



File No: A439

18 September 2018

BEYOND INK
PO BOX 531
HAHNDORF SA 5245

Dear Sir/Madam,

Development Number: 453/339/17
Nature of Development: Service Trade Premises & Associated Carpark (Non-Complying)
Subject Land: 44 Adelaide Road, Hayborough

Council advises that the above development application has been assessed against the Development Plan and subsequently **Development Plan Consent** has been **granted**.

A copy of the Decision Notification form is attached, including any conditions imposed.

You are reminded that Section 86(1)(a) of the Development Act, 1993 provides for a right of appeal to the Environment, Resources and Development Court against this decision, or the imposition of conditions attaching to the authorisation, within two months, after receipt of this notice (Section 86(4) of the Act).

Please note that any appeal has to be lodged with the Court and not with the Council.

Council is unable to act as a representative for other parties before the Court and Council officers can provide preliminary advice only regarding the Court's procedures. If you wish to pursue an appeal, you are strongly urged to seek independent advice on the matter.

For assistance in lodging an appeal, it is suggested that you contact the Court which is located in the Sir Samuel Way Building, Victoria Square, Adelaide or phone (08) 8204 0300.

PLEASE NOTE THAT NO WORK CAN COMMENCE ON THE LAND AS A RESULT OF THIS CONSENT. THIS CONSENT IS PROVISIONAL AND RELATES SOLELY TO THE PLANNING ASSESSMENT. A BUILDING ASSESSMENT MUST BE COMPLETED AND GRANTED BEFORE THE FINAL DEVELOPMENT APPROVAL CAN BE ISSUED.

Please contact me on 8551 0570 if you require further assistance.

Yours sincerely

Louise Hampel
Planning Administration Assistant

Form 9A



DECISION NOTIFICATION

Development Number
453/339/17

A439

FOR DEVELOPMENT APPLICATION

DATE : 18.09.18

REGISTERED ON : 18.08.17

TO: BEYOND INK PO BOX 531 HAHNDORF SA 5245	JAMWEAR PTY LTD PO BOX 531 HAHNDORF SA 5245
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LOCATION OF PROPOSED DEVELOPMENT –

House No: 44 Lot No: 3 Sec. No: Street: Adelaide Road
Suburb: Hayborough Hundred: Goolwa Plan No: D21727


Nature of Proposed Development	Service Trade Premises & Associated Carpark (Non-Complying)
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In respect of this proposed development you are informed that:

NATURE OF DECISION	CONSENT GRANTED	NO. OF CONDITIONS	CONSENT REFUSED
Development Plan Consent	18.09.18	17	
Building Rules Consent			
DEVELOPMENT APPROVAL			

NO WORK CAN COMMENCE ON THIS DEVELOPMENT UNLESS **DEVELOPMENT APPROVAL** HAS BEEN OBTAINED.

If one or more consents have been granted on this Notification Form, you must not start any site works or building work or change the use of the land until you have also received notification of a Development Approval.

Signed 

Chief Executive Officer or Delegate

Date: 18.09.18

Conditions Attached

DEVELOPMENT PLAN CONSENT CONDITIONS

1. The development shall be in accordance with the plans and details submitted (including amended plans marked and dated 28/6/18) to and approved by Council as part of the application except as varied by any subsequent conditions imposed herein.
2. The stormwater disposal from the building and/or site shall be installed within seven (7) days from the installation of the roof covering by means of impervious pipes or other suitable materials to the street water table, ensuring that the drain under the footpath is either-
 - a) a single 100mm diameter concrete pipe;
 - b) an appropriate sized and corrosion protected steel pipe; or
 - c) a 90mm minimum sewer grade PVC pipe.

Alternatively, provide Council with proof of adequacy of a system that will ensure that there will be no adverse effects from site generated stormwater to people, property or buildings.

3. Stormwater run-off shall be collected on-site and discharged without jeopardising the safety and integrity of Adelaide Road. Any alterations to road drainage infrastructure required to accommodate the development shall be at the expense of the applicant.
4. Proposed earthworks (excavation and/or fill) adjacent to a property boundary shall be protected using an engineer designed retaining wall and/or an appropriately battered slope or provide Council with details of an alternate protection measure. Such protection measures shall be installed during the construction phase of the building to the reasonable satisfaction of Council and completed prior to the occupation/use of the approved building.

PLEASE NOTE: There may be a requirement to give the adjoining owner 28 days notification under the Building Rules. To check whether this is the case please contact your Builder Private Certifier or Council as the case may be.

5. The illumination of the site shall be contained on site with minimal light spillage external from the site and shall not cause unreasonable nuisance to any person living in the vicinity of the subject land or to nearby vehicular traffic.
6. The external materials and finishes of the development shall be of a low light-reflective nature.
7. The site shall be landscaped to achieve a high level of amenity to complement the locality and to the reasonable satisfaction of Council.
8. All road works associated with the development shall be completed prior to the commencement of operation of the development.
9. The site shall be accessed via a single two-way access point to/from Adelaide Road. The access shall be located adjacent the northern boundary of the site and include a painted separator in general accordance with the concept drawings produced in the GTA Traffic Impact Assessment dated 4 April 2018 (Reference: #S147540).
10. The applicant shall install a painted back-to-back short channelised right turn treatment on Adelaide Road. The final design of the back-to-back turning treatment shall include a minimum 1.5 metres shoulder seal on Adelaide Road.
11. All road works associated with the development shall be designed and constructed to DPTI's and Council's satisfaction. All costs (including design construction project management and any changes to road drainage lighting etc.) shall be borne by the applicant. Prior to undertaking detailed design the applicant shall contact Mr Justin Henderson Asset Enhancement Engineer Road and Marine Assets on telephone (08) 7223 6029 or via email justin.henderson@sa.gov.au to progress this.
12. The applicant shall enter into a Developer Agreement with DPTI to undertake and complete the required road works.
13. All vehicles shall enter and exit the site in a forward direction.

DEVELOPMENT PLAN CONSENT CONDITIONS CONTINUED

14. All car parking areas shall be designed and constructed in accordance with AS/NZS 2890.1:2004 and AS/NZS 2890.6:2009.
15. Signage and line marking shall be utilised to reinforce the desired flow of traffic to from and through the site.
16. The largest vehicle permitted on-site shall be a Medium Rigid Vehicle consistent with AS 2890.2:2002.
17. The existing access on Adelaide Road shall be permanently closed and the road verge rehabilitated to the satisfaction of Council at the applicant's expense prior to the operation of the development.

General Notes

Approval is valid for one (1) year only and should the building be not substantially commenced within that period of time a new application must be submitted.

This decision does not include approval under certain State and Commonwealth Acts, including the Environment Protection and Biodiversity Conservation Act 1999. It is the applicant's/owner's responsibility to obtain such approvals where required.

During the construction stage of the development all materials shall be appropriately secured to ensure that they are not blown from the subject land which is to be kept in a generally neat and tidy condition to the reasonable satisfaction of the Council. All paper plastic rubbish and other waste material associated with the building work shall be contained in a waste receptacle to be provided on the site to the reasonable satisfaction of the Council with such receptacle being emptied as required.

All runoff and storm water from the subject site during the construction phase must be either contained on site or directed through a temporary sediment trap prior to discharge to the storm water system.



City of Victor Harbor

Note for Applicant

1. You may have a right of appeal if this Notification is a complying or consent development and is:
 - * a refusal
 - * a consent with conditions

Such an appeal must be lodged within two months of the day of which you receive this notice or such longer time as the Environment, Resources and Development Court may allow.

Please contact the Environment, Resources and Development Court if you wish to appeal (refer South Australian Government Section of the Telephone Directory under "Courts Department").

2. If your application was the subject of third party, representations, any consent or consent subject to conditions shall not operate until twenty-one (21) days from the date of the decision made on your application

If there is an appeal by a third party, any consent or consent with conditions shall not operate until determination of the appeal. Twenty-one (21) days from the date of the decision on your application contact the Environment, Resources and Development Court to find out if there has been an appeal lodged.

3. If this is a consent with conditions:
 - * The development must be substantially commenced within 12 months of the date of this Notification unless this period has been extended by the Council; or
 - * for land division, you must apply for certificates of approval within 12 months of the date of this Notification unless this period has been extended by the council or the Development Assessment Commission; and

Any act or work authorised or required by this Notification must be completed within three (3) years of the date of the Notification or a longer time as allowed by the Council or the Development Assessment Commission. You will require a fresh consent before commencing or continuing the development if you are unable to satisfy these requirements.

PLEASE NOTE THAT ANY APPEAL HAS TO BE LODGED WITH THE COURT AND NOT WITH COUNCIL.

Council will not act as a representative for other parties before the Court and Council Officers can provide preliminary advice only regarding the Court's procedures. If you wish to pursue an appeal, you are strongly urged to take professional advice on the matter.

For assistance in lodging an appeal, it is suggested that you contact the court which is located in the Sir Samuel Way Building, Victoria Square, Adelaide, or phone the court on (08) 8204 0289.

