



13 February 2026

Joanne Reid
State Planning Commission
GPO Box 1815
ADELAIDE SA 5001

VIA EMAIL: Joanne.Reid@sa.gov.au

Dear Ms Reid

25040461 - 3 Patawalonga Frontage, Glenelg North SA

Thank you for the opportunity to provide technical comments in relation to the abovementioned application.

1. Critical Flood Risk – Finished Floor Level (FFL)

Please ensure the Finished Floor Level (FFL) complies with Council's Stormwater Policy by being set no less than 300 mm above the applicable coastal flood level. This clearance is required to safeguard the dwelling from tidal inundation and coastal surge events and must be demonstrated clearly within the civil and architectural documentation.

2. Stormwater Management Requirements

The proposed stormwater design must ensure that the maximum allowable discharge to the kerb does not exceed 10 L/s during 10year ARI. Any on-site detention (OSD) or flow-control devices required to meet this limit should be detailed in the engineering drawings and calculations.

Driveway to be at least 100mm above TOK level as per SD245 of IPWEA Specification.

3. Traffic & Access – Pedestrian Safety, Sightlines, and Ramp Functionality

3.1 Sightline Obstructions

The transformer located in the north-eastern corner may impede visibility for drivers exiting the basement ramp. If the structure compromises required sightline offsets to pedestrians approaching along the western footpath, this creates a high-risk conflict point. A formal sightline assessment must be provided to verify compliance with relevant safety standards.

3.2 Tandem Parking Efficiency Concerns

Approximately 30% of the total parking supply (6 of 20 spaces) is configured as tandem parking. Without strong coordination between residents particularly those in Dwellings 13 and 14 this arrangement may cause:

- Frequent shuffling of vehicles on the street, or

- Vehicles temporarily blocking the internal aisle and ramp.

These scenarios introduce avoidable congestion and operational inefficiencies. Please outline the management strategy intended to mitigate these risks.

Additionally, if wheel stops are proposed, this will alter the required parking bay dimensions. Please provide clarification on how this has been addressed in the design.

3.3 Ramp Clearance Non-Compliance

The vertical clearance on the ramp does not meet the minimum standards of 2.2 m for standard vehicles and 2.3 m for DDA-compliant (disability-accessible) vehicles. Updated ramp designs or compliance justification is required.

3.4 One-Way Ramp Operation

Clarification is required on how one-way operation of the ramp will be managed, including:

- Priority direction,
- Signage,
- Control systems (signals, mirrors, or sensors), and
- How conflicts between entering and exiting vehicles will be safely resolved.

4. Waste Operations – Practicality of Kerbside Collection

The current waste strategy requires Council contractors to wheel 660 L bulk bins from the bin room to the kerb via the southern pathway, which ranges from 1.19 m to 2.89 m in width. This presents several concerns:

4.1 Access Constraints

Navigating multiple bulk bins through a narrow corridor—particularly one that passes adjacent residential interfaces is operationally difficult. This may also create noise and disturbance for the neighbouring property at 2 Patawalonga Frontage.

4.2 Kerbside Suitability and Parking Controls

The kerb area appears insufficient to safely and legally accommodate bulk-bin collection. Please clarify:

- Whether parking controls (e.g., “No Stopping” zones during collection) are required,
- How bin placement will avoid obstructing vehicles, cyclists, and pedestrians, and
- Whether the kerb structure is designed to withstand repeated bin loading.

The council would like also to ensure that the increased residential density proposed does not have a detrimental impact on the capacity of the mains water system to adequately meet fire safety standards. The council’s Building Fire Safety Committee has an active presence in the locality due to presence of other low-rise apartment buildings, noting that water pressure is often deficient for fire fighting purposes, requiring attention by SA Water to meet minimum standards.

Please do not hesitate to contact me on 8229 9917 or at dspasic@holdfast.sa.gov.au should further information be required.

Yours sincerely

Dean Spasic
Development Officer Planning

Reid, Joanne (DHUD)

From: Dean Spasic <dspasic@holdfast.sa.gov.au>
Sent: Tuesday, 30 June 2026 1:02 PM
To: Reid, Joanne (DHUD)
Subject: RE: 25040461: 3 Patawalonga Frtg Glenelg North - Applicant response to Council comments

Hi Jo

I've received comments, as follows:

On balance, the information provided adequately addresses Council's previously raised engineering, traffic and stormwater concerns.

While the waste collection proposal and traffic movement remains the least certain aspect, I can't see any significant unresolved issues that would warrant maintaining a technical objection to the application from an engineering perspective.

regards



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Development Officer Planning

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Brighton Civic Centre

24 Jetty Road, Brighton SA 5048



I acknowledge the Traditional Custodians of the lands and waters where we live and work, and pay my respects to Elders past, present and emerging. The City of Holdfast Bay sits proudly on Kaurna land and we respect the continual cultural connection, heritage and beliefs that remain important to Kaurna people today.

From: Reid, Joanne (DHUD) <Joanne.Reid@sa.gov.au>
Sent: Tuesday, 30 June 2026 11:28 AM
To: Dean Spasic <dspasic@holdfast.sa.gov.au>
Subject: RE: 25040461: 3 Patawalonga Frtg Glenelg North - Applicant response to Council comments