been provided to service the proposed use. Final detail however, is required for the design levels of the car parking area, to confirm gradients comply with both the <i>Disability Discrimination Act 1992</i> (DDA) and AS2890.
Landscaping	<ol style="list-style-type: none"> 1. Landscaping is provided adjacent to all four road frontages servicing the subject land. This landscaping is provided in the following forms:

	<ul style="list-style-type: none"> • Landscaped perimeter to car parking area; • Internal landscaping to car parking area; • Landscaping to curtilage of Sale Centre; and • Creation of a privately owned landscaped recreation area. <p>1. Whilst a detailed landscaping plan has not been provided, the Site Plan adequately demonstrates that sufficient area has been designated for the provision of landscaping. In addition to the preparation of a detailed landscaping plan, minor improvements could be made to the car parking perimeter adjacent to the Southern Boundary road frontage. Increased tree and shrub plantings to this perimeter would be encouraged.</p>
Signage	<p>1. The proposed development includes signage at the upper level of the northern and western elevations which reflect the intended use of the site as a Sales Centre. Directional signage will be provided around the site.</p> <p>2. The proposed signage does not amount to proliferation and will not conceal any architectural elements and is in keeping with the scale of the building.</p> <p>3. Signage contained within the proposal aligns with Table Ga/4 of the Town of Gawler Development Plan and does not offend CW Objectives 69, 70 nor PDC's 199, 200, 201, 202 and 204.</p>
General Infrastructure Provision	<p>1. Zone PDC 42 outlines that development should only occur if the required physical and community infrastructure has been provided or secured via a legally binding agreement.</p> <p>2. The physical and community infrastructure outlined within this provision includes:</p> <p style="padding-left: 40px;">a) <i>Gawler East Link Road as illustrated on Structure Plan Map Ga/1 (Overlay 1) Enlargement G, and associated traffic interventions (road and intersection upgrades);</i></p>

	<p><i>b) public lighting, pedestrian and bicycle paths and associated landscaping treatments associated with the Gawler East Link Road;</i></p> <p><i>c) community facilities (including recreation facilities); and</i></p> <p><i>d) stormwater management systems.</i></p> <p>3. To date this infrastructure has not been completed/provided nor secured. As such, the proposal does not satisfy Zone PDC 42 (being all elements a to d).</p>
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490/441/2019 – 490/E006/19

CONSTRUCTION OF A SHOPPING CENTRE COMPRISING SUPERMARKET AND SIX (6) SPECIALTY SHOPS, TWO (2) STANDALONE SHOPS, ASSOCIATED CAR PARKING AND SIGNAGE



Element	Discussion
Land Use	<p>1. The proposed development comprises of the following components:</p> <ul style="list-style-type: none"> • A Shopping Centre, including: <ul style="list-style-type: none"> ○ One (1) Supermarket (2600m²) ○ Six (6) Specialty Shops (totalling 780m²) • Two (2) Standalone Shops (680m²) • 217 car parks and loading dock • Associated signage including two (2) Pylon Signs <p>2. The Mixed Use Centre Policy area contemplates a wide range of land uses that serve the local community. The proposed use is in keeping with this intent and therefore satisfies Objective 1, 3 and PDC 1 and 6 of the policy area. Furthermore, the scale of the proposed the proposed retail facility is in keeping with the 10,000 square metre retail capacity provided for within the Desired Character Statement of the Policy Area.</p>

Earthworks and Retaining	<ol style="list-style-type: none"> 1. No site civil plans have been provided as part of the application. The existing and finished levels of the land are dependent on the final design and approval of the associated land division applications and completion of the Gawler East Link Road. 2. Depending on the level of earthworks that result in both the associated land division and Gawler East Link Road works, there may be a need for additional earthworks and retaining walls. 3. At this stage of the proposal, there is insufficient information to properly assess the development against the following PDC's: PDC 7 (Policy Area) Filling of land and retaining walls exceeding 1.0 metre in height are appropriate where they are associated with the remediation and development of the former quarry site. PDC 29 (Zone) Retaining walls greater than 1.0 metre in height should: <ol style="list-style-type: none"> a) not be directly visible from a public road or the public realm b) where located between a building and a road frontage, be stepped in increments of not more than 1.0 metre (c) not cause significant adverse impacts on the amenity of adjacent properties, particularly in relation to overshadowing, cutting off light or views. PDC 31 (Zone) Development should be designed and sited to relate to the slope of the land, so that: <ol style="list-style-type: none"> a) the bulk and scale of the buildings do not dominate the landscape; b) the amount of cut and fill is minimised.
Design	<ol style="list-style-type: none"> 1. The subject development comprises of three detached buildings, comprising of the shopping centre and two (2) standalone shops with car parking situated centrally and to the side of the site.

	<ol style="list-style-type: none"> 2. The shopping centre generally presents of a high architectural standard and incorporates a variety of building materials that promote visual interest. Although improvements could be sought to the East Street elevation of the shopping centre to assist in softening the buildings bulk. Whilst the proposed feature steel frames may be appropriate in achieving this intent, additional clarification on the detail of the structures should be provided (i.e. location shown on site plan). 3. Similarly, to further align with the Desired Character statements intent to provide for a main street environment, provision of a pedestrian link from the eastern roadway to the shopping centre could be provided. This link could be achieved in the area situated between the Main Shopping Centre and specialty shops indicated as 'Retail E' and 'Retail F'. 4. Whilst the location of the rear loading dock is generally supported, there is potential for improved frontage to the adjoining north eastern road. A frontage treatment inclusive of feature screening and dense landscape plantings or similar would be encouraged by Council. Greater pedestrian linkage from this portion of the site would also be encouraged. 5. The two proposed standalone shops consist of a form and of materials that reflect and complement the proposed shopping centre building. The buildings provide for articulation and visual interest to the adjoining public realm and achieve strong pedestrian connectivity with the provision of the centrally located plaza. This pedestrian connectivity is improved via the provision of a designated link from the plaza to the shopping centre. 6. The proposed car parking area is generally well screened by the proposed built form and satisfies the Policy Area's intent for car parking to be located to the rear. 7. Notwithstanding the above, with minor improvements to the design, the proposal is considered to satisfy Zone Objective 7, PDC 22(b) and Policy Area Objectives 2, 3 and PDC's 3, 4, 5 and
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	6.
Stormwater	<ol style="list-style-type: none"> 1. The applicant has noted that a site specific Stormwater Management Plan will be prepared for the subject development. The plan will build upon the overall Stormwater Management Plan for the entire Springwood development which has been submitted with the concurrent land division applications. 2. Whilst a Reserved Matter or at the very least a condition would generally be appropriate for the provision of the final design, a concept plan demonstrating the high level method of stormwater management should be provided for the purposes of the planning assessment prior to the issuing of any Development Plan Consent. 3. The stormwater system should incorporate adequate detention, water quality control (i.e. Gross Pollutant Trap to separate oils and other pollutants) for the carparking area and encourage the use of Water Sensitive Urban Design (WSUD) principles. 4. Applicable WSUD principles that could be adopted within the design are identified with CW PDC 148, 150, 151, 152, 154, 155, 157 and 158.
Traffic	<ol style="list-style-type: none"> 1. The traffic volume associated with the site is considered to be in keeping with the traffic volumes proposed as part of the associated land division application 490/D025/19 and 490/D026/19 for the adjoining road network. Accordingly, the traffic network proposed as part of the associated land division applications is not considered to be exceeded by the proposal. 2. Vehicle access to the site will be provided via the following locations: <ul style="list-style-type: none"> • a two-way access point on the Gawler East Link Road (which will accommodate left-in, left-out, right-in and right-out movements); • a two-way access point on the north-south collector road (which will accommodate left-in, left-out, right-in and right-out movements); and

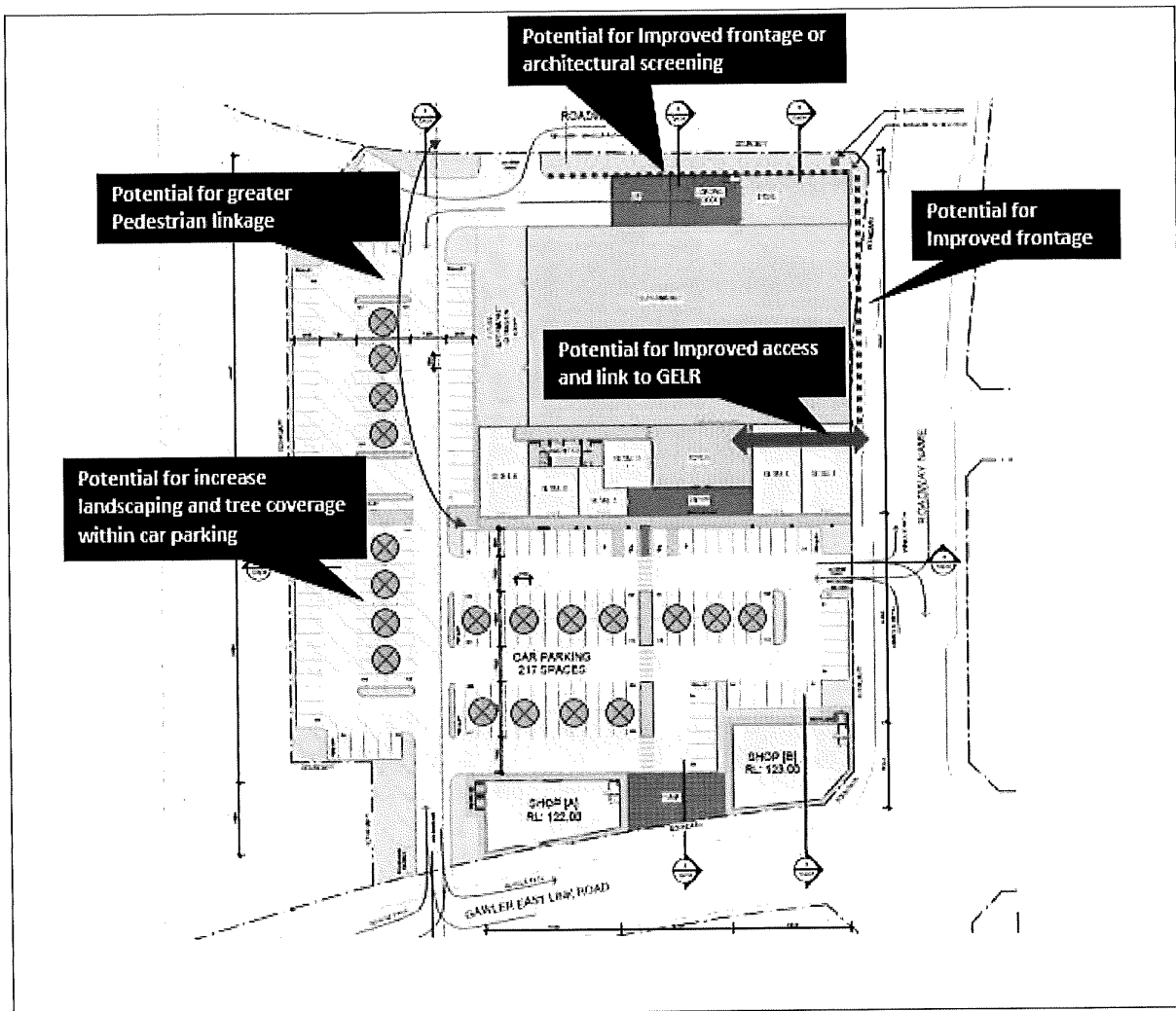
	<ul style="list-style-type: none"> • a two-way access point on the local road to the north which will primarily provide access for commercial vehicle movements, albeit customers will also be able to utilise the access point. <p>3. The car parking area is configured in a manner to accommodate on-site vehicle manoeuvring to enable vehicles to egress the site in a forward direction. As such, the movement of vehicles in association with the site will not conflict with the flow of traffic on adjoining roads.</p> <p>4. The traffic impact has been considered by Cirqa, the applicant's independent traffic consultant and Council's traffic engineers. Both of which, consider this element of the proposal to be acceptable.</p> <p>5. Commercial vehicle access will be accommodated via the loading area located at the rear (north) of the shopping centre. Cirqa Traffic Consultants have demonstrated this area can appropriately accommodate the manoeuvring of a semi-trailer. Minor deliveries associated with the specialty shops will be achieved internally through the car parking area provided. Accordingly, deliveries to the proposed supermarket is not considered to result in conflict with the adjoining roadway.</p> <p>6. The current plans do not provide for the construction site levels (including existing or design levels) of the adjoining roads (including the Gawler East Link Road) compared to proposed finished levels of the site and proposed development. Without this level of detail, there is concern relating to access and gradients between the subject site and the external roads (some being partially constructed or not yet approved).</p> <p>7. The proposal also lacks detail with regards to any required works relating to access and manoeuvrability into the site from any external roads (including the Gawler East Link Road) and the need for alterations to traffic devices such as any median strips, or access arrangements. Whilst it is acknowledged that not all external road infrastructure has been constructed, the associated designs may already exist and may require refinement to</p>
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	<p>accommodate the proposal.</p> <p>8. Any works or refinements to roads that are required to accommodate the proposed development should be completed as part of the associated land division applications and secured via an Infrastructure Agreement (being as part of external infrastructure works) for the subject application to ensure such works (if required) are provided.</p>
Car Parking	<p>1. The proposal seeks to provide for 217 car parking spaces to service the proposed retail uses. The car parking is proposed in a manner that is consistent with AS2890.1:2004 and AS2891.6:2009 (being the Australian Standard for off street parking and off street parking for people with disabilities). It is noted that the width of the car parking spaces proposed exceed the minimum requirements of the associated user class under AS2890. This approach is encouraged by Council.</p> <p>2. The Development Plan within the Mixed Use Centre Policy Area identifies carparking to a rate of 5.5 spaces per 100m² is required for the proposed shop/retail uses. Subsequently, a total of 224 car parking spaces are required resulting in a shortfall of 7 car parking spaces.</p> <p>3. Cirqa Traffic Consultants engaged by the applicant undertook an empirical assessment of car parking and noted that recent surveys of shopping centres indicate peak parking demands are more commonly in the range of 3.0 to 5.0 spaces per 100 m² of floor area. These rates equate to a peak demand in the range of 122 to 203 spaces. This demand is accommodated by the proposal. Notwithstanding, the theoretical 7 park shortfall can be accommodated within the adjoining road network servicing the proposed development.</p> <p>4. It is further noted that the car parking shortfall could be reduced via the removal of the designated pedestrian linkage within the site connecting the proposed plaza with the shopping centre. Such an approach however, would be to the detriment of the proposal and the minor shortfall is considered acceptable and inconsequential</p>