IF YOU HAVE ANY QUERIES ON THIS MATTER, PLEASE CONTACT THE COUNCIL OFFICE FOR ASSISTANCE

CARPARKING REQUIREMENTS
 GFC AND FLOOR TOODS MAX. BUILDING AREA
 GROUND FLOOR SERVICE TRADE 1000M2
 PRVCE 2 110 - 22
 TOTAL CARPARKS = 20
 PROVIDED 33

STORMWATER TO MAINS DISPOSAL/ GROSS POLLUTANT AS DETERMINED BY ENGINEER VIA 50MM UPVC PIPE OVERFLOW TO EXISTING PROVISIONS.
 SITE STORMWATER DRAINAGE WILL BE CONSTRUCTED IN ACCORDANCE WITH AS/NZS 3503.2 - STORMWATER DRAINAGE
 DOWNPIPS, SLOPES AND SIZES WATER RUNS AS SPECIFIED IN SITE AND LPAIRAGE PLAN BY ENGINEER

Sheet List	
Sheet Number	Sheet Name
PA0501	SITE PLAN
PA0502	GROUND FLOOR PLAN
PA0503	ELEVATIONS
PA0504	ELEVATIONS WITH PLANTINGS
PA0505	ELEVATIONS WITH PLANTINGS

LANDSCAPE SCHEDULE				
PLANT NAME	HEIGHT	SPREAD	POSITION	WATERING REQUIREMENTS
SHRUB				
1 LONG LEAFED MAT RUSH (LONICERA LONGIFOLIA)	0.5M	0.5M	FULL SUN/PART SHADE	MINIMAL (DROUGHT TOLERANT)
2 KANGAROO PAW (NICOTIANAS FLAVESUS)	1.0M	0.5M	FULL SUN/PART SHADE	MINIMAL (DROUGHT & MODERATE FROST TOLERANT)
3 HONGBI CLUBBUSH (ICOMA SCULP)	1.0M	0.5M	FULL SUN/PART SHADE	MINIMAL (DROUGHT & MODERATE FROST TOLERANT)
4 BLACK ANTHEM FLAX LILY (DIANELLA REVOLUTA)	1.0M	1.0M	FULL SUN/PART SHADE	MINIMAL (DROUGHT & MODERATE FROST TOLERANT)
SCREENING / TREES				
5 BLACKWOOD (ACACIA MELANOCYLOM)	10-12M	10M	FULL SUN/PART SHADE	MODERATE (DROUGHT, FROST AND SALINITY TOLERANT)
6 WESTERN AUSTRALIAN YELLOW BIRCH (ACACIA FLEXUOSA)	7-11M	8M	FULL SUN	MODERATE (DROUGHT, FROST AND SALINITY TOLERANT)
7 AREONA CYPRESS (CUPRESSUS GLABRA)	10-15M	10M	FULL SUN	MINIMAL (DROUGHT AND FROST TOLERANT)
8 KURRAONG (BRACHYTHON POPULINEUS)	30-35M	8M	FULL SUN/PART SHADE	MINIMAL (DROUGHT AND FROST TOLERANT)



EXISTING TREES TO BE RETAINED AND PRUNED WHERE NECESSARY
 EXISTING TREES TO BE REMOVED (DASHED RED)

Received By
 28 JUN 2018
 City of Victor Harbor

PLANNING DRAWINGS ONLY

BEYONDINK
 DESIGN | COUNCIL | BUILD

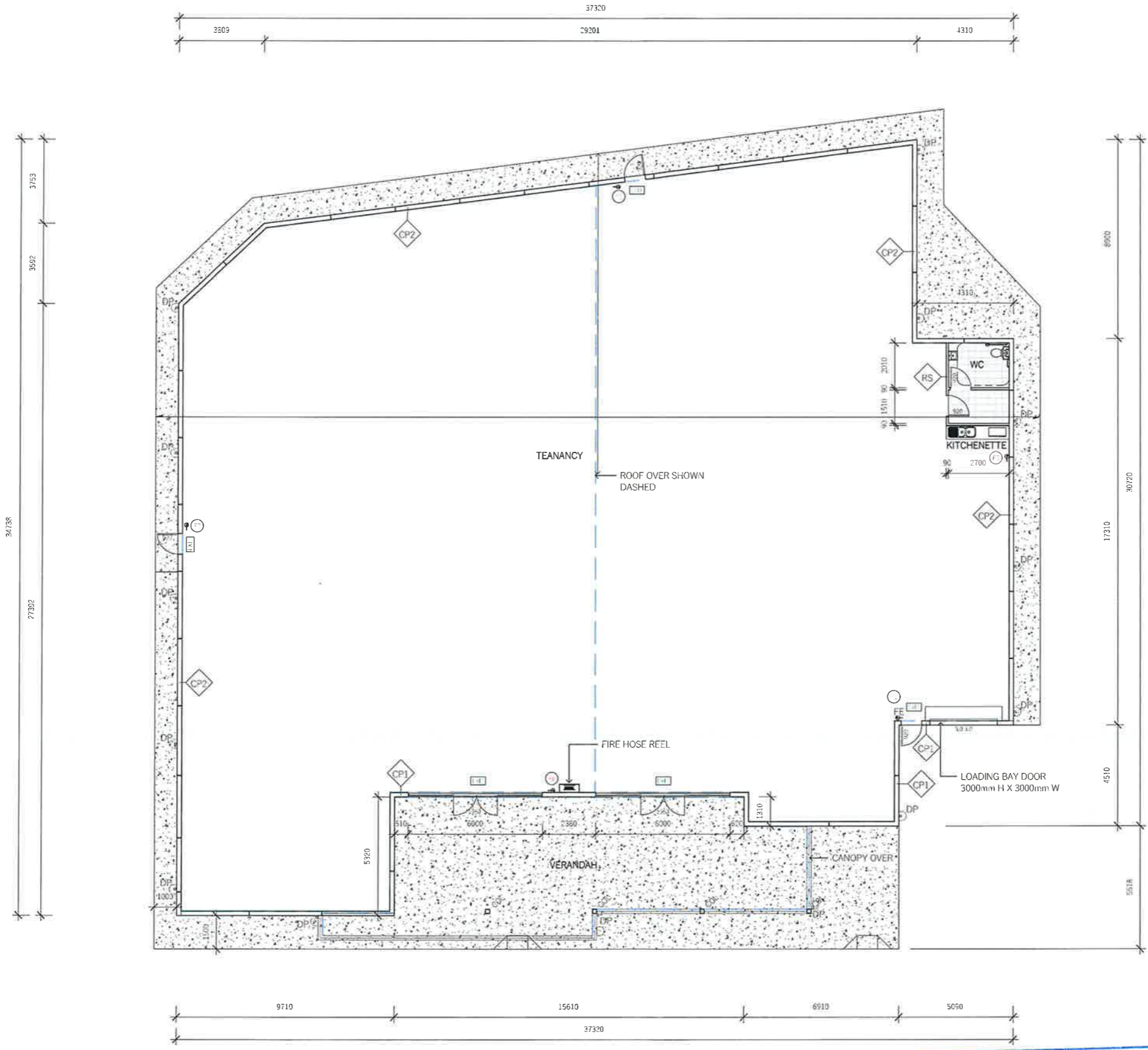
PROPOSED SERVICE PREMISES LOCATED AT LOT 3 ADELAIDE RD, HAYBOROUGH

SITE PLAN
 1:150

city of Victor Harbor
 18 SEP 2018 453/ 339/ 17
DEVELOPMENT PLAN CONSENT GRANTED SUBJECT TO CONDITIONS

SITE PLAN
 PA0501
 Date 27/06/2018
 Drawn by KH
 Scale As indicated
 ALL DIMENSIONS SHALL BE VERIFIED ON SITE PRIOR TO CONSTRUCTION
 ALL DIMENSIONS TO TAKE PRECEDENCE OVER SCALED DRAWINGS
 ALL LEVELS AND BOUNDARY LOCATIONS SHALL BE VERIFIED ON SITE
 PRIOR TO CONSTRUCTION DO NOT SCALE THIS DRAWING
 NO WORK CAN COMMENCE ON SITE UNTIL FULL DEVELOPMENT APPROVAL IS GRANTED BY THE LOCAL APPROVAL AUTHORITY
 75 Main Street, Hahndorf SA 5245 | 8388 1179
 www.beyondink.com.au

ADELAIDE ROAD



Wall Schedule	
Type Mark	Description
CP1	Pre-cast Concrete Panel - 200mm Plain Finish
CP2	Pre-cast Concrete Panel - 200mm Gravel reveal pattern
FH	Fibre Cement - 50mm 7.5mm
DP	20mm Plaster Stud

LEGEND	
(E)	PROJECT 4.5 KG / BE FIRE EXTINGUISHER ADJACENT FIRE EXITS
(E)	ILLUMINATED EXIT SIGNS TO COMPLY WITH AS 2293.1
(FH)	RAIN-HEAD (TO ENGINEER'S SPECIFICATIONS)
(DP)	DOWNPIPE (TO ENGINEER'S SPECIFICATIONS)