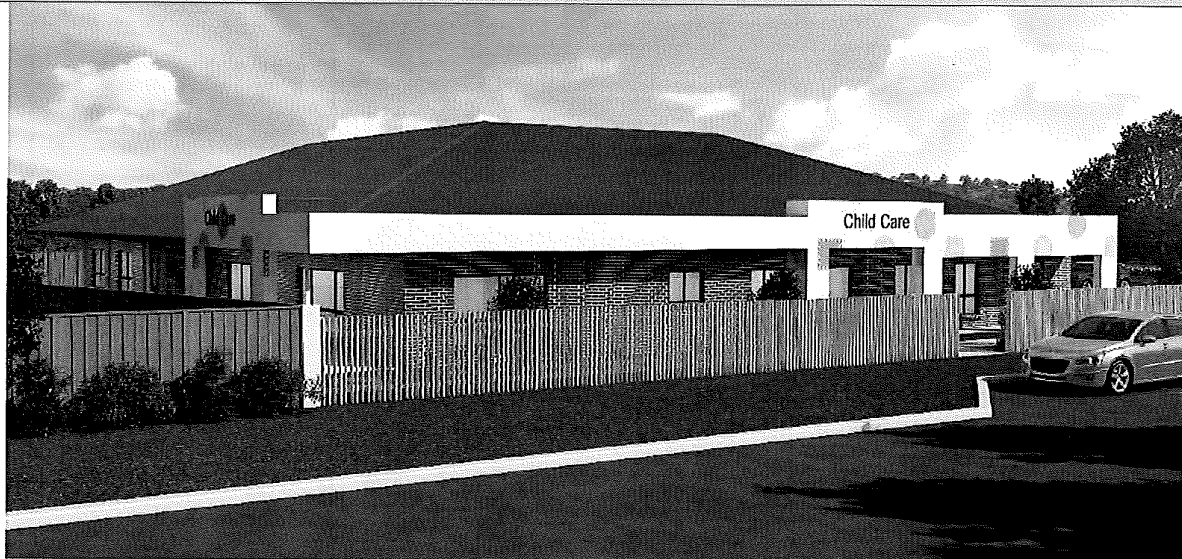
	<p>to the provision of car parking on site.</p> <p>5. Whilst typically considered during the Building Rules Assessment of such an application, Council would encourage the consideration of the provision of disabled car parking spaces within close proximity to both the Shopping Centre and the two detached specialty shops proposed on site. The current car parking configuration is limited to the provision of disabled car parking adjacent to the shopping centre.</p> <p>6. The indicative layout of the car parking area is sufficient to demonstrate that the appropriate amount of car parking has been provided to service the proposed use. Final detail however, is required for the design levels of the car parking area, to confirm gradients comply with both the DDA and AS2890.</p>
Landscaping	<p>1. The proposal includes a conceptual landscaping plan which depicts the provision of landscaping around the perimeter of the site and within the proposed car parking area. These landscaped areas are to comprise of a range of species of trees, shrubs and groundcovers, including:</p> <ul style="list-style-type: none"> • Trees: <ul style="list-style-type: none"> ○ Callery Pear; and ○ Japanese Elm • Shrubs: <ul style="list-style-type: none"> ○ Agapanthus Small Cultivars; ○ Distichlis Distichophylla; ○ Lomandra Cultivars; and ○ Nandina • Groundcovers: <ul style="list-style-type: none"> ○ Aesperula Conferta; and ○ Leptospermum Lanigerum <p>2. Whilst the provision of landscaping is generally appropriate,</p>

	<p>increased landscaping could be provided to the road frontage adjacent to the rear loading dock and within the proposed car parking area (i.e. shading trees).</p>
Signage	<ol style="list-style-type: none"> 1. The proposed architectural plans demonstrate indicative locations for signage at the main entrances to the site. Whilst this location and form of signage (flat wall) is generally appropriate, clarification on dimensions should be provided. 2. Similarly, there is currently insufficient detail to consider the proposed pylon signs. However from the limited extent of information provided, it is noted that the pylon signage is detached form and in keeping with the scale of the proposed building. Notwithstanding, Table Ga/4 of the Development Plan seeks to limit such signs to a maximum height of 6.0 metres with a maximum advertisement area of 5.0 square metres. A reduction in the 8 metre pylon sign height would be encouraged to satisfy this provision. 3. Consideration should also be given to whether the proposed pylon signs will maintain appropriate driver sight lines as a result of their close association with vehicle access/egress points. 4. Signage contained within the proposal aligns with Table Ga/4 of the Town of Gawler Development Plan and does not offend CW Objectives 69, 70 nor PDC's 199, 200, 201, 202 and 204.
General Infrastructure Provision	<ol style="list-style-type: none"> 1. Zone PDC 42 outlines that development should only occur if the required physical and community infrastructure has been provided or secured via a legally binding agreement. 2. The physical and community infrastructure outlined within this provision includes: <ol style="list-style-type: none"> a) <i>Gawler East Link Road as illustrated on Structure Plan Map Ga/1 (Overlay 1) Enlargement G, and associated traffic interventions (road and intersection upgrades);</i>

	<p><i>b) public lighting, pedestrian and bicycle paths and associated landscaping treatments associated with the Gawler East Link Road;</i></p> <p><i>c) community facilities (including recreation facilities); and</i></p> <p><i>d) stormwater management systems.</i></p> <p>1. To date this infrastructure has not been completed/provided nor secured. As such, the proposal does not satisfy Zone PDC 42 (being all elements a to d).</p>
SEAGas and ElectraNet informal referral	<p>1. Whilst the proposed application does not trigger any referrals under Schedule 8 of the <i>Development Regulation 2008</i>, it is highly recommended that following informal referrals are sought to ensure public safety and compliance by the following utility providers:</p> <p>1.2 SEAGas to ensure compliance with AS2885 and Zone PDC 36 (b) given that the proposed shopping centre will contain high concentrations of people within close proximity to the SEA Gas high pressure pipeline.</p> <p>1.3 ElectraNet given that the proposed Shopping centre is encroaching within the transmission line corridor and in particular is currently at variance with Zone PDC 19(c) which seeks a 100metre wide corridor within the existing ElectraNet easement and transmission corridor.</p>
Visual Representation of Recommendations as per above comments.	



CONSTRUCTION OF A SINGLE-STOREY CHILD-CARE CENTRE (PRESCHOOL)



Element	Discussion
Land Use	<p>1. The proposed land use consist of a preschool being a child-care centre, which comprises</p> <ul style="list-style-type: none"> • A single storey building (913.89m²) • Two external Play yards (513.2m² and 326m²) • Capacity of maximum of 110 children • Operation Hours between 6:00am and 6:30pm • Car Park comprising 26 spaces <p>2. The Mixed Use Centre Policy area contemplates a wide range of land uses that serve the local community. The proposed use is in keeping with this intent and is listed as an envisaged use therefore satisfying Objective 1 and 3 and PDC 1 and 6 of the Policy Area.</p>
Earthworks and Retaining Walls	<p>1. No site civil plans have been provided as part of the application. The existing and finished levels of the land are dependent on the final design and approval of the associated land division applications and completion of the Gawler East Link Road.</p>

	<p>2. The applicants Planning Report states that retaining walls and earthworks will be required to accommodate the proposed development. This notion is supported by the "Site & Floor Plan" which depicts a retaining wall along the northern (rear) and western (Gawler East Link Road frontage) boundary.</p> <p>3. At this stage of the proposal, there is insufficient information to properly assess the development against the following PDC's:</p> <p>PDC 7 (Policy Area)</p> <p>Filling of land and retaining walls exceeding 1.0 metre in height are appropriate where they are associated with the remediation and development of the former quarry site.</p> <p>PDC 29 (Zone)</p> <p>Retaining walls greater than 1.0 metre in height should:</p> <ul style="list-style-type: none"> a) not be directly visible from a public road or the public realm b) where located between a building and a road frontage, be stepped in increments of not more than 1.0 metre (c) not cause significant adverse impacts on the amenity of adjacent properties, particularly in relation to overshadowing, cutting off light or views. <p>PDC 31 (Zone)</p> <p>Development should be designed and sited to relate to the slope of the land, so that:</p> <ul style="list-style-type: none"> a) the bulk and scale of the buildings do not dominate the landscape; b) the amount of cut and fill is minimised. <p>4. The proposal identifies the need for retaining walls with the height of these walls currently being unknown until such time as the Gawler East Link Road has been constructed and the associated land division detailed design completed and approved. Indicative levels provided as part of the current application demonstrate</p>
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	<p>potential retaining walls up to 1.76 metres (for fill) maybe required above natural ground level in order to accommodate the proposed development. The height of retaining may represent development in its own right and as such, be subject to development approval. Accordingly, the provision of such retaining walls should be considered within the subject assessment.</p> <p>5. Notwithstanding, the provision of a fill retaining wall for the duration of the Western Road frontage would be discouraged by Council, particularly if such retaining exceeded a height of 1 metre. It would be recommended that a more balanced approach to earthworks be undertaken (combination of excavation and fill) to encourage greater interaction of the site with the Western frontage and to minimise the resulting visual bulk on the future public realm. This approach is supported by Zone PDC 29 and 31. The material utilised in the wall's construction should also be considered to provide for visual interest and to align with the desired character of the zone to achieve high architectural standard outcomes.</p>
Design	<p>1. The desired character statement of the Policy Area seeks to create a 'main street' environment with buildings addressing the street and car parking located primarily to the rear. The appearance of siting of buildings is encouraged to be within close proximity to street frontages and be of an architecturally high standard to create diversity of interest through the appearance of an aggregation of smaller buildings.</p> <p>2. Whilst it is acknowledged that the provision of carparking to the rear of the subject site is difficult to achieve given its dual road frontage, improvements to the built form would be encouraged to further align with the intent of the Desired Character.</p> <p>3. The building has been designed and sited to provide for the primary frontage to the western road. This approach is supported and the close siting of the building aligns with the intent of the Desired Character Statement. Notwithstanding, this approach is somewhat diminished by the provision of the fill retaining wall</p>

	<p>along this frontage which isolates the adjoining public realm from the subject site. The provision of feature steps and a DDA compliant ramp to the western frontage of the site would be encouraged to further assist in reducing the impact of retaining and accommodate a pedestrian focused link to the site. This approach could be complimented with the provision of landscaping.</p> <p>4. The northern elevation of the building incorporates the feature clad wall as a continuation of the western frontage. This approach is encouraged and provides for articulation and visual interest for the building when travelling north to south on the adjoining road.</p> <p>5. The southern elevation forms the extent of the building visible from the carparking area and abutting southern public road. A portion of the feature cladding of the western elevation is visible as a side return and is complimented by the provision of an additional feature wall central to the southern elevation. Of concern however, is the untreated provision of a brick wall between the feature claddings. As this wall is highly visible from the adjoining public road inclusive of the intersection, additional consideration and treatment should be considered. The provided feature bulkhead above is not considered sufficient to offset the extent of untreated wall provided below. This element of the proposal in its current form is not considered to align with the intent to achieve high standard architectural outcomes and further consideration should be given.</p> <p>6. Whilst the design of the building with minor design improvements would be considered to satisfy the desired character of the Policy Area and Zone, a departure from a building generally of residential appearance would be encouraged.</p> <p>7. Zone Objective 7, PDC 22(b) and Policy Area Objectives 2, 3 and PDC's 3, 4, 5 and 6 are considered to be satisfied by the proposal.</p>
Stormwater	<p>1. Whilst the proposed stormwater design is dependent on the approval and construction of the adjoining public stormwater system associated with the land division proposals, the subject</p>

	<p>development seeks to manage stormwater on-site via the following:</p> <ul style="list-style-type: none"> • Collection of roof and surface water; • Provision of an underground detention system; • Provision of a Gross Pollutant Trap; • Discharge to Future Side Entry Pit located in adjoining public road. <p>2. Whilst this general approach for stormwater management is appropriate, further clarification and consideration on the details of the design are required. This has been reviewed by Council's engineering staff whom noted the following:</p> <ul style="list-style-type: none"> • The pre-development flow rate of 37.8L/s within the provided calculations appears to be too high as it has been calculated for a developed site. The flow rate should be in the order of approximately 8L/s as the site is currently undeveloped. • Runoff coefficient calculations appear to be too low and should be increased to the following: <ul style="list-style-type: none"> ○ From 0.92 to 1.0 for roofed areas; and ○ From 0.75 to 0.9 for hardstand areas. • The extent of detention provided appears to be undersized based on miscalculation. Council's engineers have calculated that approximately 70m³ with a 50mm orifice would be required. • Finished levels of the site would be required to ensure appropriate gradients for stormwater management can be achieved. <p>3. Whilst the proposal incorporates a Gross Pollutant Trap, further consideration of WSUD principles would be encouraged.</p>
Traffic	<p>1. The traffic volume associated with the site is considered to be in keeping with the traffic volumes proposed as part of the</p>

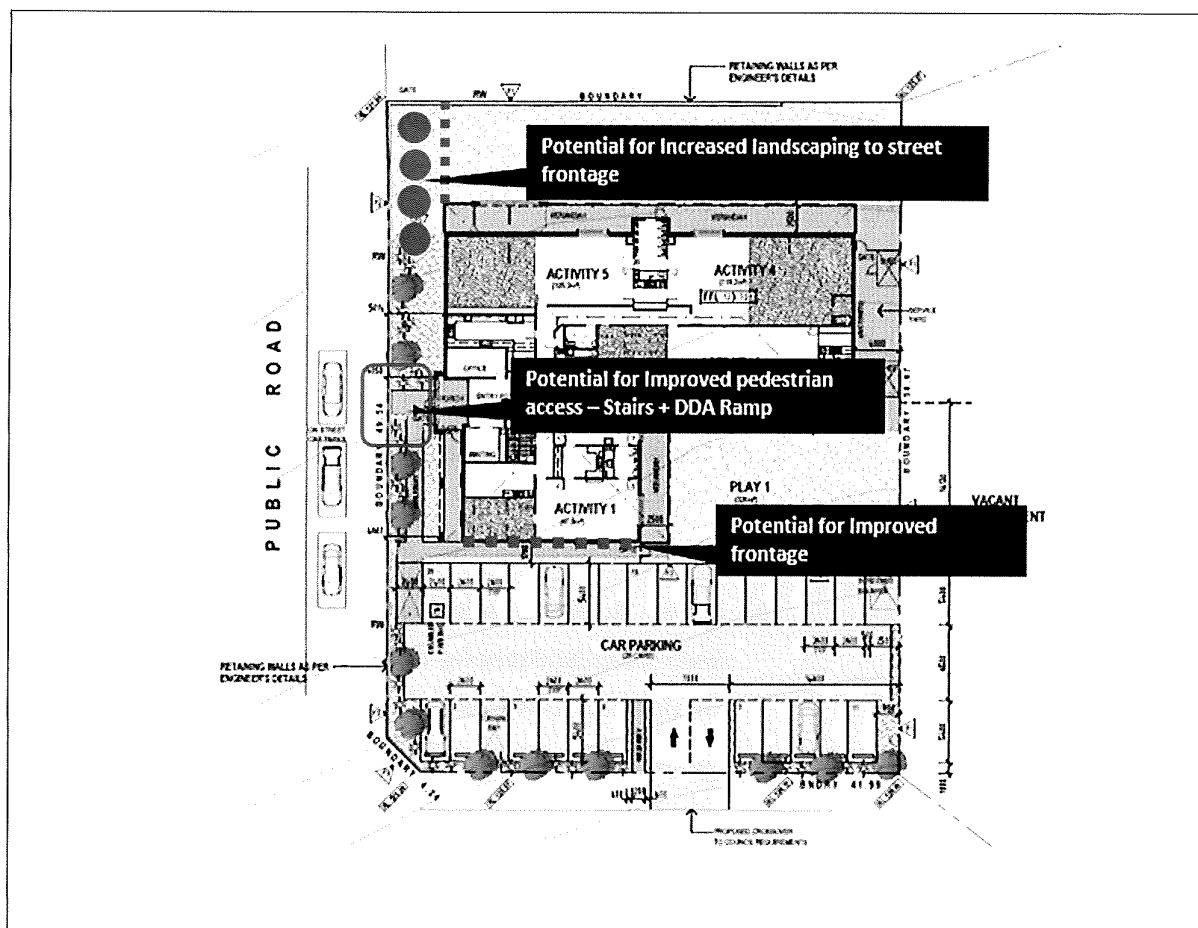
	<p>associated land division application 490/D025/19 and 490/D026/19 for the adjoining road network. Accordingly, the traffic network proposed as part of the associated land division applications is not considered to be exceeded by the proposal.</p> <p>2. Access and egress from the subject land to the adjoining public road network will be obtained via one two-way simultaneous crossover to the abutting southern road being a Local Road proposed as part of the associated land division 490/D025/19. The car parking area is configured in a manner to accommodate on-site vehicle manoeuvring to enable vehicles to egress the site in a forward direction. As such, the movement of vehicles in association with the site will not conflict with the flow of traffic on adjoining roads.</p> <p>3. The traffic impact has been considered by Cirqa, the applicant's independent traffic consultant and Council's traffic engineers. Both of which, consider this element of the proposal to be acceptable.</p> <p>4. Given the location of waste refuge within the car parking area, the collection of waste should occur from the site outside of operation hours to ensure no conflict with waste vehicles and vehicles parked within the car parking spaces.</p> <p>5. The current plans do not provide for the construction site levels (including existing or design levels) of the adjoining roads (including the Gawler East Link Road) compared to proposed finished levels of the site and proposed development. Without this level of detail, there is concern relating to access and gradients between the subject site and the external roads (some being partially constructed or not yet approved).</p> <p>6. The proposal also lacks detail with regards to any required works relating to access and manoeuvrability into the site from any external roads (including the Gawler East Link Road) and the need for alterations to traffic devices such as any median strips, or access arrangements. Whilst it is acknowledged that not all external road infrastructure has been constructed, the associated</p>
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	<p>designs may already exist and may require refinement to accommodate the proposal.</p> <p>7. Any works or refinements to roads that are required to accommodate the proposed development should be completed as part of the associated land division applications and secured via an Infrastructure Agreement (being as part of external infrastructure works) for the subject application to ensure such works (if required) are provided.</p>
Car Parking	<p>1. The proposal seeks to provide for 26 car parking spaces to service the proposed child care centre in a manner that is consistent with AS2890.1:2004 and AS2891.6:2009 (being the Australian Standard for off street parking and off street parking for people with disabilities).</p> <p>2. A car parking assessment has been undertaken by Cirqa Traffic Consultants with regard to the car parking requirements outlined within Table Ga/1 of the Development Plan. Based on the carparking requirements outlined within the Development Plan, a total of 28 car parking spaces would generally be required to service the proposed development. Therefore a shortfall of 2 carparks exists when considered against the requirements of Table Ga/1.</p> <p>3. Cirqa have further considered this shortfall against the proposed provision of carparking within the wider locality (being the future public roads) and consider that this minor shortfall can be absorbed within this future on-street provision. Given the minor shortfall, this notion is supported by Council administration.</p> <p>4. The indicative layout of the car parking area is sufficient to demonstrate that the appropriate amount of car parking has been provided to service the proposed use. Final detail however, is required for the design levels of the car parking area, to confirm gradients comply with both the DDA and AS2890.</p>
Landscaping	<p>1. A conceptual landscaping plan has been provided with the application, which demonstrated landscaping in the following</p>

	<p>forms:</p> <ul style="list-style-type: none"> • To the perimeter of the site; • Adjacent to the building; and • within outdoor play areas; <p>2. The landscaping is proposed to comprise of a variety of irrigated trees species, shrubs and groundcovers. These specie's include:</p> <ul style="list-style-type: none"> • Trees: <ul style="list-style-type: none"> ○ Ornamental pear; and ○ Pencil pine. • Shrubs/Ground Cover: <ul style="list-style-type: none"> ○ Standard Lilly Pilly; ○ Westringia Fruiticosa ○ Ornimental Grasses <p>3. Whilst the provision of landscaping is generally appropriate, increased landscaping could be provided to the north-western corner of the site (between play area 2 and the road frontage) and south of play area 1.</p>
Signage	<p>1. The proposed development includes signage within the feature cladding indicated on the South, North and elevations.</p> <p>2. The proposed signage does not amount to proliferation and will not conceal any architectural elements and is in keeping with the scale of the building.</p> <p>3. Signage contained within the proposal aligns with Table Ga/4 of the Town of Gawler Development Plan and does not offend CW Objectives 69, 70 nor PDC's 199, 200, 201, 202 and 204.</p>
Noise	<p>1. The applicant has engaged Sonus Pty Ltd to undertake an Environmental Noise Assessment for the proposed childcare centre. The assessment seeks to investigate the proposals compliance against CW PDC's 107, 108, 111, 112 and 113.</p> <p>2. The report concludes that the development will minimise adverse</p>

	<p>impacts and conflict between land uses and the proposal will therefore not detrimentally affect the amenity of the locality or cause unreasonable interference through noise. The proposal therefore satisfies the relevant provisions of the Gawler Council Development Plan.</p> <p>3. The above recommendation is based on the inclusion of a 2.4 metre colorbond barrier to the boundary of the site to mitigate noise impacts pertaining to future single storey dwellings (if proposed) abutting the subject site. The report further noted that should two storey dwellings be proposed in lieu of single storey, that such dwellings would be required to incorporate reasonable and practicable acoustic treatments to account for the child care centre.</p> <p>4. Notwithstanding the above, it is noted that there are a few minor inconsistencies with the detail outlined within the report prepared by the applicants planning consultant and that contained within the acoustic report. This detail pertains to the hours of operation of the childcare centre. The acoustic report considers the proposal based on a 7am commencement where the planning report details a proposed opening time of 6am. This is not considered to be of any consequence as the acoustic report considered noise impact in a limited capacity before 7am.</p> <p>5. Whilst the proposed plan of division demonstrates that the subject land may in fact abut a future commercial property thus further minimising the impact of the proposed use. Further consideration should be given to the mechanism for securing such works relative to future dwellings on adjacent land to ensure the proposal satisfies the relevant Development Plan provisions.</p> <p>6. It is noted that if balanced earthworks were to be undertaken such as suggested above, the proposal would further reduce potential noise impacts through the provision of a cut retaining wall along the boundaries external to the subject site.</p> <p>7. Whilst the proposed noise attenuation measure is considered appropriate, Council would encourage the consideration of an</p>
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	<p>alternative barrier to that of colourbond construction. An acoustic barrier of increased architectural standard would be encouraged given its location within the commercial precinct.</p>
General Infrastructure Provision	<ol style="list-style-type: none"> 1. Zone PDC 42 outlines that development should only occur if the required physical and community infrastructure has been provided or secured via a legally binding agreement. 2. The physical and community infrastructure outlined within this provision includes: <ol style="list-style-type: none"> a) <i>Gawler East Link Road as illustrated on Structure Plan Map Ga/1 (Overlay 1) Enlargement G, and associated traffic interventions (road and intersection upgrades);</i> b) <i>public lighting, pedestrian and bicycle paths and associated landscaping treatments associated with the Gawler East Link Road;</i> c) <i>community facilities (including recreation facilities); and</i> d) <i>stormwater management systems.</i> 3. To date this infrastructure has not been completed/provided nor secured. As such, the proposal does not satisfy Zone PDC 42 (being all elements a to d).
SEAGas informal referral	<ol style="list-style-type: none"> 1. Whilst the proposed application does not trigger any referrals under Schedule 8 of the <i>Development Regulation 2008</i>, it is highly recommended that informal referral is sought by SEA Gas to ensure compliance with AS2885 and Zone PDC 36 (b) given that the proposed childcare centre will contain high concentrations of people including children within close proximity to the SEA Gas high pressure pipeline.
Visual Representation of Recommendations	



12. CONCLUSION

- 12.1. In summary, the three development applications proposed have been assessed by Council and a view on the current proposals has been formed.
- 12.2. Council has sought legal advice with regards to procedural matters relating to the determination of the three subject applications. Council is of the opinion that a decision on the three applications cannot be made until such time as land divisions 490/D025/19 and 490/D026/19 have been approved and relevant allotments lodged with the Lands Titles Office.
- 12.3. It is further the opinion of Council, that consideration of site levels and earthworks including the level of retaining is fundamental to the assessment and determination of each of the applications.
- 12.4. Council has tabled its concerns and recommendations in relation to each of the proposed developments which form part of Council's official response to SCAP.

- 12.5. While Council is supportive of the proposed developments in-principle, at this stage and until such time as the appropriate allotments, public road access and associated site levels have been established, together with those matters raised within its tabled comments being resolved, Council is not able to provide its full support.
- 12.6. Council has further included a number of conditions should the SCAP deem the applications appropriate.
- 12.7. Council is committed to working collaboratively with both SCAP and the developer in order to resolve Council's initial concerns and ultimately achieve the best possible planning outcome for the developer and both the new and existing community.

13. RECOMMENDATION

It is recommended that the Town of Gawler Council Assessment Panel resolves to:

- 1. Note the report pertaining to Development Applications 490/440/2019, 490/441/2019, 490/446/2019.**
- 2. Endorse the subject report and the submissions outlined in Attachments 4, 5 and 6 of this report for the purpose of forwarding to SCAP in relation to Development Applications 490/440/2019, 490/441/2019, 490/446/2019.**
- 3. Authorise the Presiding Member and Assessment Manager to amend the endorsed submission based on the outcomes of these deliberations, and where otherwise considered necessary, prior to forward to SCAP by 7 November 2019.**
- 4. Authorise staff to continue to work collaboratively with SCAP as the Relevant Authority and the developer to reach agreement on all outstanding matters in order to achieve a quality planning outcome for the community.**

Attachment 5 – Council Assessment Panel Minutes

- 5.5 Development Application:** 490/440/2019 (490/E006/19)
490/441/2019 (490/E006/19)
490/446/2019 (490/E009/19)
- Applicant:** SPRINGWOOD DEVELOPMENT NOMINEES PTY LTD
LEYTON PROPERTIES PTY LTD
- Address:** Balmoral Road GAWLER EAST
- Nature of Development:**
- 1) Construction of a Sales Centre (two storey) comprising Showroom, Office and Café with associated car park and signage;
 - 2) Construction of a shopping centre comprising supermarket and six (6) specialty shops, two (2) standalone shops, associated car parking and signage; and
 - 3) Construction of a single-story child-care centre (preschool)

Moved: Nathan Shanks
Seconded: Ross Bateup
Motion No CAP: 2019:10:55

That the Town of Gawler Council Assessment Panel resolves to:

1. Note the report pertaining to Development Applications 490/440/2019, 490/441/2019, 490/446/2019.
2. Endorse the subject report and the submissions outlined in Attachments 4, 5 and 6 of this report for the purpose of forwarding to SCAP in relation to Development Applications 490/440/2019, 490/441/2019, 490/446/2019.
3. Authorise the Presiding Member and Assessment Manager to amend the endorsed submission based on the outcomes of these deliberations, and where otherwise considered necessary, prior to forward to SCAP by 7 November 2019.
4. Authorise staff to continue to work collaboratively with SCAP as the Relevant Authority and the developer to reach agreement on all outstanding matters in order to achieve a quality planning outcome for the community.

CARRIED

4 March 2020

REF No.: 00741-002

State Commission Assessment Panel
GPO Box 1815
ADELAIDE SA 5000

Attention: Hannah Connell, Planning Officer
By Email: Hannah.connell@sa.gov.au

Dear Hannah,

**RE: DA 490/E005/19 - PROPOSED SPRINGWOOD SALES CENTRE AT CALTON ROAD,
GAWLER EAST – RESPONSE TO CATEGORY 2 REPRESENTATIONS**

We refer to the proposed development involving the construction of a sales centre incorporating an office and café with associated car parking, landscaping and signage at Calton Road, Gawler East. More specifically, we refer to the representations received during the Category 2 notification process. Ekistics Planning and Design has been engaged by Springwood Nominees Pty Ltd to respond to the representations.

The proposed sales centre will form an integral part of the new Springwood Town Centre which is being developed in accordance with:

- A detailed Master Plan prepared by Tract Consulting; and
- The recently approved land division which has created the site of the sales centre and the adjoining public roads.

The subject land is within the '**Mixed Use Centre Policy Area 3**' of the '**Residential (Gawler East) Zone**' in which a wide range of land uses are contemplated including a "*... mix of commercial, retail, recreation, community, residential, office, consulting rooms and educational uses*" (Objective 1).

Importantly, an 'office' and 'shop' are specifically listed as envisaged forms of development in the Policy Area. For this reason, the proposed land use is appropriate in this location, is consistent with the wide range of land uses sought by the Development Plan and will complement other proposed uses in the emerging Springwood Town Centre.

1. Response to Representations

Following the Category 2 public notification process, five (5) representations were forwarded for the applicant's response. The location of the five (5) representations received is identified on **Figure 2.1** and **Table 2.1** on the following page.

Figure 2.1 Location of representors (red) with indicative location of sales centre (blue)

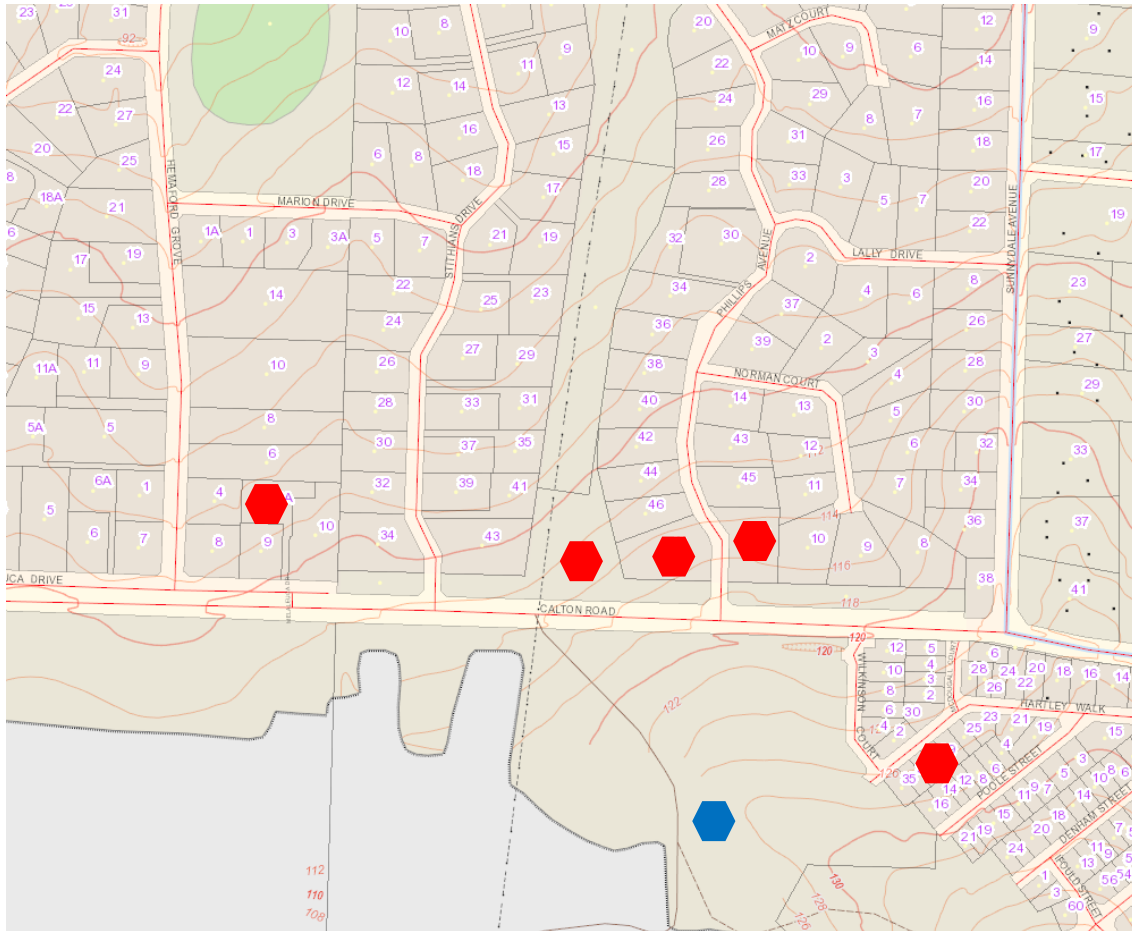


Table 1.1 Representors

Name	Address	Wish to be heard? (Y/N)
Deborah Russell	9a Melaleuca Drive, Gawler East	Y
Chris and Lyn Gill	47 Phillips Avenue, Gawler East	Y
Narene Wardleworth	48 Phillips Avenue, Gawler East	Y
Cesar Chaparro	31 Hartley Walk, Gawler East	N
Town of Gawler	Owner of adjoining public roads and public reserve	Y

The representations raised a number of concerns which we have summarised under the following key planning themes:

- Demand (need) for the proposed land use;
- Increased traffic;
- Increased noise;
- Visual impact (including lighting and signage);
- Stormwater; and

- Infrastructure provision.