Received By
28 JUN 2018
City of Victor Harbor

**PLANNING
DRAWINGS ONLY**
BEYONDINK
DESIGN | COUNCIL | BUILD

PROPOSED SERVICE
PREMISES LOCATED AT LOT 3
ADELAIDE RD, HAYBOROUGH

GROUND FLOOR PLAN
PA0502
Date 27/06/2018
Drawn by KH
Scale 1:100

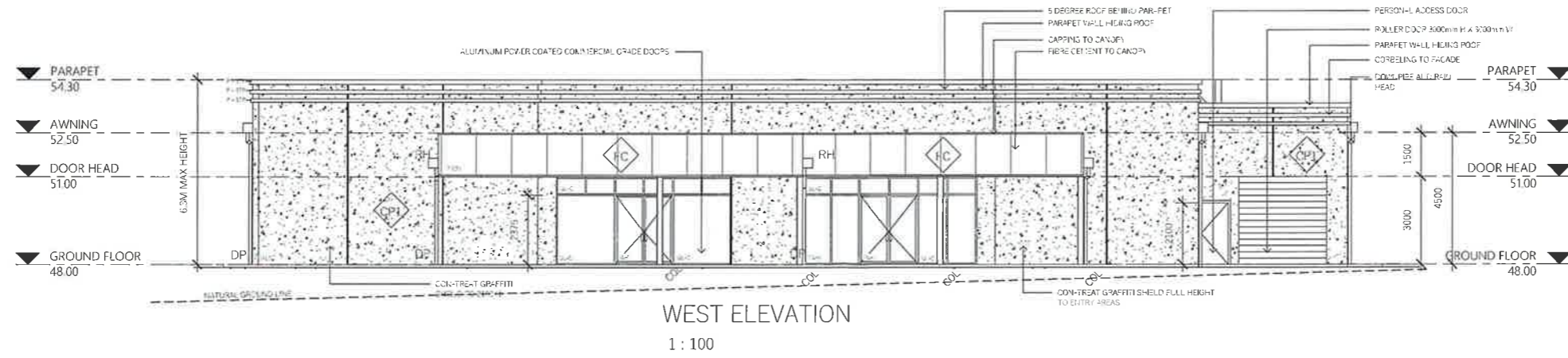
ALL DIMENSIONS SHALL BE VERIFIED ON SITE PRIOR TO CONSTRUCTION
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75 Main Street, Hahndorf SA 5245 T 8388 1179
www.beyondink.com.au

NORTH
GROUND FLOOR
1:100

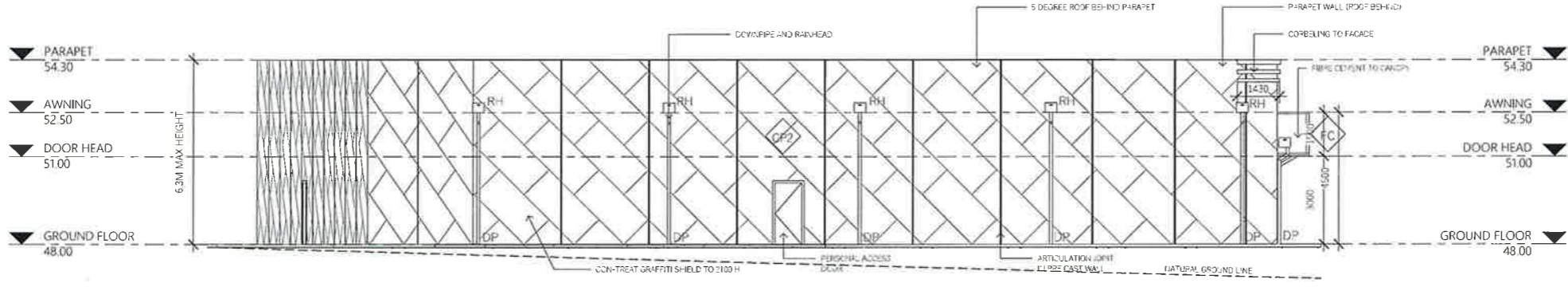
18 SEP 2018 453/ 3 3 9 / 1 7
DEVELOPMENT PLAN CONSENT GRANTED
SUBJECT TO CONDITIONS

Material Schedule	
Material Code	Description
CP-NF	Concrete Panel - Natural Finish
FC	Fire Cement - Sijon Walls

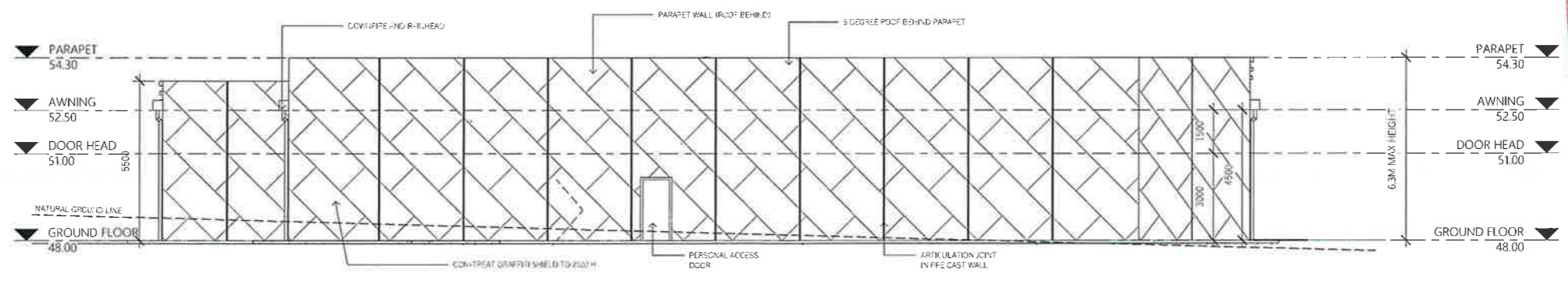
Wall Schedule	
Type Mark	Description
CP1	Precast Concrete Panel - 200mm Blum Jamb
CP2	Precast Concrete Panel - 200mm Blum Jamb
FC	Fire Cement - Sijon Walls
RS	Roof Ribs



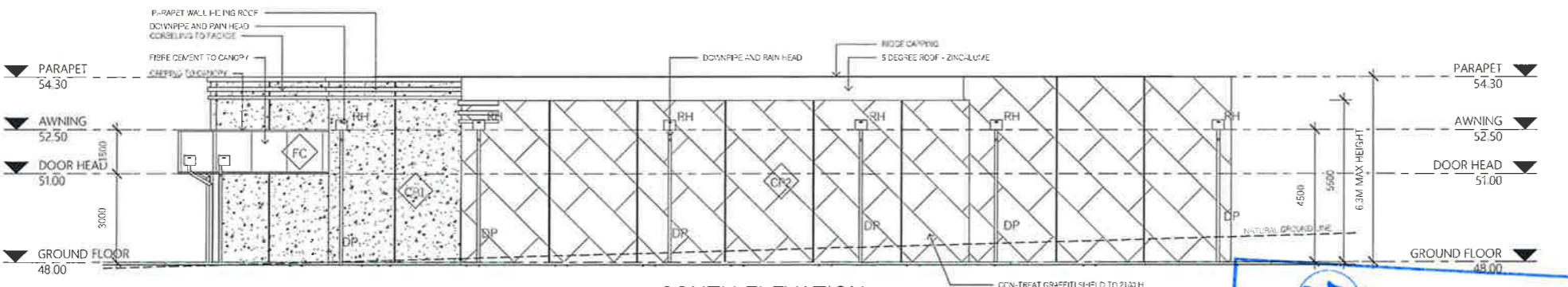
WEST ELEVATION
1 : 100



NORTH ELEVATION
1 : 100



EAST ELEVATION
1 : 100



SOUTH ELEVATION
1 : 100

Received By
28 JUN 2018
City of Victor Harbor

PLANNING
DRAWINGS ONLY
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PROPOSED SERVICE
PREMISES LOCATED AT LOT 3
ADELAIDE RD, HAYBOROUGH

ELEVATIONS	
PA0503	
Date	27/06/2018
Drawn by	KH
Scale	1 : 100

city of Victor Harbor
18 SEP 2018 453/ 339 / 17
DEVELOPMENT PLAN CONSENT GRANTED
SUBJECT TO CONDITIONS

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75 Main Street, Hahndorf SA 5245 T 8388 1179
www.beyondink.com.au



NORTH ELEVATION - PLANTING

1 : 100



EAST ELEVATION - PLANTING

1 : 100

**PLANNING
DRAWINGS ONLY**

BEYONDINK
DESIGN | COUNCIL | BUILD

PROPOSED SERVICE
PREMISES LOCATED AT LOT 3
ADELAIDE RD, HAYBOROUGH

ELEVATIONS WITH PLANTING

PA0504

Date 27/06/2018

Drawn by NW

Scale 1 : 100

ALL DIMENSIONS SHALL BE VERIFIED ON SITE PRIOR TO CONSTRUCTION
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ALL LEVELS AND BOUNDARY LOCATIONS SHALL BE VERIFIED ON SITE
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75 Main Street, Hahndorf SA 5245 T 8388 1179

www.beyondink.com.au




18 SEP 2018 453/ 339 / 17

**DEVELOPMENT PLAN CONSENT GRANTED
SUBJECT TO CONDITIONS**



SOUTH ELEVATION - PLANTING
1 : 100


 city of
Victor Harbor
 18 SEP 2018 459/ 33 9717
 DEVELOPMENT PLAN CONSENT GRANTED
 SUBJECT TO CONDITIONS



WEST ELEVATION - PLANTING
1 : 100

**PLANNING
DRAWINGS ONLY**

BEYONDINK
 DESIGN | COUNCIL | BUILD

PROPOSED SERVICE
 PREMISES LOCATED AT LOT 3
 ADELAIDE RD, HAYBOROUGH

ELEVATIONS WITH PLANTING

PA0505

Date 27/06/2018

Drawn by NW

Scale 1 : 100

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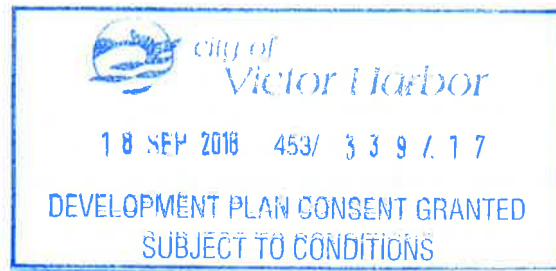
75 Main Street, Hahndorf SA 5245 | 8388 1179
www.beyondink.com.au

Reference: #S147540

4 April 2018

Beyond Ink
75 Mount Barker Road
HARNDORF SA 5245

Attention: Jordana Ashcroft O'Sullivan



Dear Jordana Ashcroft O'Sullivan

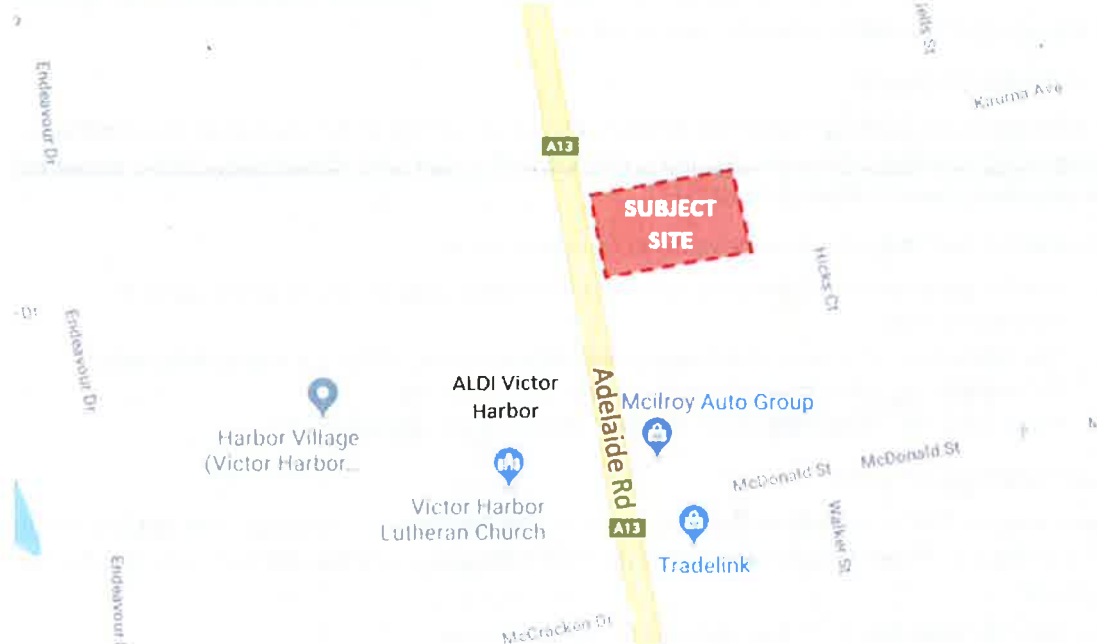
RE: TRAFFIC IMPACT ASSESSMENT – SERVICE TRADE PREMISE, ADELAIDE ROAD, HAYBOROUGH

GTA has prepared the following Traffic Impact Assessment in response to comments received by DPTI, relating particularly to the access configuration and traffic generation of the proposed Service Trade Premise.

Subject Site

The subject site is located on Adelaide in Hayborough. The subject site and its surrounds are shown in Figure 1. The subject site is currently occupied by several residential type buildings.

Figure 1: Subject Site and Surrounds



The subject site fronts Adelaide Road, which is a two-way arterial road aligned in an approximately north-south direction with one vehicle lane in each direction. Adelaide Road

VIC | NSW | QLD
ACT | SA | WA

Level 5, 75 Hindmarsh Square
PO Box 119
ADELAIDE SA 5000
t// +618 8334 3600

carries approximately 4,900 vehicles per day (including 4% commercial vehicles)¹ and operates at a posted speed limit of 60km/h.

It is understood that Department of Planning Transport and Infrastructure have investigated improvements to Adelaide Road in the vicinity including proposed road widening and channelised right turn lanes into a site opposite. Based on discussions with DPTI back to back right turn lanes could be provided to the subject site and the site opposite.

The surrounding properties include residential properties, an ALDI supermarket, church, and other service trade premises.

Proposed Development

The proposed development is for a service trade premise and associated parking, loading and access.

According to the Department of Planning and Local Government's South Australian Planning Policy Library Terminology List (September 2011) sets out a service trade premise as "premises used primarily for the sale, rental or display of— (a) basic plant, equipment or machinery used in agriculture or industry; or (b) boats; or (c) caravans; or (d) domestic garages; or (e) sheds; or (f) outbuildings; or (g) motor vehicles; or (h) marquees; or (i) trailers; or (j) swimming pools, equipment and accessories; or (k) building materials; or (l) landscaping materials; or (m) garden plants (primarily in an indoor setting), or similar articles or merchandise."

The proposed development will include 37 parking spaces, including 1 disability access space. Access is proposed through a consolidated access point to Adelaide Road (reducing the number of crossovers of the existing site from two to one).

Car Parking Layout

The proposed car parking layout has been designed to comply to the Australian Standard/New Zealand Standard for off-street car parking (AS/NZS2890.1:2004 and AS/NZS2890.6:2009), **based on the attached plans** (S147540-SK01-01P1).

Some of the key design features have been detailed below:

- Parking spaces will be 2.6 metres wide and 5.4 metres long, set within a minimum 6.6 metre wide aisle.
- The disability parking space and associated shared space will be 2.4 metres wide and 5.4 metres long with a bollard installed in the shared space.
- No parking will be located within the first 6 metres of the access point.

Car Parking Demand

Table ViH/2 of the Victor Harbor Council Development Plan (consolidated 20 June 2017) sets out car parking requirements applicable to the proposed development. The relevant parking rates are as follows:

Service trade premises 2 spaces per 100 square metres

The proposed development will include an approximately 1,000sq.m tenancy.

¹ Department of Planning, Transport and Infrastructure's Average Annual Daily Traffic (AADT) counts from 2014

Based on the above the car parking requirements for the proposed development are set out in Table 1.

Table 1: Car Parking Requirement

Use	Size	Car Parking Rate	Car Parking Requirement
Service Trade Premise	1,000sq.m	2 spaces per 100sq.m	10 spaces

Based on the above the proposed development will require a minimum of 10 parking spaces. The proposed development includes 37 spaces, including one disability access space, which will exceed the Development Plan requirement.

Traffic Generation

Traffic generation rates for the proposed development have been sourced from surveys conducted by GTA at a range of trade supplies premises (defined as service trade premises by the SA Planning Policy Library Terminology List) around Australia.

The rates applicable to the proposed development (in a regional location) are as follows:

PM Peak: 4.4 movements per 100sq.m

Daily: 31.8 movements per 100sq.m

Table 2 sets out the traffic generation associated with the proposed development.

Table 2: Traffic Generation

Use	Size	Period	Traffic Generation Rate	Traffic Generation
Service Trade Premise	1,000 sq.m	PM Peak Hour	4.4 mvmts/100sq.m	44 movements
		Daily	31.8 mvmts/100sq.m	318 movements

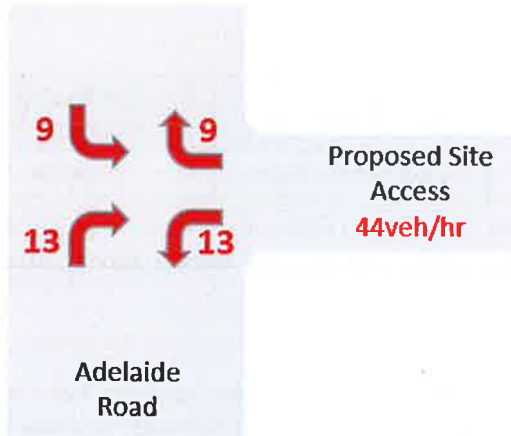
Based on the above the proposed service trade premise is anticipated to generate in the order of 44 vehicle trips in the PM peak hour, and 318 vehicle trips across the entire day.

Given Adelaide Road carries some 4,900 vehicles per day (and thus carries around 490 vehicles in the peak period based on a peak to daily ratio of 10%) the addition of up to 44 vehicles in the peak hour and 318 across the day is considered appropriate.

Furthermore, the additional traffic generated by the proposal will be within the daily fluctuation of traffic volumes on Adelaide Road (+/- 10%) and so cannot be expected to compromise the function or operation of Adelaide Road.