The Town of Gawler has also provided a comprehensive assessment of the proposed development which is generally supportive of the proposal subject to clarification of a number of matters.

Each theme and the specific comments of the Town of Gawler are addressed respectively below.

1.2 Demand for the Land Use

One representor has suggested that Gawler already has sufficient retail, showroom, offices and cafes and that further development in this location is not needed. In response, it is noted that the purpose of the proposed development is to provide a sales and administrative centre for the Springwood development while also providing a café for the existing and future residents of Springwood. Once completed, Springwood will have approximately 1,750 dwellings which will house in the order of 6,000 people. Accordingly, the Residential (Gawler East) Zone and Mixed Use Centre Policy Area 3 establishes a policy framework which identifies an appropriate location for a 'town centre' in which retail and other forms of non-residential development can be developed. This policy framework is articulated in the Desired Character of the Mixed Use Centre Policy Area 3 which states (in part):

Low impact, commercial business activities that provide employment opportunities for the local population are envisaged. Such development will need to have particular regard to ensuring that minimal off-site impacts occur with respect to noise, air, water and waste emissions, commercial traffic generation and movement.

A retail facility, not exceeding 10 000 square metres in floor area, will comprise a supermarket and a range of specialty shops to serve the weekly shopping needs of the community. Restaurants, cafes, hotels (incorporating dining) and take away outlets are envisaged and will develop the centre as a destination point and provide uses that extend the hours of the centres operation to promote surveillance and safety of the adjacent recreation and education facilities..

For the above reasons, it is clear that the policy framework expressly contemplates development of this nature in this location.

1.3 Increased Traffic

Several representors raised concerns in relation to increased traffic levels. In response, we note that the *Gawler East Structure Plan Map Ga/1 (Overlay 1) Enlargement G* identifies that the Gawler East Link Road will be constructed adjacent the site and is forecast to deliver a significant volume of traffic (in the order of 6,500 vehicles per day) past the subject site to a proposed roundabout on Calton Road. This increase in traffic will occur whether or not the proposed sales centre is developed on the subject site. We also note that CIRQA Traffic Engineers has assessed the traffic impacts of the proposed sales centre. CIRQA has quite rightly noted that the sales centre will be serviced by the Gawler East Link Road which is under construction.

CIRQA further note that:

Previous traffic impact assessments have been undertaken as part of the broader Springwood land division project. This would have included consideration of the traffic generation of development within the town centre. It is considered that the traffic generation associated with the Sales Centre would be of a similar order to that assumed for the subject site in the previous traffic analysis. Furthermore, the peak traffic generation associated with the site will occur outside of the peak commuter periods. The broader land division layout has been designed to accommodate future traffic flows, including traffic generation associated with the subject site. The traffic movements associated with the proposed use will be easily accommodated in the surrounding road network.

Based on CIRQA's assessment, as well as the previous assessments that have been undertaken as part of the land division process, the proposed development appropriately addresses the key provisions in the Development Plan in relation to transportation and access.

1.4 Increased noise

Two of the representors raised concerns about increased levels of noise. In response, we note that the subject site is located within the Mixed Use Centre Policy Area 3 which clearly anticipates a neighbourhood level centre in this area (including retail and office uses). Currently, the site and nearby land is vacant but will be developed over time to create a master-planned community comprising residential development supported by a range of non-residential land uses. This includes a supermarket, childcare centre, petrol filling station and car wash which will be located further to the north closer to Calton Road. On this basis, potential interface issues, including the transfer of noise, have been carefully considered during the preparation of the Springwood masterplan and as part of the urban design of the whole project.

Importantly, by its very nature, the sales centre will not generate high levels of noise. More specifically, the proposed land uses (office, café and sales area) will be relatively quiet and will not generate high levels of traffic movements or require servicing from heavy vehicles.

Existing residential development to the north, on the northern side of Calton Road, is located approximately 350m away from the subject site and will be separated from the proposed sales centre by three roads, a large development site (Lot 2047), as well as a supermarket and speciality shops, a childcare centre, a petrol filling station and a car wash which are proceeding via separate development applications.

1.5 Visual impact

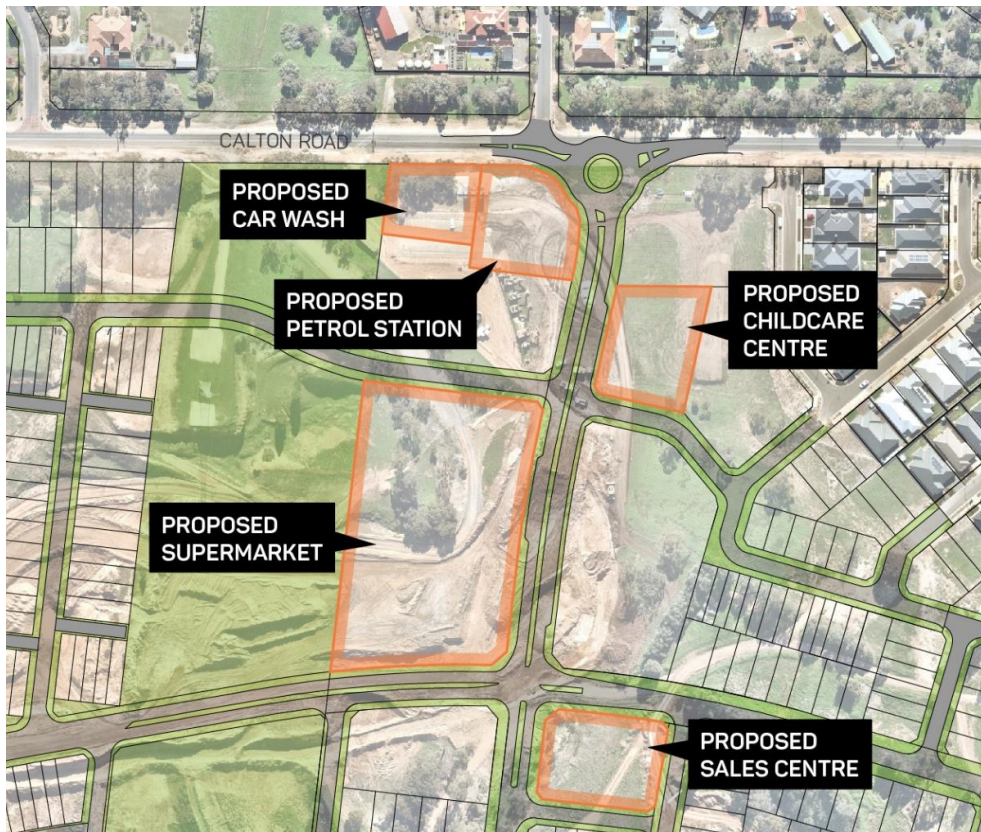
Two of the representors raised a concern about the visual impact of the proposed sales centre. In response to this concern, we once again note that the subject land sits within the Mixed Use Centre Policy Area 3 which contemplates a retail and office land uses in this location. We also note that the proposed sales centre is an architecturally designed development which includes a variety of building materials including clear glazing, 'proprietary pre-finished lightweight cladding', face brick and 'proprietary aluminium screen 'timber look' finish. The aluminium screen at the upper level will be a key design feature that will provide additional visual presence for the building which reflects its prominent location at a major intersection within the 'village centre'. We also

note that the proposed sales centre directly responds to the design and appearance provisions of the Development Plan in the following ways:

- It will assist to create a 'main street' environment through its siting close to the Gawler East Link Road;
- The associated car park will be located to the rear of the building;
- The car parking area will be shared with the future display village to the south with the intention that prospective purchasers will visit the sales centre first and then walk through the various homes within the future display village;
- The architecturally designed two-storey building will address the street frontages and will incorporate *"... protruding elements in order to create a pedestrian-friendly environment and outdoor dining opportunities"*;
- The façade of the building and the materials used have been designed to reflect the high-profile location of the subject site in the 'village centre' with additional visual interest created by the vertical screening at the upper level;
- The building will assist to activate the street frontages by providing a main entry point near the intersection, through the provision of outdoor dining and through the inclusion of high quality paving, street furniture and landscaping; and
- The proposed landscaped area to the east of the sales centre will further assist to provide an attractive main street environment for the Springwood 'village centre' while also potentially providing a gathering point for formal and informal community events.

Further to the above, it is noted that almost all of the representors are separated and shielded from the subject site by a 20m wide vegetated reserve running along the northern side of Calton Road and will also be separated by the proposed supermarket, childcare centre, petrol filling station, car wash and future development sites (see Figure 2). This separation distance, as well as the vegetated buffer, provides an effective screen thereby reducing the visual impact of the proposed development.

Figure 2 Locality showing 20m vegetated reserve on the northern side of Calton Road



1.6 Signage

Two of the representors raised a concern about signage. In response, we note that the design, extent and size of the proposed signage will not visually dominate the building on which they will be attached. Further, the proposed signage will:

- Complement the design of the building;
- Be contained within the boundaries of the site;
- Not affect existing street trees or obscure views to attractive landscaping;
- Not cause a distraction for drivers or obstruct their views of other vehicles; and
- Be limited to information relating to the proposed use of the land.

For the reasons outlined above, the nature, quantity and design of the proposed signage is closely aligned with the key 'Advertisements' provisions of the Development Plan including *Table Ga/4 – Advertising and Advertising Displays Definitions and Design Criteria*.

1.7 Other matters

A number of other matters which were raised by the representors have been addressed below:

- **Increased odours** – the proposed sales centre does not include any activities that have the potential to detrimentally affect the locality in terms of additional odours;
- **Increased lighting** – while the proposed development will increase the amount of lighting in the locality, we reiterate that the Development Plan seeks a range of non-residential development in this area which inevitably, will lead to increased levels of light;
- **Increased crime** – in our view, the proposed development is highly unlikely to increase the rate of crime in the locality. We further note that the building has been designed in accordance with the principles of Crime Prevention through Environmental Design (CPTED). More specifically:
 - » the building will be sited in a prominent location, at the intersection of two collector roads where clear views into the site are available to traffic travelling along the Gawler East Link Road and the proposed collector road;
 - » large windows will be provided which will overlook the adjoining streets and car park to maximise opportunities for casual surveillance;
 - » landscaping will be limited to low level plants to provide unobstructed sightlines;
 - » the proposal avoids the construction of boundary fencing or other structures which may obstruct sightlines or be used for concealment or entrapment spots; and
 - » the site will be illuminated in accordance with the relevant Australian Standards to maximise opportunities for casual surveillance;
- **Landscaping** – while the exact nature of the concern is unclear, it is noted that proposed development includes a substantial landscaped area to the east of the sales centre for the use of prospective purchasers. Additional landscaping will be provided around the building and within the car park including trees, bushes, shrubs and groundcovers.

1.8 Town of Gawler comments

The Town of Gawler has provided a comprehensive assessment of the proposed development. We note that, subject to clarification of a number of matters, the Council is supportive of the proposed development and has indicated that:

The sales centre is considered to achieve a strong design outcome which sets a positive benchmark for future development within the Policy Area.

While the Council is generally supportive of the proposed sales centre, it has provided a number of comments which have been summarised and addressed below:

- **Earthworks and Retaining** – the Council has noted that a site civil plan has not been provided with the application and has further noted that there may be a need for additional earthworks and retaining

walls on the site associated with the land division and Gawler East Link Road. In response, we note that the associated land division has now been approved which means that the site levels for the sales centre will be determined by the works required to implement the land division and associated infrastructure. This includes the vehicular access arrangements. If considered necessary, the applicant would be willing to accept a Condition of Consent requiring the preparation of a Site Works Plan to the satisfaction of SCAP prior to the issue of Development Approval;

- **Stormwater** – in response to the Council's queries about stormwater, WGA has now prepared a Stormwater Management Plan which has been submitted to SCAP. This Plan shows how stormwater will be managed in accordance with the arrangements agreed with DPTI in conjunction with the construction of the Gawler East Link Road;
- **Traffic** – we note that the Council has suggested that additional details should be provided in relation to the site levels of adjoining roads. Given that the associated land division has now been approved, the site levels will be governed by the works required to implement the land division and associated infrastructure. This includes the vehicular access arrangements. If considered necessary, the applicant would be willing to accept a Condition of Consent requiring the preparation of a Site Works Plan to the satisfaction of SCAP prior to the issue of Development Approval;
- **Car parking** – the Council has suggested that additional details may be required to ensure that the car parking area complies with the *Disability Discrimination Act 1992* and AS 2890. We note that this is a minor matter which can appropriately be dealt with during the detailed design stage and the Building Rules Consent process;
- **Bicycle parking** – as suggested by the Council, bike parking can be provided on the site with details shown during the detailed design stage; and
- **Infrastructure provision** – the infrastructure noted by the Council will generally be established via the recently approved land division.

2. Conclusion

Following our review of the representations received during the Category 2 notification process, we remain of the view that the proposal warrants Development Plan Consent for the following reasons:

- The main land use elements of the sales centre (office and shop) are envisaged forms of development in the Residential (Gawler East) Zone and Mixed Use Policy Area 3;
- The general area of the subject site is indicatively identified as a Neighbourhood Centre within the *Gawler East Structure Plan Map Ga/1 (Overlay 1) Enlargement G* as well as the Springwood Masterplan;
- The location and design of the proposed development will complement other proposed development in the Springwood 'village centre' such as the supermarket on the opposite side of the Gawler East Link Road;

- The sales centre has been designed to address both road frontages, and the building exhibits a high degree of architectural merit achieved by using a variety of complementary colours, building materials and articulation;
- A coordinated signage theme is proposed, with all signage designed in accordance with the relevant provisions of the Development Plan;
- Large windows along the elevations of the sales centre will maximise opportunities for casual surveillance across the site;
- The proposed development has been designed to accommodate safe and convenient movements for vehicles, and the CIRQA report concludes that sufficient onsite parking will be provided to cater for the anticipated parking demand;
- The additional traffic volumes to be generated by the development will not have a significant impact on the road network;
- Stormwater will be managed appropriately in accordance with the Stormwater Management Plan prepared by WGA as well as the overall stormwater management plan for the Springwood development which has been approved with the land division applications; and
- The proposed landscaping will assist to create a sense of place and enhance the amenity of the locality.

The application is closely aligned within the relevant provisions of the Development Plan and therefore warrants Development Plan Consent subject to reasonable and relevant conditions.

We trust that you now have sufficient information to finalise your assessment of the proposed development to enable the application to be presented at the next available meeting of the SCAP. We would appreciate the opportunity to address the SCAP and answer any questions that Members may have.

If any further information is required, please contact the undersigned on (08) 7231 0286.

Yours Sincerely



Kieron Barnes
Senior Associate

Development Plan

Gawler (CT)

Consolidated – 18 July 2019

Please refer to the Gawler (CT) page at www.sa.gov.au/developmentplans to see any amendments not consolidated.



Government of South Australia

Department of Planning,
Transport and Infrastructure

Consolidated - 18 July 2019

RESIDENTIAL (GAWLER EAST) ZONE

Introduction

The Objectives and Principles of Development Control that follow apply in the Residential (Gawler East) Zone shown on Gawler [Maps Ga/5, 6, 9 and 20](#) and Policy Areas [Map Ga/15 and 17](#). They are additional to those expressed for the whole of the Council area.

OBJECTIVES

- Objective 1:** A predominately residential area comprising a range of low and medium-density dwellings, with associated integrated infrastructure, retail, commercial, recreational, educational and community development in master-planned locations in accordance with Structure Plan [Map Ga/1 \(Overlay 1\) Enlargement G](#).
- Objective 2:** Development sensitive to the particular topography of the area and which has minimal visual and environmental impacts.
- Objective 3:** A residential zone comprising a range of dwellings types, including a minimum of 15 percent affordable housing.
- Objective 4:** Increased dwelling densities in close proximity to centres, future public transport routes and public open spaces.
- Objective 5:** Open space systems designed to provide multiple use reserve areas that promote water management, habitat retention and enhancement, and recreational linkages.
- Objective 6:** Development that achieves co-ordination in allotment configuration and physical and community infrastructure provision.
- Objective 7:** Development that contributes to the desired character of the zone.

DESIRED CHARACTER

The Residential (Gawler East) Zone is located within both the Town of Gawler and The Barossa Council. The Gawler East area encompasses broad hectare land which is expected to support a population of approximately 10 000 persons.

The zone will develop in accordance with Structure Plan [Map Ga/1 \(Overlay 1\) Enlargement G](#) and be undertaken in an orderly manner that achieves the most efficient use of land, the extension or expansion of infrastructure services and the timely provision of community facilities. No more than 1000 allotments should be created within the area defined by Gawler East Development Constraints Concept Plan [Figure CoP/5](#) until such time as the Gawler East Link Road is complete.

The zone will accommodate a diversity of housing forms. The Mixed Use Centre Policy Area 3 will comprise a mix of residential development and a range of commercial, retail, educational, recreational and community facilities. A smaller range of retail facilities, together with compact housing are anticipated within the Local Centre Policy Area 19.

It is essential that development respects and enhances the natural attributes of the zone through the retention of significant views, creek lines, native vegetation and locations of ecological significance. Innovative and best practice solutions in respect to water reuse, grey water supply and stormwater management will be implemented. Retention of on-site stormwater will be maximised where practical. Any stormwater leaving the site will be dispersed to reduce the risk of erosion to the natural surroundings and impacts to the downstream receiving waters.

Dwellings will range between 1 and 3 storeys in height; however buildings at the interface with adjoining zones other than the Open Space Zone will not exceed 2 storeys.

Buildings of between 3 and 5 storeys, such as apartment buildings, will be located in the Mixed Use Centre Policy Area 3, the former quarry area, adjacent to open space, and where necessary to frame the end of important or significant vistas. It is important that development achieve a clear transition in building height for a cohesive streetscape.

Housing forms will be simple and incorporate a high degree of articulation to the street façade while delivering a mix of housing types and forms to provide interesting streetscapes and promote social interaction. This will include the provision of recessed of vehicle garaging and the inclusion of front verandas/porticos and appropriate landscaping.

The delivery of housing diversity will require innovative solutions for front or rear access and parking. Rear access will be provided in the form of 'service lanes', which support vehicular access requirements at reduced speeds providing a safe pedestrian environment. At the land division stage, on-street car parking should be provided near areas of proposed medium to high density developments.

Allotment configuration is envisaged to be compact particularly within the Mixed Use Centre Policy Area 3, with building setbacks minimised to assist in facilitating an enclosed and active street. This will incorporate opportunities for multi-storey apartments, terrace and rear lane mews housing that will achieve a range of housing types within a single street.

The slope of the land will dictate the location of particular dwelling types, with some more compact dwelling types located on relatively flat sites, whilst more traditional dwelling types will be located on those portions of the site with moderate to high slope. On topographically steep sites alternative design solutions, such as split level dwellings, that are able to meet desired earthworks and driveway gradient outcomes are appropriate.

The form and distribution of major open space will be influenced by Council Wide Open Space Development Plan provisions and by the need for integrated stormwater detention, treatment and re-use given limitations on the potable water supply for the area. It will also be influenced by the location of natural drainage corridors, and the need to integrate with existing corridors, including the eastern escarpment at Evanston Park. Public open space areas will need to accommodate both active and passive recreation opportunities and the retention of identified conservation areas.

A co-ordinated network of linear parks, including cohesive pedestrian and bicycle movement corridors and visual links, will be established between the new development and adjoining natural creek lines, public recreation areas, local shopping and community services and surrounding road networks.

Steeper environments and watercourses that are proposed to be vested to Council as reserves and/or easements, will be restored to an appropriate natural state in consultation with the Town of Gawler.

Steeper slopes result in higher bushfire risk. Providing vehicle access between the Open Space Zone and residential development together with appropriate buffers assists in managing bushfire risk. Reference to Australian Standard AS3959 – 2009 (incorporating amendments to 2009 and 2011) is recommended to inform and reduce bushfire risk. Any revegetation of areas will take into account the level of bushfire risk, local topography and the need for ongoing management of bushfire risk, ensuring significant hazards are neither created nor exacerbated.

Reserves for public purposes such as active and passive recreation and stormwater management, including the provision of associated infrastructure, will be designed to an appropriate standard and level of service suitable to the locality to ensure long term economic, environmental and social sustainability.

Portion of the eastern boundary of the zone is located adjacent to the Para Woodland Reserve. It is essential that development form an appropriate interface with the Para Woodland Reserve. The interface will act as a buffer between the residential area and the Reserve, balancing access, management of bushfire risk, management of potential invasion by pest plants, minimising the impact of domestic pets on native wildlife and as a provision of open space. The interface will vary in width as appropriate to meet the above criteria and will comprise of a combination of roads, paths, public open space and, where appropriate, areas of natural character for stormwater management. Where housing is included in the interface area it is expected that houses will address the Reserve. The interface area will be planted with locally indigenous species (mainly groundcovers and low shrubs) selected to minimise the bushfire risk by providing an area of reduced fuel hazard.

The north-eastern, eastern and southern boundary of the zone adjoins agricultural, rural and rural living land. It is essential that development provide an appropriate buffer between dwellings and land used for agriculture. Larger allotments together with open space and road networks and increased dwelling setbacks will be established at the peripheries of the zone boundary in order to provide an appropriate low density transition and interface with adjacent rural and rural living land.

The Gawler East Link Road shown on Structure Plan [Map Ga/1 \(Overlay 1\) Enlargement G](#) is intended to have a boulevard character comprising wide footpaths and cycle paths on both sides and substantive street tree plantings. Dwellings will front and address the road with setbacks to contribute to the boulevard character. In addition, dwellings fronting the road will be sited, designed and constructed to mitigate traffic noise impacts.

Infrastructure Corridors have been created in response to the presence of key public infrastructure, namely 132 kV and 275 kV transmission lines. This infrastructure comprises a significant component of the State's high voltage power transmission network. The zone provisions are aimed at protecting this significant public infrastructure from encroachment by incompatible land uses and protecting the infrastructure corridors from being fragmented by land division and therefore ensuring on-going access for maintenance is available and that the security and reliability of the power network is not compromised. No residential allotments should infringe on the corridors or existing easements. These corridors provide the opportunity for co-locating compatible land use activities such as other appropriate infrastructure, at-grade car parking and roads, a linear park or a cycling/walking trail.

Development should have regard to the impact of high noise emission and adverse air quality sources, such as from the high-pressure gas transmission pipeline valve, non-residential development and the Gawler East Link Road. Dwellings fronting this road will be sited, designed and constructed to mitigate traffic noise and adverse air quality impacts.

An Aboriginal heritage survey has been undertaken for the Gawler East area. It indicates that prior to colonial contact the South Para River and its tributaries were associated with long-term seasonal Aboriginal occupation, with adjoining hill crests providing views of culturally significant landscape features and surveillance for the Kaurna Nation peoples. While there has since been a high level of ground disturbance in the area, there is the potential for future activities to disturb sub-surface archaeological deposits particularly along the banks of the South Para River. Activities within this area which may damage, disturb or interfere with any Aboriginal site or object need to be undertaken in accordance with the provisions of the *Aboriginal Heritage Act 1988*.

PRINCIPLES OF DEVELOPMENT CONTROL

Land Use

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

- Affordable housing
- Aged persons' accommodation
- Community facilities
- Domestic outbuilding in association with a dwelling
- Domestic structure
- Dwelling
- Dwelling addition
- Dwelling with associated home based business uses
- Land division
- Non-residential use that serves the local community, for example:
 - child care facility
 - health and welfare service
 - open space
 - pre-school
 - primary and secondary school
 - recreation area
 - shop, office or consulting room
- Retirement village
- Supported accommodation

- 2 Development listed as non-complying is generally inappropriate.

Form and Character

- 3 Development should not be undertaken unless it is consistent with the desired character for the zone.
- 4 Development should occur in accordance with Structure Plan [Map Ga/1 \(Overlay 1\) Enlargement G](#).
- 5 Road reserves should be of a width, design and alignment that can:
- (a) provide for safe and convenient movement and parking of vehicles and other users according to projected vehicle volumes, speeds and the character of the road;
 - (b) accommodate bus routes where required;
 - (c) provide for shared, on-street parking bays for nearby residents and visitors wherever practical to achieve unrestricted movement along collector roads;
 - (d) allow vehicles to enter or reverse from an allotment or garage in a single movement, allowing for cars parked on the opposite side of the road (where applicable) or fixed infrastructure on the street;
 - (e) allow for the efficient movement of service and emergency vehicles; and
 - (f) accommodate street planting, landscaping, street furniture and utilities infrastructure.
- 6 **Direct allotment access may be provided to the Gawler East Link Road:**
- (a) where the Road gradient is not more than 8 percent at the point the driveway accesses the Road; or
 - (b) where the Road gradient is more than 8 percent if the allotment has a regular frontage of at least 25 metres.
- 7 Dwellings fronting the Gawler East Link Road should be sited, designed and constructed to mitigate traffic noise and adverse air quality impacts.
- 8 The use and placement of outbuildings should be ancillary to and in association with a dwelling or dwellings.

Land Division

- 9 Land division should facilitate the provision of a broad range of housing options, including affordable housing.
- 10 Land division should accommodate open space and movement networks that provide for strong connections and safe and convenient access to public facilities, public transport and potential future development of adjoining sites.
- 11 Land division:
- (a) should not exceed 1000 allotments until at least the following infrastructure indicated by Structure Plan [Map Ga/1 \(Overlay 1\) Enlargement G](#) has been constructed:
 - (i) the Gawler East Link Road between Calton Road and Gawler - One Tree Hill Road; and
 - (ii) the Gawler East Link Road between Gawler - One Tree Hill Road and Potts Road; and

- (iii) an upgrade of Potts Road and its intersection with Main North Road to accommodate the traffic flows associated with further continued development.
 - (b) should not prejudice the construction of the Gawler East Link Road as detailed in the Structure Plan [Map Ga/1 \(Overlay 1\) Enlargement G](#) and associated pedestrian and bicycle paths, landscaping treatments and public lighting.
 - (c) should facilitate the construction of on and off-site stormwater management systems and community facilities.
- 12 Land division creating reserves containing steeper environments and watercourses, that are proposed to be vested to Council, should be restored to an appropriate natural state through the removal of declared plant species, control of other environmental weeds and the planting and management of native vegetation in order to achieve desired amenity, recreation, conservation, biodiversity, management of bushfire risk and ongoing management outcomes.
- 13 Land division creating reserves for public purposes such as stormwater management and active and passive recreation, including the provision of associated infrastructure, should be designed to an appropriate standard and level of service suitable for the locality to ensure long term economic, environmental and social sustainability.
- 14 Rear lanes should:
 - (a) have a minimum reserve width of 6.5 metres;
 - (b) be limited in length to a maximum of 100 metres;
 - (c) have a minimum carriageway width of 5.5 metres;
 - (d) include protuberances to accommodate landscaping and lighting should not exceed 1.0 metre;
 - (e) landscaping should be in the form of tall vertical trees in preference to low level shrubs;
 - (f) be designed to accommodate garbage trucks and emergency service vehicles.
- 15 Public lighting should be provided to all public roads, laneways, paths and open spaces.
- 16 Development with frontage to the eastern side of the Gawler – One Tree Hill scenic road should be established on allotments of no less than 1000 square metres in area and incorporate high quality of building articulation and appropriate landscaping between buildings and the road in order to retain distant vistas, ensure visual interest and a scenic landscape character along this corridor.
- 17 Land located west of the South Para River should not be divided for the purpose of creating additional allotments unless forming part of an integrated development scheme where all infrastructure is delivered to service the land in an orderly and economic manner including potable water supply, grey water supply, waste water disposal, formed all-weather public roads and access, and stormwater disposal.
- 18 Detention and/or retention basins should incorporate good design techniques that:
 - (a) allow sediments to settle so as to treat stormwater prior to discharge into watercourses;
 - (b) allow for sediments to be easily removed from the basin and disposed of off-site;
 - (c) ensure human health and safety, particular with respect to high velocity drainage points;
 - (d) ensures the control of mosquitoes and nuisance insects (e.g. midges); and

- (e) ensure detention and retention infrastructure (in conjunction with Water Sensitive Design) is designed to have a capacity that limits outflow to predevelopment flow rates in a 100 year ARI event
 - (f) improve water quality through treatment of detained water.
- 19 Transmission lines should be protected from encroachment through the provision of:
- (a) a 30 metre wide corridor (15 metres each side from the centreline) for the 132kV line;
 - (b) a 100 metre wide corridor for the 275kV line as required by relevant authorities.
- 20 Residential allotments should not be created within the Major Transmission Infrastructure Corridors shown on Structure Plan [Map Ga/1 \(Overlay 1\) Enlargement G](#), or within the existing easements for the 132kV and 275kV transmission lines.

Land Use and Density

- 21 Housing with an average site area for dwellings less than 250 square metres should be located within the Mixed Use Centre Policy Area and Local Centre Policy Area or within walking distance of public open space, local shops and public facilities.