Turning movements at the site access have been estimated as shown in Figure 2. A directional distribution of 50:50 inbound to outbound has been assumed for both the PM peak and daily. It has been assumed that 40% of site traffic will be to/from the north (due to the proximity of the ring road (Welch Road and Waterport Road)) and 60% of site traffic will be to/from the south (due to the residential and business density in Victor Harbor and Port Elliot).

Figure 2: Estimated Site Turning Movement Volumes – PM Peak Hour



The above indicates turning movements at the access will be low during the PM peak hour compared to existing volumes and are not expected to significantly impact the performance of Adelaide Road.

Loading

A loading zone is proposed on the southern site boundary for vehicles up to an MRV to reverse into. An MRV will be capable of entering the site in a forward direction, manoeuvring into the loading zone, then exiting the site in a forward direction as shown by the swept path analysis in Figure 3 and Figure 4.

Figure 3: MRV entering the site and reversing into loading zone

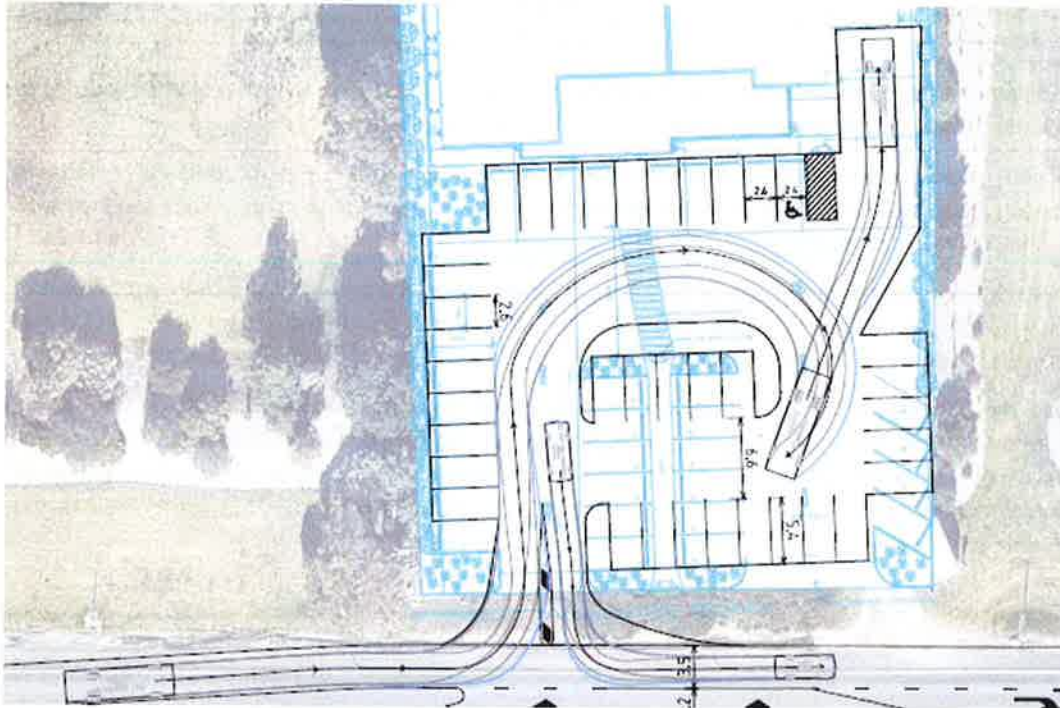
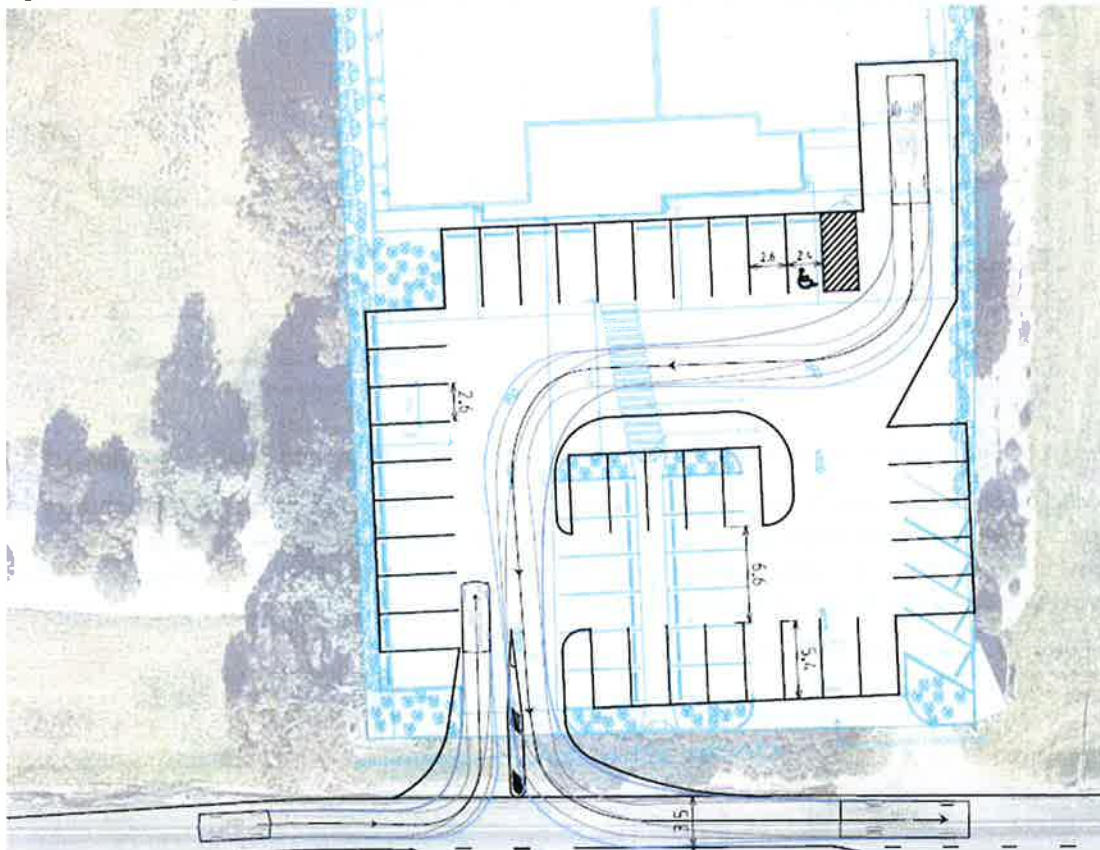


Figure 4: MRV exiting the site in a forward direction



Access Configuration

The swept path assessment shown in Figure 3 and Figure 4 indicate slight kerbing modifications are required to cater for an MRV turning left into the site. GTA notes the site access has been designed with left in, left out only access for MRV's. The proposed access to cater for MRV's is shown in the attached plan (S147540-SK01-01P1).

Warrant for turning treatments

The warrant for turning treatments at the proposed consolidated access point have been assessed using Austroads' *Guide to Road Design Part 4: Intersections and Crossings – General* (2nd edition, June 2017). Figure 5 and Figure 6 set out the assessment against Figure A10 of the Austroads Guide

Figure 5: Right Turn Warrant Assessment

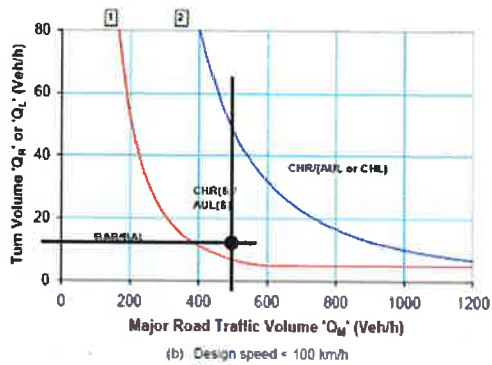
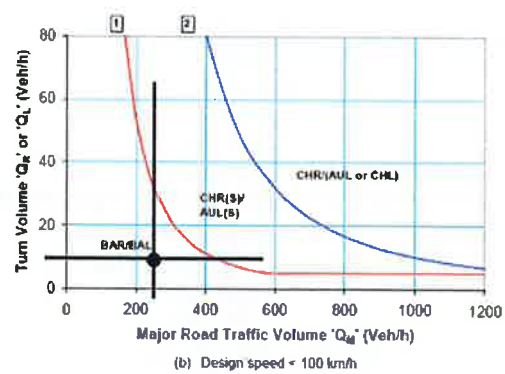


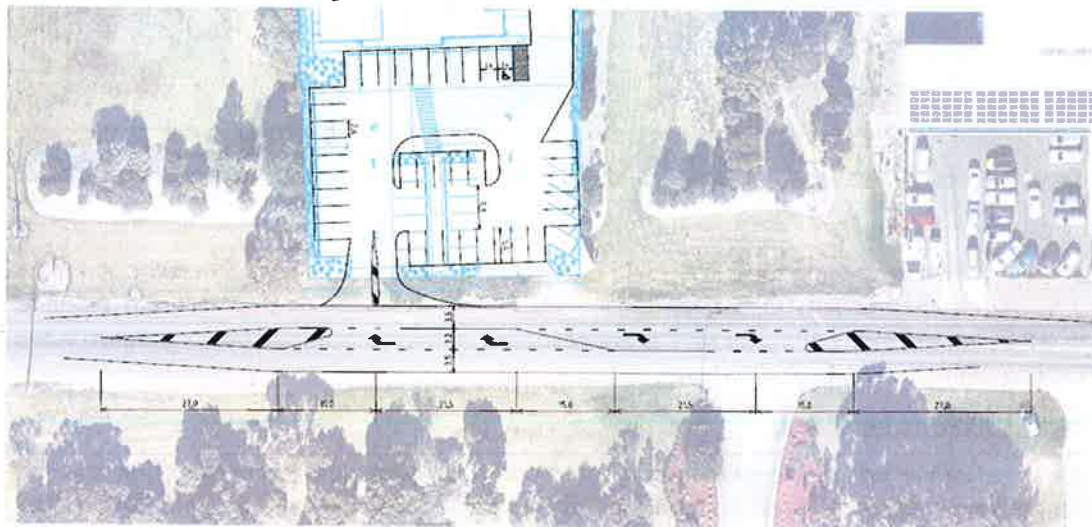
Figure 6: Left Turn Warrant Assessment



The above indicates that the proposed access will warrant a short channelised right turn lane.

Based on discussions with DPTI regarding the future Adelaide Road upgrade plan the proposed site could provide a channelised right turn lane on Adelaide Road, with allowance for a future right turn lane into the site opposite as a back to back arrangement. This is illustrated in Figure 7, and a larger version is attached as S147540-SK01-01P1.

Figure 7: Future Access Arrangements



Conclusion

Based on the analysis and discussions presented within this report, the following conclusions are made:

- i The site will generate a peak parking demand of 10 spaces based on the development plan.
- ii The proposed 37 spaces will meet the anticipated peak parking demand of the site and include one disability access space.
- iii The proposed car parking layout meets the relevant Australian Standards.

- iv The proposed development could generate up to 44 movements in the peak hour and 318 across the entire day.
- v There will be sufficient capacity on the surrounding road network to cater for the additional traffic generated by the proposed development.
- vi The access point requires modifications to the kerbing as shown on the attached plans.
- vii The access point warrants a short channelised right turn lane, which can be provided back to back with a future right turn lane into a site opposite, as shown on the attached plans.
- viii The proposed access point will consolidate two existing accesses into one, reducing the access points to Adelaide Road.

Naturally, should you have any questions or require any further information, please do not hesitate to contact me in our Adelaide office on (08) 8334 3600.

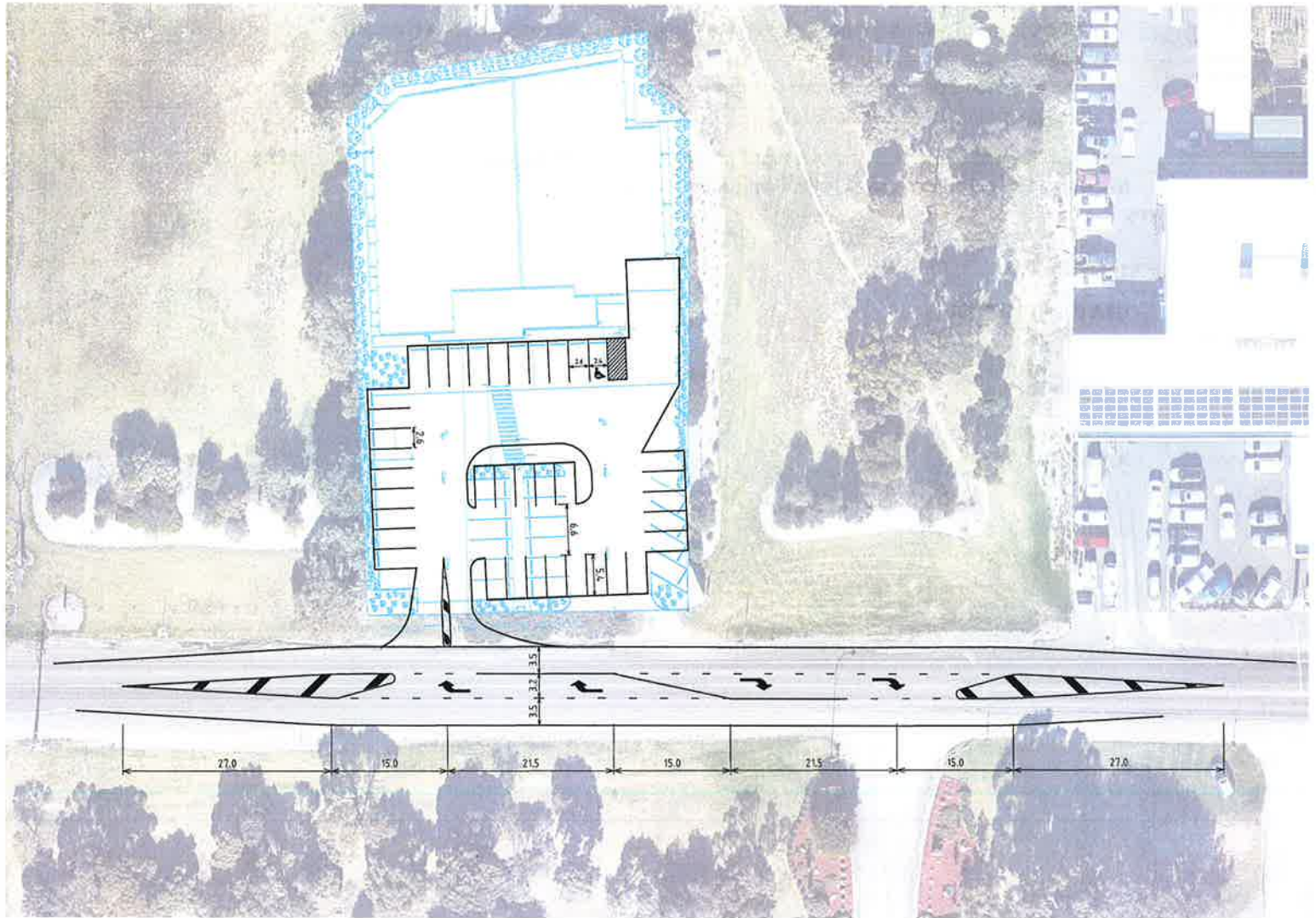
Yours sincerely

GTA CONSULTANTS



David Kwong
Associate Director

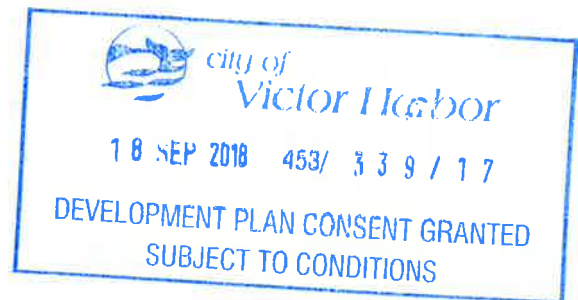
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Wednesday, 06 December 2017

City of Victor Harbor
PO BOX 11
VICTOR HARBOR SA 5211

Attention: Ben Coventry



Dear Ben,

453/339/17 Proposed Service Trade Premises at 44 Adelaide Road, Hayborough

This letter is supplied in support of a non-complying land use application, the purpose of which is to provide a Statement of Effect under Section 39 (2) (d) of the Development Act 1993. The report will describe the subject proposal and assess its merits against the provisions of the Development Plan. Proposed is a service trade premises measuring 1,000m² in size, associated carpark and landscaping within the Residential Zone and Hayborough North Policy Area 15. In preparing this report I have reviewed the plans prepared by Beyond Ink and have viewed the subject site and corresponding locality.

The Subject Land

The subject property is identified as 44 (lot 3) Adelaide Road, Hayborough. The site is 3,078m² in size and is generally flat, it does not contain any prescribed watercourses or easements. Existing on site is a dwelling, a number of domestic outbuildings and vegetation. At the time of the locality and site inspection I was unable to access the subject land to determine whether any of the existing trees are classified as either regulated or significant.

The site is within the Residential Zone and Hayborough North Policy Area 15. It is somewhat of an 'island' site, bounded by reserve separating it from the Neighbourhood Centre Zone to the north and the Commercial Zone to the south. Given the location of the subject allotment between two commercially focussed zones, it appears better suited to a commercial type use rather than residential.

The Nature of the Development – Section 17 (5) (a)

With reference to the proposal plans prepared by Beyond Ink, the main elements of the proposal include:

- Change in use from residential to service trade
- Demolition of existing dwelling and associated outbuildings
- Removal of existing vegetation
- Construction of;
 - Service trade premises measuring 1,000m² including staff amenities

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- Carpark accommodating 35 parking spaces including 1 accessible parking space, loading area and additional crossover to Adelaide Road
- Installation of landscaping throughout the site
- The operating hours will be;
 - Monday to Wednesday and Friday 8.30am to 5.30pm
 - Thursday 8.30am to 7.00pm
 - Saturday 8.30am to 5.00pm
 - Sunday 9.00am to 4.30pm
- Staff will comprise;
 - Up to 8 staff members at any one time
- The proposed development will be connected to mains sewer system which runs along Adelaide Road.