Built Form/Setbacks

- 22 Buildings should not exceed the following heights:
- (a) two storey development for properties adjacent to the boundary of adjoining zones other than the Open Space Zone;
 - (b) three storeys for the balance of the zone, other than apartment/mixed use buildings within the Mixed Use Centre Policy Area where a 5 storey limit applies.
- 23 Where allotments have direct frontage to an open space reserve, housing should address the reserve and incorporate a high quality design outcome (i.e. articulation of building facades) and that promotes casual surveillance (i.e. windows and open style fencing that promotes surveillance).
- 24 Where an allotment immediately adjoins public open space, clear, safe and convenient pedestrian access should be provided to the dwelling.
- 25 Residential building setbacks should satisfy the minimum dimensions outlined in Table 1 except where a proposed plan of division is accompanied by a building envelope plan that demonstrates that lesser building setbacks will contribute to the achievement of the desired character for the zone:

Table 1

Parameter	Value
Primary Street Frontage (excluding arterial or collector roads forming the zone boundary and the One Tree Hill Scenic Road shown on Map Ga/1 (Overlay 1) Part A and Part B)	3.0 metres to front facade 1.5 metres for dwellings where vehicle access obtained from the rear or side 1.5 metres to veranda/balcony elements 0.5 metres to entry porch and portico
Secondary Street Frontage (Corner Lots)	1.5 metres to façade 0.6 metres for dwellings on allotments with a frontage equal to or less than 9.0 metres 0.5 metres for veranda/balcony elements 0 metres for entry porch/portico

Parameter	Value
Side Boundary (excluding road frontage)	0.0 metres for dwellings on allotments with a road frontage equal to or less than 9.0 metres; 0.9 metres for dwellings on allotments with a frontage greater than 9.0 metres, other than a garage wall with a maximum length of 6.0 metres
Rear Boundary (other than rear lane)	0.9 metres
Open Space Reserve Frontage	1.5 metres where dwellings front the reserve 0.5 metres to entry porch and portico, veranda and balcony elements
Single Carport/Garage	metres from primary street frontage 0.5 metres for laneway frontage
Double Carport/Garage	5.0 metres from primary street frontage 0.5 metres for laneway frontage
Arterial or Collector Roads	5.0 metres to front façade 5.5 metres to carport/garage
Gawler - One Tree Hill Scenic Road shown on Map Ga/1 (Overlay 1) Part A and Part B	15.0 metres to all buildings (excluding minor protrusions such as porches, porticos, eaves, verandas, balconies or similar)
Rear Lane (upper level dwelling)	0.5 metres for laneway frontage

Private Open Space

26 Dwellings should include private open space which conforms to the requirements of Table 2:

Table 2

Site area of dwelling	Minimum area of private open space	Provisions
Greater than 250 square metres	60 square metres (minimum dimension of 2.5 metres)	(a) Balconies, roof patios, decks and the like, can comprise part of this area provided the area of each is 8 square metres or greater and has a minimum dimension of 2.0 metres. (b) One part of the space should be directly accessible from a living room and have an area of 25 square metres with a minimum dimension of 4 metres and a maximum gradient of 1-in-10.
250 square metres and less	35 square metres (minimum dimension of 2.5 metres)	(a) Balconies, roof patios and the like can comprise part of this area provided the area of each is 8 square metres or greater and has a minimum dimension of 2.0 metres. (b) One part of the space is directly accessible from a living room and has an area of 16 square metres with a minimum dimension of 4 metres and a maximum gradient of 1-in-10.
	25 square metres (minimum dimension of 2.5 metres) where:	(a) The dwelling has no more than two bedrooms (or rooms that could reasonably be used as bedrooms) and a total floor area of not more than 110 square metres (b) Separate areas are provided for the provision of a rainwater tank and the storage of refuse and recycling bins.

Site area of dwelling	Minimum area of private open space	Provisions
Upper level dwellings	Minimum area of private open space	(a) 8 square metres and accessible from a living room.

Amenity and Public Spaces

- 27** Residential development should have regard to existing and possible future noise and adverse air quality sources, such as from the high pressure gas transmission pipeline valve, the Gawler East Link Road and non-residential developments, with respect to site layout, orientation, design and construction to ensure a safe and comfortable residential environment and to minimise conflict with existing non-residential activities
- 28** Development should balance the desire for an open streetscape and passive surveillance with the need for functional privacy. Clear delineation should be provided between public and private spaces, which may incorporate fencing, landscaping or a combination of these elements.
- 29** Retaining walls greater than 1.0 metre in height should:
- (a) not be directly visible from a public road or the public realm
 - (b) where located between a building and a road frontage, be stepped in increments of not more than 1.0 metre
 - (c) not cause significant adverse impacts on the amenity of adjacent properties, particularly in relation to overshadowing, cutting off light or views.
- 30** Residential development should provide an area for the storage of waste receptacles that is screened from primary and secondary street frontages.
- 31** Development should be designed and sited to relate to the slope of the land, so that:
- (a) the bulk and scale of the buildings do not dominate the landscape;
 - (b) the amount of cut and fill is minimised.
- 32** Fences should be located to minimise their visual impact and be constructed of materials which are of a low light-reflective nature.

Bushfire Protection

- 33** To protect against bushfire, dwellings should not be sited within 40 metres of a slope greater than 20 degrees, where the length of the slope is greater than 10 metres and covered by unmanaged vegetation.

Separation of Use

- 34** Development should be designed and sited to minimise negative impact on existing and potential future land uses considered appropriate in the locality.
- 35** 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.

High Pressure Gas Pipeline

- 36** Development, including land division, in the vicinity of a high pressure pipeline, as depicted on Structure Plan [Map Ga/1 \(Overlay 1\) Enlargement G](#), should:

- (a) not affect the continued operation of the pipeline infrastructure
- (b) be located, designed, and developed having regard to the location of the infrastructure and the potential public safety impacts.

Car Parking

- 37** For each dwelling, the maximum width (including the width of any support structure) of any garage or carport opening that faces a street, should be no greater than six metres or 50 percent of the frontage width, whichever is the lesser, except where a site has a frontage of less than 12 metres and the dwelling is:
- (a) two or more storeys; and
 - (b) incorporates protrusions such as verandas, projecting windows, porches, balconies etc. which provide articulation in the building as it presents to the street, in which case garages or carports should have a maximum width of 6 metres or 80 percent of the width of the site, whichever is the lesser.
- 38** No maximum width applies to garage or carport openings where a site has rear vehicular access and from which vehicular access is obtained.
- 39** Development within Mixed Use Centre Policy Area 3 and Local Centre Policy Area 19 should have car parking in accordance with the following table based on calculations relating to net-leasable floor areas:

Form of Development	No. of required car spaces
Apartment	1 space for every unit plus 1 additional space for every 5 2-bedroom units plus 1 additional space for every 3 bedroom unit with a visitor park of 1 space for every 5 units.
Bank	5.5 spaces per 100 square metres
Office	4 spaces per 100 square metres
Shop	5.5 spaces per 100 square metres

Affordable Housing

- 40** Development should include a minimum 15 percent of residential dwellings for affordable housing.
- 41** Affordable housing should be distributed throughout the zone to avoid over-concentration of similar types of housing in a particular area.

Infrastructure Coordination

- 42** Development, including land division, should only occur once required physical and community infrastructure is either provided, or a legally binding agreement has been executed for the provision of the infrastructure items, including the following:
- (a) Gawler East Link Road as illustrated on Structure Plan [Map Ga/1 \(Overlay 1\) Enlargement G](#), and associated traffic interventions (road and intersection upgrades);
 - (b) public lighting, pedestrian and bicycle paths and associated landscaping treatments associated with the Gawler East Link Road;
 - (c) community facilities (including recreation facilities); and
 - (d) stormwater management systems.

PROCEDURAL MATTERS

Complying Development

- 43** Complying developments are prescribed in Schedule 4 of the *Development Regulations 2008*.

Non-complying Development

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

Crematorium

Development in the form of land division in the area defined by the Gawler East Development Constraints Concept Plan [Figure CoP/5](#) is non-complying if:

- (a) there exist 1000 allotments within the area defined by the Gawler East Development Constraints Concept Plan [Figure CoP/5](#); and
- (b) the following infrastructure has not been completed
 - (i) the Gawler East Link Road between Calton Road and Gawler - One Tree Hill Road;
 - (ii) the Gawler East Link Road between Gawler - One Tree Hill Road and Potts Road;
 - (iii) an upgrade of Potts Road and its intersection with Main North Road to accommodate the traffic flows associated with further continued development.

Fuel Depot

Horticulture

Hospital except where located within Mixed Use Policy Area 3 Industry

Intensive animal keeping Junk Yard

Major public service depot

Office greater than 150 square metres, except where located within Mixed Use Centre Policy Area 3 and/or Local Centre Policy Area 19

Prescribed mining operations Refuse destructor

Shop or group of shops with a gross leasable floor area exceeding 250 square metres, except where located within Mixed Use Centre Policy Area 3 and/or Local Centre Policy Area 19

Telecommunications Facility above 30 metres in height Warehouse

Waste reception, storage, treatment or disposal, except a sewerage treatment plant.

Public Notification

- 45** Categories of public notification are prescribed in Schedule 9 of the *Development Regulations 2008*.

Further, the following forms of development (except where the development is non-complying) are designated:

Category 1

Fencing (including a combination of fencing and retaining walls) up to a maximum height of 2.8 metres

Category 2

All development listed within Principle of Development Control 1 of the Residential (Gawler East) Zone, Mixed Use Policy Area 3 and Local Centre Policy Area 19.

Fencing (including a combination of fencing and retaining walls) with a height in excess of 2.8 metres.

Mixed Use Centre Policy Area 3

Introduction

The Objectives and Principles of Development Control that follow apply in the Mixed Use Centre Policy Area 3 of the Residential (Gawler East) Zone shown on Policy Areas [Map Ga/15](#). They are additional to those expressed for the whole of the Council area.

OBJECTIVES

- Objective 1:** A functional and diverse zone accommodating a mix of commercial, retail, recreation, community, residential, office, consulting rooms and educational uses.
- Objective 2:** Development that minimises any adverse impacts upon the amenity of the locality within the policy area.
- Objective 3:** Development that contributes to the desired character of the policy area.

DESIRED CHARACTER

Mixed Use Centre Policy Area 3 will accommodate retail, commercial, community, education and formal recreation facilities and clubrooms to service the local community. It is envisaged that a full range of residential development will form an integral component of this policy area to activate it outside of commercial and retail business hours. Housing forms will include, but not be limited to, mixed use development within a single building where dwellings will typically be established above non-residential land uses.

Low impact, commercial business activities that provide employment opportunities for the local population are envisaged. Such development will need to have particular regard to ensuring that minimal off-site impacts occur with respect to noise, air, water and waste emissions, commercial traffic generation and movement.

A retail facility, not exceeding 10 000 square metres in floor area, will comprise a supermarket and a range of specialty shops to serve the weekly shopping needs of the community. Restaurants, cafes, hotels (incorporating dining) and take away outlets are envisaged and will develop the centre as a destination point and provide uses that extend the hours of the centres operation to promote surveillance and safety of the adjacent recreation and education facilities.

Commercial business activities and retail facilities will be established in the Neighbourhood Centre area indicated on Structure Plan [Map Ga/1 \(Overlay 1\) Enlargement G](#).

It is envisaged that community facilities and additional educational establishments will be established to complement the existing role of the Gawler Township. Future educational establishments will be located in accordance with the Structure Plan [Map Ga/1 \(Overlay 1\)](#). Schools are expected to form a focal point for the new community providing opportunities for the establishment of significant buildings and shared open space.

In terms of urban design and built form, a 'main street' environment will be created, where buildings address the street and car parks are primarily located to the rear. In order to minimise the overall extent of off street parking shared car parking is encouraged, and the convenience, availability and function of on street parking in mixed use environments will be recognised.

Gathering points for formal and informal community events will be established, either by means of a central pedestrian plaza, a village green or series of nodes.

Commercial and mixed use buildings will be established close to the street frontage and incorporate verandas and other protruding elements in order to create a pedestrian-friendly environment and outdoor dining opportunities. These areas will be enhanced by large street trees, high quality paving, lighting and street furniture. Building facades will be designed in a manner to create diversity of interest through the appearance of an aggregation of smaller buildings.

PRINCIPLES OF DEVELOPMENT CONTROL

Land Use

- 1 The following forms of development are envisaged in the policy area:

Advertisement
 Bank
 Child care centre
 Community facility
 Consulting room
 Detached dwelling
 Educational establishment
 Group dwelling
 Health centre
 Home activity
 Hospital
 Hotel
 Indoor recreation centre
 Library
 Licensed premises
 Motel
 Nursing home
 Office
 Office and dwelling
 Personal service establishment
 Petrol filling station
 Place of worship
 Pre-school
 Recreation area
 Residential flat building
 Restaurant
 Retail showroom
 Row dwelling
 Semi-detached dwelling
 Serviced accommodation
 Shop
 Shop and dwelling
 Supermarket.

- 2 Development listed as non-complying is generally inappropriate.

Form and Character

- 3 Development should be designed to ensure that:

- (a) buildings are designed to address the street frontage with servicing areas located internal to the centre and appropriately screened from public view;
- (b) the establishment of shared car parking areas to the rear of buildings and on-street.

- 4 Public space established should be activated by uses around its edges.

- 5 Buildings should have a maximum of 5 storeys in height.

- 6 Development should not be undertaken unless it is consistent with the desired character for the policy area.

- 7 Filling of land and retaining walls exceeding 1.0 metre in height are appropriate where they are associated with the remediation and development of the former quarry site.

Contaminated Land

OBJECTIVES

- Objective 18:** Protection of human health and the environment wherever site contamination has been identified or is suspected to have occurred.
- Objective 19:** Appropriate assessment and remediation of site contamination to ensure land is suitable for the proposed use and provides a safe and healthy living and working environment.

PRINCIPLE OF DEVELOPMENT CONTROL

- 41** Development, including land division, should not occur where site contamination has occurred unless the site has been assessed and remediated as necessary to ensure that it is suitable and safe for the proposed use.

Crime Prevention

OBJECTIVE

- Objective 20:** A safe, secure, crime resistant environment where land uses are integrated and designed to facilitate community surveillance.

PRINCIPLES OF DEVELOPMENT CONTROL

- 42** 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.
- 43** Buildings should be designed to overlook public and communal streets and public open space to allow casual surveillance.
- 44** Development should provide a robust environment that is resistant to vandalism and graffiti.
- 45** 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.
- 46** Development, including car park facilities should incorporate signage and lighting that indicate the entrances and pathways to, from and within sites.
- 47** 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 2 metres from footpaths to reduce concealment opportunities.
- 48** Site planning, buildings, fences, landscaping and other features should clearly differentiate public, communal and private areas.
- 49** Buildings should be designed to minimise and discourage access between roofs, balconies and windows of adjoining dwellings.

- 50** Public toilets should be located, sited and designed:
- (a) to promote the visibility of people entering and exiting the facility (eg by avoiding recessed entrances and dense shrubbery that obstructs passive surveillance)
 - (b) near public and community transport links and pedestrian and cyclist networks to maximise visibility.
- 51** Development should avoid pedestrian entrapment spots and movement predictors (eg routes or paths that are predictable or unchangeable and offer no choice to pedestrians).

Energy Efficiency

OBJECTIVES

Objective 21: Development designed and sited to conserve energy.

Objective 22: Development that provides for on-site power generation including photovoltaic cells and wind power.

PRINCIPLES OF DEVELOPMENT CONTROL

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

On-site Energy Generation

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

Form of Development

OBJECTIVES

Objective 23: Orderly and economic development, consistent also with [Maps Ga/1 \(Overlay 1\) Enlargements A, B, C, D, E, F, G and H](#).

The maps illustrate the distribution of living, business, rural, recreational and conservation areas and the main routes for traffic and transport.

Objective 24: A sustainable urban form that reduces the ecological footprint of the town, whilst also enhancing the quality of life of residents.

Development of new areas within the urban boundary shown on [Map Ga/1](#) should occur in a logical and systematic manner with a clearly defined edge between urban and surrounding rural areas.

Objective 25: Location of suitable areas of land for living, working, recreation and rural production.

Current and anticipated demographic trends within the Adelaide metropolitan area show declining dwelling occupancy rates, particularly in the inner and middle suburbs. This will necessitate increasing dwelling density to maintain population levels and services.