Nature of the Locality – Section 17 (5) (a)

The locality has been determined by considering those properties potentially impacted by the proposed development. In this instance, it is considered that there is potential for visual, audible or traffic impacts.

The locality extends south of the subject site some 143 metres along Adelaide Road. It includes a number of land uses such as the Lutheran Church Centre, car sales, motor repair and a plumbing, heating and air-conditioning premises within both the Residential and Commercial Zones. The built form within this area varies, with the car sales, motor repair and Lutheran Church Centre reasonably large in scale and visual dominance, although this is reduced slightly by the generally neutral toned exterior. The plumbing, heating and air-conditioning premises, as described by Council, is more modestly sized and architecturally simple but with a more dominant exterior colour. It is anticipated that this portion of the locality will be impacted visually with potential to experience minor traffic impacts.

North of the site the locality continues 186 metres nominally, encompassing land within the Residential and Neighbourhood Centre Zones. This includes a portion of the Harbor Village Retirement Units, the reserve which surrounds the subject site and a mixed use development currently under construction, to include retail and a retail showroom, medical centre and a residential subdivision. It is considered that this area of the locality will be impacted visually and possibly through minor traffic impacts. The Southern Cross Care grounds, located opposite the mixed use development have been excluded from the locality. The combination of its proximity to the site and lower siting they are not considered to be impacted as a result of the proposal.

The areas of the locality described, to the north and south of the subject site along Adelaide Road would unlikely be impacted audibly. Given the existing activity and noise generated by the traffic along Adelaide Road it is unlikely that any noise generated by the proposed development would be distinguishable.

At the rear of the subject site the locality encompasses a portion of the reserve as well as a number of residential allotments, all within the Residential Zone. This area is quite large due to the greater visibility of the site, a result of the surrounding reserve and the currently undeveloped portion of the mixed use development it adjoins. The activity on site would take place forward of the proposed building toward Adelaide Road, it is for this reason that any impact is expected to be limited to visual impact.

The residential land uses opposite the subject site are well set back from Adelaide Road with more community focussed development located closest the road, such as the bowling green. This area is considered to be substantially protected from visual and audible impacts which are unlikely to be distinguishable from the noise generated by Adelaide Road, however some minor traffic impacts may be experienced.

The Development Plan – Section 17 (5) (b) (c)

The following report identifies and examines the provisions of the Development Plan considered most relevant to the assessment of the proposed development. I begin with the General Section of the Development Plan and continue with the provisions of the Residential Zone and Hayborough North Policy Area 15. Given the proximity of the site to both the Neighbourhood Centre and Commercial Zones the provisions of these zones are also considered.

General Section

Crime Prevention – Principles 1, 2, 3, 5 and 6

Design and Appearance – Objective 1, Principles 1, 2, 3, 5, 9, 12, 14, 15, 17, 19 and 21

Energy Efficiency – Objectives 1 and 2

Interface Between Land Uses – Objectives 1, 2 and 3, Principles 1 and 2

Landscaping, Fences and Walls – Objective 1, Principles 1, 2 and 3

Orderly and Sustainable Development – Objectives 3 and 4, Principle 1

Siting and Visibility – Principles 4, 5 and 8

Transportation and Access – Objective 2, Principles, 25, 28, 30, 32, 33, 34, 35, 37, 38, 39 and 40

Waste – Principle 5

Zone Section

Residential Zone – Objectives 5, Principles 3, 7, 8 and 13

Hayborough North Policy Area 15 – Objectives 2 and 3, Principle 1

Adjoining Policy Area: McCracken Golf Course Policy Area 20

Nearby Zone: Commercial Zone

Nearby Zone: Neighbourhood Centre Zone

Maps

Location Map ViH/16

Overlay Map ViH/16 Transport

Zone Map ViH/16

Policy Area Map ViH/16

Bushfire Protection Area BPA Map ViH/5 Bushfire Risk

Table Section

Table ViH/1 Building Setbacks from Road Boundaries

Table ViH/2 Off Street Vehicle Parking Requirements

Table ViH/3 Off Street Bicycle Parking Requirements

Crime Prevention

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The activity generated by the proposed service trade use creates greater opportunities for casual surveillance. The configuration of the development proposed on the subject site facilitates an increased level of casual surveillance over Adelaide Road, the public reserve and nearby residential land uses than the current situation.

PDC 1 Development should be designed to maximise surveillance of public spaces through the incorporation of clear lines of sight, appropriate lighting and the use of visible permeable barriers wherever practicable.

PDC 2 Buildings should be designed to overlook public and communal streets and public open space to allow casual surveillance.

PDC 3 Development should provide a robust environment that is resistant to vandalism and graffiti.

PDC 6 Landscaping should be used to assist in discouraging crime by:

- (a) screen planting areas susceptible to vandalism*
- (b) planting trees or ground covers, rather than shrubs, alongside footpaths*
- (c) planting vegetation other than ground covers a minimum distance of two metres from footpaths to reduce concealment opportunities.*

Landscaping has been incorporated into the design to serve multiple purposes, one of which is to reduce the appeal of the building as a target for vandalism and graffiti. The scale of landscaping is varied with larger plants located along the more sparse walls of the building to reduce the level, visibility and amount of blank walls. The landscaping is more varied in height and scale the closer it is to Adelaide Road, which will facilitate casual surveillance while minimising concealment opportunities and avoiding impacting sightlines from vehicles. The carpark itself will be clearly identified by appropriate signage and illuminated at times of low light without causing light spill into adjoining properties.

PDC 5 Development, including car park facilities should incorporate signage and lighting that indicate the entrances and pathways to, from and within sites.

Design and Appearance

The proposed service trade premises has been designed to suit the irregular shape of the allotment. The proposed development has been configured on site to accommodate the required floor area of the building, associated carpark, vehicle circulation areas and landscaping.

OBJ 1 Development of a high architectural standard that responds to and reinforces positive aspects of the local environment and built form.

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

The building is contemporary in style and is in keeping with the general style of the more recent commercial development along Adelaide Road and more generally, the scale of nearby commercial development. In terms of the selected materials they are not dissimilar with that of recent commercial development, in particular the mixed use development at lot 1010 Adelaide Road.

PDC 5 Building form should not unreasonably restrict existing views available from neighbouring properties and public spaces.

As has been previously discussed, given the site is bounded by a reserve, any redevelopment whether residential or commercial would be somewhat visually prominent. In order to minimise this and retain the views from the reserve and nearby properties as much as possible, landscaping has been incorporated in an effort to obscure the building from view and visually soften the hard surfaces.

PDC 9 Building design should emphasise pedestrian entry points to provide perceptible and direct access from public street frontages and vehicle parking areas.

PDC 12 Buildings (other than ancillary buildings or group dwellings) should be designed so that their main façade faces the primary street frontage of the land on which they are situated.

The building addresses Adelaide Road, with pedestrian access to the site and building clearly visible through the pedestrian link and prominent entrance. Given the land either side of the subject site is vacant, the proposal cannot emulate the setback of any immediately adjoining buildings. The locality contains such a range of land uses, in terms of the commercial development within the locality, the setback of the proposed building would be a similar to that of some of the nearby development and further set back in comparison to others. This is considered to have a more positive impact on the streetscape.

PDC 17 The setback of buildings from public roads should:

- (a) be similar to, or compatible with, setbacks of buildings on adjoining land and other buildings in the locality*
- (b) contribute positively to the streetscape character of the locality*
- (c) not result in or contribute to a detrimental impact upon the function, appearance or character of the locality.*

PDC 19 Except where specified in a particular zone, policy area, or precinct, buildings and structures should be set back from road boundaries having regard to the requirements set out in Table ViH/1 - Building Setbacks from Road Boundaries.

PDC 21 *Non-residential buildings should be setback further than other buildings in the locality where they:*

- (a) are larger in bulk and height*
- (b) have external surfaces which are highly reflective*
- (c) can not be effectively screened by vegetation, natural landforms or existing buildings or structures.*

Table ViH/1 - *Building Setbacks from Road Boundaries* provides that development within established areas within the Residential Zone should be set back a minimum of 8 metres from road boundaries. The Development Plan also provides that non-residential development should be set back further when larger in bulk and height and when it cannot be effectively screened from view. Although the bulk and height of the proposed building is not dissimilar to the commercial development in the adjoining Neighbourhood Centre Zone (adjoining the reserve to the north) it is larger than some of the development within the Commercial Zone (adjoining the reserve to the south) where smaller commercial tenancies are envisaged. The building has been set back just over 35m from Adelaide Road, this combined with the substantial landscaping proposed is intended to reduce the overall visual dominance of the built form. The allotment and surrounding reserve are the only allotments on the eastern side of Adelaide Road not within the Neighbourhood Centre or Commercial Zones. The redevelopment of the subject land is expected to provide greater visual cohesion along this quite commercial portion of Adelaide Road.

The service trade premises proposed has been designed with natural toned external walls, articulated by a patterned reveal detail, variation in wall height and angle, the verandah and corbelling detail on the street elevation.