Concerns about population change, increased housing demand, efficient use of urban infrastructure and reducing fringe growth can be addressed by increasing the number of dwellings that can be accommodated within the existing boundary of the metropolitan area, and positively influencing decline in population.

Objective 26: Effective location of public and community facilities by the reservation of suitable land in advance of need.

Development should not hinder the reservation of land needed for transport, public services, schools and the provision of other essential services.

PRINCIPLES OF DEVELOPMENT CONTROL

- 56 Extensions of built-up areas should not be in the form of ribbon development along arterial roads unless indicated in zone policies or structure plans.
- 57 Development in localities having a bad or unsatisfactory layout, or unhealthy or obsolete development, should improve or rectify those conditions.
- 58 Urban development should be confined to areas within the urban boundary of Metropolitan Adelaide and be based on principles of ecologically sustainable development (ESD) that includes water sensitive urban design (WSUD), energy efficiency, biodiversity protection and enhancement, natural resource protection, waste, minimisation, indoor and outdoor environmental quality and sustainable selection and use of materials.
- 59 Development adjacent to the rural/urban interface, as indicated on [Map Ga/1 \(Overlay 1\) Enlargements Part A and Part B](#) should incorporate suitable buffers to minimise the effect of potential impacts.
- 60 Development should minimise the potential for personal and property damage arising from natural hazards including landslip, bushfires and flooding.
- 61 Septic tanks should:
 - (a) not be installed where the effluent is likely to lead to the pollution of surface or underground water; and
 - (b) be installed on allotments large enough to allow the disposal of the effluent within the allotment boundaries.
- 62 Development should not create conditions which are likely to exceed the capacity of existing roads, public utilities, and other community services and facilities.
- 63 Development should be supplied with adequate energy, water, waste disposal and drainage facilities to serve the needs of users.

Hazards

OBJECTIVES

Objective 27: Maintenance of the natural environment and systems by limiting development in areas susceptible to flooding.

Objective 28: Development located away from areas that are vulnerable to, and cannot be adequately and effectively protected from, the risk of flooding.

Objective 29: Critical community facilities such as hospitals, emergency control centres, major service infrastructure facilities, and emergency service facilities located where they are not exposed to flooding.

Objective 30: Development located and designed to minimise the risks to safety and property from flooding.

Objective 31: Development located and designed so as not to impede the flow of flood waters.

PRINCIPLES OF DEVELOPMENT CONTROL

64 Development should be excluded from areas that are vulnerable to, and cannot be adequately and effectively protected from, flooding.

65 There should not be any significant interference with natural processes in order to reduce the exposure of development to the risk of natural hazards.

Flooding

66 Development should not occur on land where the risk of flooding is likely to be harmful to safety or damage property.

67 Development should not be undertaken in areas liable to inundation by tidal, drainage or flood waters unless the development can achieve all of the following:

- (a) it is developed in an area having a public stormwater system capable of catering for a 1 in 100 year average return interval flood event; and
- (b) buildings and structures for human habitation or for the keeping of animals have a finished floor level and gully traps at least 300mm above the Australian Height Datum level of a 1 in 100 year average return interval flood event.

68 Development, including earthworks associated with development, should not:

- (a) impede the flow of floodwaters through the land or other surrounding land; or
- (b) increase the potential hazard risk to public safety of persons during a flood event; or
- (c) aggravate the potential for erosion or siltation or lead to the destruction of vegetation during a flood; or
- (d) cause any adverse effect on the floodway function; or
- (e) increase the risk of flooding of other land; or
- (f) obstruct a watercourse.

69 Development of buildings, structures, farming and horticultural activities should maintain the natural landform in areas subject to flooding by:

- (a) locating and designing driveways, access tracks and parking areas to follow the natural contours of the land; and
- (b) minimising the amount of excavation and limiting the level of fill for driveways, access tracks and parking areas to no more than 300mm above natural or existing surface level; and

- (c) minimising the area of fill required to accommodate buildings above the Australian Height Datum level of a 1 in 100 year average return interval flood event; and
 - (d) avoiding the use of levees or channels for the irrigation or protection of crops.
- 70** Construction and placement of structures, including roads, in a watercourse, a floodplain of a watercourse, a lake, a wetland, or an area subject to inundation should:
- (a) not result in flooding either upstream or downstream; and
 - (b) be constructed in a manner that prevents the structure, or any debris collected by the structure, increasing the risk of damage to property or the risk to safety of persons.
- 71** Development should avoid the discharge or deposit of waste, wastewater and waste treatment systems (including processes such as seepage, infiltration or carriage by wind, rain, stormwater or by the rising of the water table) onto land or into any waters that are subject to inundation by a 1 in 100 year average return interval flood event.
- 72** Development should not occur where essential services cannot be economically provided and maintained having regard to flood risk or where emergency vehicle access would be prevented by a 1 in 100 year average return interval flood event.
- 73** Emergency service facilities such as hospitals, fire stations, police stations and other similar types of facilities should be located above the predicted level for a 1 in 1000 year ARI flood event.

Gawler Rivers Floodplain Area

The following objective and principles of development control apply to land identified in [Figures FI/1 to FI/8](#) as being flood prone land. This land is referred to throughout the Development Plan as the Gawler Rivers Floodplain Area and shown to be at risk of inundation by flood waters.

Where there is inconsistency between the following objectives or principles of development control, and objectives or principles of development control in a specific zone or policy area within a zone, the following objectives or principles of development control will prevail to the extent of the inconsistency.

There are allotments containing both areas of flood prone and non-flood prone land having regard to [Figures FI/1 to FI/8](#). Equally, there are allotments with two or three different hazard flood risk areas. In such situations, it will be necessary to define the site or activity-boundary of the proposed building or land use, and to proceed according to the relevant flood risk status of that area. If more than one hazard flood risk area applies to the site or activity-boundary, the development will be treated as if it is wholly within the higher hazard flood risk area.

OBJECTIVE

Objective 32: Development within the Gawler Rivers Floodplain Area appropriate to the varying hazard flood risk areas.

The Gawler Rivers Floodplain Area comprises areas of land having three different hazard flood risk areas:

- (a) *Low* relates to low depth and low velocity flooding where evacuation via wading by people is possible and escape by small vehicle is achievable.

Zero to 0.3 metres depth at flood where velocities are generally low (up to 0.3m/s).

- (b) *Medium* relates to areas where the flood depth is deeper and/ or flows are faster. Wading through water by children and elderly is more difficult and evacuation by small vehicle is only possible in the early stages of flooding, with larger 4WD vehicles or trucks required at later stages.

- 104** Development in proximity to infrastructure facilities should be sited and be of a scale to ensure adequate separation to protect people and property.
- 105** Existing transmission lines should not be encroached upon by incompatible uses.
- 106** Provision should be made for new distribution substations and overhead major electricity line corridors (having a capacity greater than or equal to 33kv) in optimum locations with adequate access.

Interface Between Land Uses

OBJECTIVES

- Objective 42:** Development located and designed to minimise adverse impact and conflict between land uses.
- Objective 43:** Protect community health and amenity from adverse impacts of development.
- Objective 44:** Protect desired land uses from the encroachment of incompatible development.

PRINCIPLES OF DEVELOPMENT CONTROL

- 107** Development should not detrimentally affect the amenity of the locality or cause unreasonable interference through any of the following:
- (a) the emission of effluent, odour, smoke, fumes, dust or other airborne pollutants;
 - (b) noise;
 - (c) vibration;
 - (d) electrical interference;
 - (e) light spill;
 - (f) glare;
 - (g) hours of operation;
 - (h) traffic impacts.
- 108** Development should be sited and designed to minimise negative impacts on existing and potential future land uses desired in the locality.
- 109** Development adjacent to a **Residential Zone** or residential area within a **Township Zone** should be designed to minimise overlooking and overshadowing of adjacent dwellings and private open space.
- 110** 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.
- 111** 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.
- 112** Non-residential development on land abutting a residential zone should be designed to minimise noise impacts to achieve adequate levels of compatibility between existing and proposed uses.

Noise Generating Activities

- 113** 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.
- 114** 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.
- 115** Outdoor areas (such as beer gardens or dining areas) associated with licensed premises should be designed or sited to minimise adverse noise impacts on adjacent existing or future noise sensitive development.
- 116** Development proposing music should include noise attenuation measures that achieve the following desired noise levels:

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

Air Quality

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

Rural Interface

- 119** The potential for adverse impacts resulting from rural development should be minimised by:
- (a) not locating horticulture or intensive animal keeping on land adjacent to townships;
 - (b) maintaining an adequate separation between horticulture or intensive animal keeping and townships, other sensitive uses and, where desirable, other forms of primary production.

- 120** Traffic movement, spray drift, dust, noise, odour and the use of frost fans and gas guns associated with primary production should not lead to unreasonable impact on adjacent land uses.
- 121** Existing primary production and mineral extraction should not be prejudiced by the inappropriate encroachment of sensitive uses such as urban development.
- 122** Development that is adjacent to land used for primary production (within either the zone or adjacent zones) should include appropriate setbacks and vegetative plantings designed to minimise the potential impacts of chemical spray drift and other impacts associated with primary production.
- 123** New urban development should provide a buffer of at least 40 metres wide (inclusive of any fuel break, emergency vehicle access or road) separating urban and rural activities.
- 124** Development located within 300 metres of facilities for the handling, transportation and storage of bulk commodities should:
 - (a) not prejudice the continued operation of those facilities;
 - (b) be located, designed and developed having regard to the potential environmental impact arising from the operation of such facilities and the potential extended hours of operation.

Land Division

OBJECTIVES

Objective 45: Land division in appropriate localities to create a compact urban area.

Development of the metropolitan area should proceed in an orderly and convenient manner, making proper use of the State's economic resources and avoiding scattered development caused by haphazard and premature division of land.

Development which satisfies urban demands and requirements should be confined to sites within identified urban areas. This objective may be achieved through selective development of infill housing, redevelopment and refurbishment of existing housing, and use of vacant and under-utilised land, with the aim of reducing the social, environmental and economic costs of urban development, and maximising use of the community investment in facilities and services in existing housing areas. While a compact form of development is generally desirable, recognition must be given to areas of particular character of amenity, or to specific constraints such as environmental or historical value, water catchment areas and areas of bushfire hazard.

PRINCIPLES OF DEVELOPMENT CONTROL

- 125** Land should not be divided where community facilities or public utilities are lacking or inadequate or where land in the vicinity has been divided and the allotments have not been substantially developed.
- 126** Land should not be divided:
 - (a) in a manner which would prevent the satisfactory future division of the land, or any part thereof;
 - (b) if the proposed use, or the establishment of the proposed use, is likely to lead to undue erosion of the land or land in the vicinity thereof;
 - (c) unless wastes produced by the proposed use of the land, or any use permitted by the principles of development control, can be managed so as to prevent pollution of a public water supply or any surface or underground water resources;

- (e) be designed and selected to minimise maintenance costs;
- (f) provide habitat for local fauna.

197 Development of recreational activities in areas not zoned for that purpose should be compatible with surrounding activities.

198 Recreation facilities development should be sited and designed to minimise negative impacts on the amenity of the locality.

Outdoor Advertisements

The context for advertising or advertising displays is critical in assessing the compatibility of the development with the Desired Future Character or character of a locality or zone. Signage types are defined in [Table Ga/4](#).

OBJECTIVES

Objective 69: An urban environment and rural landscape not disfigured by advertisements.

Objective 70: Advertisements in retail, commercial and industrial urban areas, and centre zones, designed to enhance the appearance of those areas.

Objective 71: Advertisements not hazardous to any person.

PRINCIPLES OF DEVELOPMENT CONTROL

199 Advertising and advertising displays should, in addition to general provisions, conform with the performance criteria in [Table Ga/4](#).

200 The location, siting, size, shape and materials of construction, of advertisements should be:

- (a) consistent with the desired character of areas or zones as described by their objectives;
- (b) consistent with the predominant character of the urban or rural landscape; or
- (c) in harmony with any building or site of historic significance or heritage value in the locality.

201 Advertisements should not detrimentally affect by way of their siting, size, shape, scale, glare, reflection or colour the amenity of areas, zones, or localities, in which they are situated.

202 Advertisements should not impair the amenity of areas, zones, or localities, in which they are situated by creating, or adding to, clutter, visual disorder and the untidiness of buildings and spaces.

203 Advertisements should not obscure views of attractive landscapes or particular trees or groups of trees.

204 The scale of advertisements should be compatible with the buildings on which they are situated and with nearby buildings and spaces.

205 Advertisements should be constructed and designed in a workmanlike manner.

206 Advertisements wholly or partly consisting of bunting, streamers, flags, windvanes, and the like should not detrimentally affect the amenity of areas, zones or localities in which they are situated.

207 Advertisements on buildings that have a single architectural theme but which contain a number of tenancies, should be attached and displayed so as to be co-coordinated with that theme.

- 208** Advertisements should not be erected in positions close to existing electricity mains so that potentially hazardous situations are created.
- 209** Advertisements should not create a hazard to persons travelling by any means.
- 210** Advertisements should not obscure a driver's view of other road vehicles, of rail vehicles at or approaching level crossings, of pedestrians and of features of the road such as junctions, bends, changes in width, traffic control devices and the like that are potentially hazardous.
- 211** Advertisements should not be so highly illuminated as to cause discomfort to an approaching driver, or create difficulty in his perception of the road, or of persons or objects on it.
- 212** Advertisements should not be liable to interpretation by drivers as an official traffic sign, or convey to drivers information that might be confused with instructions given by traffic signals or other control devices, or impair the conspicuous nature of traffic signs or signals.
- 213** Advertisements should not detract drivers from the primary driving task at a location.
- 214** Advertisements or advertising displays should:
- (a) convey in clear and concise language, symbols, print style, layout, and in a limited number of colours, the owner/occupier and/or generic type of business, merchandise or services;
 - (b) be minimised in number to avoid proliferation of advertisements or advertising displays;
 - (c) be of a form, style, scale and size and in locations appropriate to the desired character and future use of land or character of the locality or zone and to preserve reasonable exposure to the public for all adjacent sites;
 - (d) not have an adverse impact on the amenity of adjacent land uses and areas from which they are visible and without limiting the foregoing, no bunting, whirligigs or other like displays should be displayed;
 - (e) conceal the supporting structure from view wherever possible;
 - (f) be completely contained within the boundaries of the subject property, and if road widening is applicable, be within the proposed property boundary realignment;
 - (g) be unified in colour, style, placement and proportion to present a coordinated theme and design for a site, centre or building; and
 - (h) be designed and located to avoid damage to, pruning or lopping of on-site landscaping or street trees.
- 215** Free-standing advertisements and advertising displays:
- (a) should be of a consistent design theme with other advertising on buildings within the site or complex; and
 - (b) should be of a scale and size compatible and complementary with development on the site.
- 216** Advertisements or advertising displays attached to buildings should:
- (a) be of appropriate colour, scale and proportion, and of an integrated design to be coordinated and complementary with the architectural form and design of the building the advertisement or advertising display is located upon; and
 - (b) not be located upon the roof or above the walls of a building.

217 Advertisements or advertising displays attached to a verandah or which project from a building wall should have a minimum clearance over a footway of 2.3 metres.

218 Advertisements or advertising displays should not be erected upon:

- (a) a vehicle carriageway, dividing strip of traffic island;
- (b) a vehicle adapted and exhibited primarily as an advertisement; or
- (c) residential land, unless erected to fulfill a statutory requirement, or as an advertising display associated with the business use of the land.

219 Portable, easel or A-frame advertisements should only be displayed when:

- (a) no other appropriate opportunity exists for an adequate coordinated and permanent advertisement or advertising display;
- (b) no obstruction or infringement of safety occurs to pedestrians or vehicle movement;
- (c) no unnecessary duplication or proliferation of information or advertisements or advertising displays results; and
- (d) the advertisement is:
 - (i) coordinated and in conformity with the theme and design of all other advertisements on the subject site or building;
 - (ii) restricted to only one per site, or one per major road frontage if located on a corner site;
 - (iii) less than 0.54 square metres in advertisement area per face and 0.9 metres in height; and
 - (iv) only displayed during the hours when the subject premises is open for trading.

220 Advertisements or advertising on buildings of nominated historic character, (State Heritage Items, Local Heritage Items and Contributory Items) or other buildings in Historic (Conservation) Zones, should be erected, displayed and positioned to:

- (a) not conceal architectural detailing;
- (b) be in scale with the building or architectural elements to which it is attached;
- (c) be removable without leaving any permanent damage to the building fabric;
- (d) not obscure the original frontage;
- (e) limit use of colours that relate to the building to which the sign is attached; and
- (f) not use reflective and opalescent paints or materials.

221 Advertisements or advertising displays should only identify premises or the nature of business, goods or services conducted on the land or building.

222 In residential and other non-business zones, advertisements or advertising displays should only be erected on land upon which a lawful land-use exists and in all respects should comply with:

- (a) [Table Ga/4](#); and
- (b) standards applicable to appropriate zones.

Sloping Land

OBJECTIVES

Objective 89: Development on sloping land designed to minimise environmental and visual impacts and protect soil stability and water quality.

PRINCIPLES OF DEVELOPMENT CONTROL

- 327** Development and associated driveways and access tracks should be sited and designed to integrate with the natural topography of the land and minimise the need for earthworks.
- 328** Development and associated driveways and access tracks, including related earthworks, should be sited, designed and undertaken in a manner that:
- (a) minimises their visual impact;
 - (b) reduces the bulk of the buildings and structures;
 - (c) minimises the extent of cut and/or fill;
 - (d) minimises the need for, and the height of, retaining walls;
 - (e) does not cause or contribute to instability of any embankment or cutting;
 - (f) avoids the silting of watercourses;
 - (g) protects development and its surrounds from erosion caused by water run-off.
- 329** Driveways and access tracks across sloping land should be accessible and have a safe, all-weather trafficable surface.
- 330** Development sites should not be at risk of landslide.
- 331** Development on steep land should include site drainage systems to minimise erosion and avoid adverse impacts on slope stability.
- 332** Steep sloping sites in unsewered areas should not be developed unless the physical characteristics of the allotments enable the proper siting and operation of an effluent drainage field suitable for the development intended.

Transportation and Access

OBJECTIVES

Objective 90: A comprehensive, integrated, affordable and efficient air, rail, sea, road, cycle and pedestrian transport system that will:

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

Objective 91: Development that:

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

Objective 92: A road hierarchy that promotes safe and efficient transportation in an integrated manner throughout the State.

Objective 93: Provision of safe, pleasant, accessible, integrated and permeable pedestrian and cycling networks.

Objective 94: Safe and convenient freight movement throughout the State.

PRINCIPLES OF DEVELOPMENT CONTROL

Land Use

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

Movement Systems

334 Development should be integrated with existing transport networks, particularly major rail and road corridors and designed to minimise its potential impact on the functional performance of the transport networks.

335 Transport corridors should be sited and designed so as to not unreasonably interfere with the health and amenity of adjacent sensitive land uses.

336 Roads should be sited and designed to blend with the landscape and be in sympathy with the terrain.

337 Land uses that generate large numbers of visitors such as shopping centres and areas, places of employment, schools, hospitals and medium to high density residential uses should be located so that they can be serviced by existing transport networks and encourage walking and cycling.

338 Development generating high levels of traffic, such as schools, shopping centres and other retail areas, entertainment and sporting facilities, should incorporate passenger pick-up and set down areas. The design of such areas should ensure interference to existing traffic is minimised and give priority to pedestrians, cyclists and public and community transport users.

339 The location and design of public and community transport set-down and pick-up points should maximise safety and minimise the isolation and vulnerability of users.

340 Development should provide safe and convenient access for all anticipated modes of transport including cycling, walking, public and community transport, and motor vehicles.

341 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.

342 Driveway cross-overs affecting pedestrian footpaths should maintain the level of the footpath.

- 343** Development should discourage commercial and industrial vehicle movements through residential streets and adjacent other sensitive land uses such as schools.
- 344** Industrial/commercial vehicle movements should be separated from passenger vehicle car-parking areas.
- 345** Development should make sufficient provision on site for the loading, unloading and turning of all traffic likely to be generated.

Cycling and Walking

- 346** Development should ensure that a permeable street and path network is established that encourages walking and cycling through the provision of safe, convenient and attractive routes with connections to adjoining streets, paths, open spaces, schools, public and community transport stops and activity centres.
- 347** Development should provide access, and accommodate multiple route options, for cyclists by enhancing and integrating with:
- (a) open space networks, recreational trails, parks, reserves and recreation areas;
 - (b) Adelaide's Metropolitan Open Space System.
- 348** Cycling and pedestrian networks should be designed to be permeable and facilitate direct and efficient passage to neighbouring networks and facilities.
- 349** New developments should give priority to and not compromise existing designated bicycle routes.
- 350** Where development coincides with, intersects or divides a proposed bicycle route or corridor, development should incorporate through-access for cyclists.
- 351** Developments should encourage and facilitate cycling as a mode of transport by incorporating end-of journey facilities including:
- (a) showers, changing facilities, and secure lockers;
 - (b) signage indicating the location of bicycle facilities;
 - (c) secure bicycle parking facilities.
- 352** Pedestrian facilities and networks should be designed and provided in Accordance with relevant provisions of the *Australian Standards and Austroads Guide to Traffic Engineering Practice Part 13*.
- 353** Cycling facilities and networks should be designed and provided in accordance with the relevant provisions of the *Australian Standards and Austroads Guide to Traffic Engineering Practice Part 14*.

Access

- 354** Development should have direct access from an all weather public road.
- 355** Development should be provided with safe and convenient access which:
- (a) avoids unreasonable interference with the flow of traffic on adjoining roads;
 - (b) accommodates the type and volume of traffic likely to be generated by the development or land use and minimises induced traffic through over-provision;
 - (c) is sited and designed to minimise any adverse impacts on the occupants of and visitors to neighbouring properties.

- 356** Development should not restrict access to publicly owned land.
- 357** The number of vehicle access points onto arterial roads should be minimised, and where possible access points should be:
- (a) limited to local roads;
 - (b) shared between developments.
- 358** The number of access points for cyclists and pedestrians onto all adjoining roads should be maximised.
- 359** Development with access from roads with existing or projected traffic volumes exceeding 6000 vehicles per day should be sited to avoid the need for vehicles to reverse on to the road.
- 360** Driveways, access tracks and parking areas should be designed and constructed to:
- (a) follow the natural contours of the land;
 - (b) minimise excavation and/or fill;
 - (c) minimise the potential for erosion from run-off;
 - (d) avoid the removal of existing vegetation;
 - (e) be consistent with *Australian Standard AS 2890 Parking facilities*.

Access for People with Disabilities

- 361** Development should be sited and designed to provide convenient access for people with a disability.

Vehicle Parking

- 362** Development should be consistent with *Australian Standard AS 2890 Parking facilities*.
- 363** Vehicle parking areas should be sited and designed in a manner that will:
- (a) facilitate safe and convenient pedestrian linkages to the development and areas of significant activity or interest in the vicinity of the development;
 - (b) include safe pedestrian and bicycle linkages that complement the overall pedestrian and cycling network;
 - (c) not inhibit safe and convenient traffic circulation;
 - (d) result in minimal conflict between customer and service vehicles;
 - (e) avoid the necessity to use public roads when moving from one part of a parking area to another;
 - (f) minimise the number of vehicle access points to public roads;
 - (g) avoid the necessity for backing onto public roads;
 - (h) provide the opportunity for shared use of car parking and integration of car parking areas with adjoining development to reduce the total extent of vehicle parking areas and the requirement for access points;
 - (i) not dominate the character and appearance of a centre when viewed from public roads and spaces;

- (j) provide landscaping that will shade and enhance the appearance of the vehicle parking areas.

364 Vehicle parking areas should be designed to reduce opportunities for crime by:

- (a) maximising the potential for passive surveillance by ensuring they can be overlooked from nearby buildings and roads;
- (b) incorporating walls and landscaping that do not obscure vehicles or provide potential hiding places;
- (c) being appropriately lit;
- (d) having clearly visible walkways.

365 Where parking areas are not obviously visible or navigated, signs indicating the location and availability of vehicle parking spaces associated with businesses should be displayed at locations readily visible to customers.

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

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

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

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

Infrastructure

370 A Traffic Impact Study should be undertaken to determine the potential impact of developments on the surrounding arterial road network. Works that are required as a direct result of providing safe and efficient access to any proposed development should be provided.

Telecommunications Facilities

OBJECTIVES

Objective 95: Telecommunications facilities provided to meet the needs of the community.

Objective 96: Telecommunications facilities located and designed to minimise visual impact on the amenity of the local environment.

Telecommunications facilities are an essential infrastructure required to meet the rapidly increasing community demand for communications technologies. To meet this demand there will be a need for new telecommunications facilities to be constructed.

The Commonwealth Telecommunications Act 1997 is pre-eminent in relation to telecommunications facilities. The Telecommunications (Low-impact Facilities) Determination 1997 identifies a range of facilities that are exempt from State planning legislation. The development of low impact facilities to achieve necessary coverage is encouraged in all circumstances where possible to minimise visual impacts on local environments.

Where required, the construction of new facilities is encouraged in preferred industrial and commercial and appropriate non-residential zones. Recognising that new facility development will be unavoidable in more sensitive areas in order to achieve coverage for users of communications technologies, facility design and location in such circumstances must ensure visual impacts on the amenity of local environments are minimised.

- (d) provide for safe and convenient pedestrian access to and from vehicles;
- (e) make adequate provision for convenient manoeuvring into and out of parking spaces; and
- (f) incorporate shade trees and other appropriate features and facilities to provide shelter for parked cars and assist to break up the open paved expanse of parking areas.

382 Car parks should, where possible, be integrated with adjoining car parks to share usage and reduce access points.

383 Roads should be designed in accordance with the following hierarchy of roads:

- (a) arterial and major collector roads bounding residential neighbourhoods to which no property access is generally provided;
- (b) local crossing roads serving to collect local residential traffic and as a convenient bus route, and on which centre, school and key neighbourhood facilities are located; and
- (c) local streets and access places serving principally a property access function.

384 Road design should:

- (a) economically provide for the anticipated traffic levels and assigned access function;
- (b) provide adequately for service and emergency vehicle access and turning;
- (c) provide an appropriate level of on-street parking.

385 The movement of pedestrians and cyclists should be safely and conveniently provided for within linear open space corridors connecting with residential streets, and within separate rights-of-way along major traffic thoroughfares.

386 Development should cater for the safety and convenience of the users of land by providing, where appropriate, pedestrian pathways, ramps and car parking spaces located and designed for ease of movement by aged or disabled persons, and persons accompanied by children.

387 Development should provide off-street vehicle parking and specifically marked disabled car parking places to meet anticipated demand in accordance with [Table Ga/1](#) Car Parking Requirements.

388 Development should be consistent with Australian Standard AS2890 Parking Facilities.

Waste

OBJECTIVES

Objective 102: Development that, in order of priority, avoids the production of waste, minimises the production of waste, reuses waste, recycles waste for reuse, treats waste and disposes of waste in an environmentally sound manner.

Objective 103: Development that includes the treatment and management of solid and liquid waste to prevent undesired impacts on the environment including, soil, plant and animal biodiversity, human health and the amenity of the locality.

PRINCIPLES OF DEVELOPMENT CONTROL

389 Development should be sited and designed to prevent or minimise the generation of waste (including wastewater) by applying the following waste management hierarchy in the order of priority as shown below:

- (a) avoiding the production of waste;
 - (b) minimising waste production;
 - (c) reusing waste;
 - (d) recycling waste;
 - (e) recovering part of the waste for re-use;
 - (f) treating waste to reduce the potentially degrading impacts;
 - (g) disposing of waste in an environmentally sound manner.
- 390** The storage, treatment and disposal of waste materials from any development should be achieved without risk to health or impairment of the environment.
- 391** Development should avoid the discharge or deposit of waste (including wastewater) onto land or into any waters (including processes such as seepage, infiltration or carriage by wind, rain, sea spray, stormwater or by the rising of the water table).
- 392** Untreated waste should not be discharged to the environment, and in particular to any water body.
- 393** Development should include appropriately sized area to facilitate the storage of receptacles that will enable the efficient recycling of waste.
- 394** Development that involves the production and/or collection of waste and/or recyclable material should include designated collection and storage area(s) that are:
- (a) screened and separated from adjoining areas;
 - (b) located to avoid impacting on adjoining sensitive environments or land uses;
 - (c) designed to ensure that wastes do not contaminate stormwater or enter the stormwater collection system;
 - (d) located on an impervious sealed area graded to a collection point in order to minimise the movement of any solids or contamination of water;
 - (e) protected from wind and stormwater and sealed to prevent leakage and minimise the emission of odours;
 - (f) stored in such a manner that ensures that all waste is contained within the boundaries of the site until disposed of in an appropriate manner.

Wastewater

- 395** 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.
- 396** Wastewater lagoons should not be sited in any of the following areas:
- (a) within land subject to a 1-in-100 year average return interval flood event;
 - (b) within 50 metres of the top of the bank of a watercourse;
 - (c) where the base of the lagoon would be below any seasonal water table.

397 Artificial wetland system for the storage of treated wastewater, such as wastewater lagoons, should be:

- (a) sufficiently separated from adjoining sensitive uses to minimise potential adverse odour impacts;
- (b) sited and designed to minimise potential public health risks arising from the breeding of mosquitoes.

Waste Treatment Systems

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

399 The methods for, and siting of, effluent and waste storage, treatment and disposal systems should minimise the potential for environmental harm and adverse impacts on:

- (a) the quality of surface and groundwater resources;
- (b) public health;
- (c) the amenity of a locality;
- (d) sensitive land uses.

400 Waste treatment should only occur where the capacity of the treatment facility is sufficient to accommodate likely maximum daily demands including a contingency for unexpected high flows and breakdowns.

401 Any on-site wastewater treatment system/ re-use system or effluent drainage field should be located within the allotment of the development that it will service.

402 A dedicated on-site effluent disposal area should not include any areas to be used for, or could be reasonably foreseen to be used for, private outdoor open space, driveways, car parking or outbuildings.

403 The spreading or discharging of treated liquid or solid waste onto the ground should only occur where the disposal area consists of soil and vegetation that has the capacity to store and use the waste without contaminating soil or surface or ground water resources or damaging crops.

404 Stock slaughter works, poultry processors, saleyards, piggeries, cattle feedlots, milking sheds, milk processing works, fish processing works, wineries, distilleries, tanneries and fellmongeries, composting works and concrete batching works should have a wastewater management system that is designed so as not to discharge wastes generated by the premises:

- (a) into any waters;
- (b) onto land in a place where it is reasonably likely to enter any waters by processes such as:
 - (i) seepage;
 - (ii) infiltration;
 - (iii) carriage by wind, rain, sea spray, or stormwater;
 - (iv) the rising of the watertable.