PDC 2 *Buildings should be designed and sited to avoid creating extensive areas of uninterrupted walling facing areas exposed to public view.*

PDC 3 *Buildings should be designed to reduce their visual bulk and provide visual interest through design elements such as:*

- (a) articulation*
- (b) colour and detailing*
- (c) small vertical and horizontal components*
- (d) design and placing of windows*
- (e) variations to facades.*

More often than not, properties will adjoin other developed allotments. In this instance, the subject land adjoins a reserve on 3 sides resulting in additional visual exposure. The proposed building does have some areas of blank wall however the landscaping proposed, once matured is anticipated to visually shield the building from view and provide a 'leafy' view from the reserve.

PDC 14 Development should be designed and sited so that outdoor storage, loading and service areas are screened from public view by an appropriate combination of built form, solid fencing and/or landscaping.

It is expected that all required storage for the proposed service trade use will occur inside the building and as a result, out of public view. Although the loading area would be visible from Adelaide Road it would be substantially screened from view by the landscaping proposed.

PDC 15 Outdoor lighting should not result in light spillage on adjacent land.

Illumination required in outdoor areas will be done so without causing light spill into adjoining properties.

Energy Efficiency

The proposed building has been designed to achieve compliance with the Section J Energy Efficiency provisions of the Building Code of Australia. This report will be submitted for assessment as part of the Building Rules Consent process in due course.

OBJ 1 Development designed and sited to conserve energy.

OBJ 2 Development that provides for on-site power generation including photovoltaic cells and wind power.

Although solar panels do not form part of this application, there is sufficient roof area to accommodate them in the future should the owner elect to install some.

Interface Between Land Uses

Given the position of the subject site on a primary arterial road, with commercial land uses either side it is considered better suited to commercial development rather than its current residential use. The service trade use proposed is not considered to have a detrimental impact on nearby land uses, existing or future.

Noise generated by the site is expected to be limited to low volume conversations outside of the building and vehicle movements. It is considered unlikely that this noise would be distinguishable over the existing noise generated by the traffic along Adelaide Road.

The proposed operating hours of the service trade premises are Monday to Wednesday and Friday 8.30am to 5.30pm, 8.30am to 7.00pm Thursday, 8.30am to 5.00pm Saturday and 9.00am to 4.00pm Sunday. Activity on site including deliveries, will be limited to these time which are outside of times considered sensitive to residential land uses. External illumination as previously stated will occur without causing light spill into neighbouring properties.

PDC 2 Development should be sited and designed to minimise negative impact on existing and potential future land uses desired in the locality.

OBJ 3 Protect desired land uses from the encroachment of incompatible development.

OBJ 1 Development located and designed to minimise adverse impact and conflict between land uses.

OBJ 2 Protect community health and amenity from adverse impacts of development.

PDC 1 Development should not detrimentally affect the amenity of the locality or cause unreasonable interference through any of the following:

- (b) noise
- (e) light spill
- (g) hours of operation
- (h) traffic impacts.

Landscaping, Fences and Walls

The 'island' type location of the site means any redevelopment whether for residential or commercial purposes would be visually prominent. Landscaping has been incorporated in an effort to visually soften the hard surfaces, to enhance the frontage and minimise the visual intrusion of the building on the landscape and streetscape.

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

PDC 1 Development should incorporate open space and landscaping and minimise hard paved surfaces in order to:

- (a) complement built form and reduce the visual impact of larger buildings (eg taller and broader plantings against taller and bulkier building components)
- (b) enhance the appearance of road frontages
- (c) screen service yards, loading areas and outdoor storage areas
- (d) minimise maintenance and watering requirements
- (e) enhance and define outdoor spaces, including car parking areas
- (f) maximise shade and shelter
- (g) assist in climate control within and around buildings
- (h) minimise heat absorption and reflection
- (i) maintain privacy
- (j) maximise stormwater re-use
- (k) complement existing vegetation, including native vegetation
- (l) contribute to the viability of ecosystems and species
- (m) promote water and biodiversity conservation.

PDC 2 Landscaping should:

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

PDC 3 Landscaping should not:

- (b) cause damage to buildings, paths and other landscaping from root invasion, soil disturbance or plant overcrowding*
- (c) introduce pest plants*
- (d) increase the risk of bushfire*
- (e) remove opportunities for passive surveillance*
- (h) obscure driver sight lines*

The landscaping proposed is staggered to suit the different requirements throughout the site. Taller native plant varieties with a wider spread are shown surrounding the proposed building. Once matured they should be an effective visual screen, softening the appearance of the building and adding visual depth overall. Forward of the proposed building the planting is more varied in scale progressively getting smaller toward the road. The variance in scale is intended to avoid clumping of larger varieties that may inhibit casual surveillance into and out of the property and sightlines for motorists while providing shade for parked vehicles in particular.

Orderly and Sustainable Development

The change in use of this site to service trade would not impact on the continuation of existing land uses nearby nor the future development of the Residential Zone as envisaged in the Development Plan.

OBJ 3 Development that does not jeopardise the continuance of adjoining authorised land uses.

OBJ 4 Development that does not prejudice the achievement of the provisions of the Development Plan.

PDC 1 Development should not prejudice the development of a zone for its intended purpose.

Siting and Visibility

The land along Adelaide Road within the locality is characterised by commercial development that varies in scale and visual dominance. Mature and semi-mature vegetation is scattered throughout the locality, generally screening residential development with much of the commercial development highly visible.

PDC 4 Buildings and structures should be designed to minimise their visual impact in the landscape, in particular:

- (a) the profile of buildings should be low and the rooflines should complement the natural form of the land*

- (b) the mass of buildings should be minimised by variations in wall and roof lines and by floor plans which complement the contours of the land*
- (c) large eaves, verandas and pergolas should be incorporated into designs so as to create shadowed areas that reduce the bulky appearance of buildings.*

PDC 5 *The nature of external surface materials of buildings should not detract from the visual character and amenity of the landscape.*

The scale of the building proposed is not dissimilar to the scale of other commercial development in the locality. In an effort to reduce the visual dominance of the proposed building, articulated substantially by the large entrance verandah, articulated wall reveal detail, varied angles and wall height. Apart from the building itself, substantial landscaping is proposed as part of this application varying in height, spread and overall scale depending on the different requirements throughout the site. The selected natural finish to the external concrete walls provide a neutral backdrop for the larger plant species specified for this area. Once matured it is envisaged that the natural tone of the wall will somewhat blend with the foliage of the plants. Forward of the proposed building the landscaping proposed is more varied in height to allow for casual surveillance, vehicle sightlines and so on but to also visually soften the hard surface of the carpark.

PDC 8 *Development should be screened through the establishment of landscaping using locally indigenous plant species:*

- (a) around buildings and earthworks to provide a visual screen as well as shade in summer, and protection from prevailing winds*
- (b) along allotment boundaries to provide permanent screening of buildings and structures when viewed from adjoining properties and public roads*
- (c) along the verges of new roads and access tracks to provide screening and minimise erosion.*

Transportation and Access

The proposed carpark has been designed to comply with the design parameters set out in AS2890 *Parking Facilities* as well as those in ViH/2 – *Off Street Vehicle Parking Requirements*.

PDC 33 *Development should be consistent with Australian Standard AS 2890 Parking facilities.*

PDC 30 *Development should be sited and designed to provide convenient access for people with a disability*

PDC 32 *Development should provide off-street vehicle parking and specifically marked disabled car parking places to meet anticipated demand in accordance with Table ViH/2 - Off Street Vehicle Parking Requirements unless one or more of the following conditions are met:*

- (a) an agreement is reached between the Council and the applicant for a reduced number of parking spaces*

(b) it is located within the Regional Centre Zone, Neighbourhood Centre Zone or Local Centre Zone and the car parking shortfall is provided on an alternative site which achieves all of the following:

(i) the alternative site is located on land adjacent to the primary site

(ii) the alternative site is easily accessible and available for vehicle parking when required

(iii) a shared or reciprocal parking agreement that is secured with a registered and binding agreement by way of rights of way and/or easements that are registered on the respective certificates of title for all of the associated land parcels

(c) an agreement has been reached with Council that a financial contribution, at the specified rate per car park, will be paid to the Council Car Park Fund for any under-provision of on-site car parking, measured against the rate of parking stipulated in Table ViH/2 - Off Street Vehicle Parking Requirements, and the development is located in one of the following locations:

(i) Local Centre Zone

(ii) Neighbourhood Centre Zone

(iii) Regional Centre Zone within the designated 'Car Parking Fund Areas 1, 2 or 3' shown on Concept Plan Map ViH/2 - Car Parking Fund Areas (Regional Centre)

(d) The development involves the adaptive use of a heritage place identified in Table ViH/5 - State Heritage Places or in Table ViH/4 - Local Heritage Places.

Table ViH/2 – Off Street Vehicle Parking Requirements provides that car parking for a service trade use should be provided at a rate of 2 parking spaces per 100m². In this instance the proposed service trade premises measures 1,000m² in size, using the specified formula, this equates to a requirement of 20 parking spaces. With a total of 35 parking spaces provided including 1 accessible space, this should be more than sufficient to meet the needs of the proposed use. *Table ViH/3 – Off Street Bicycle Parking Requirements* specifies that 5 bicycle parking spaces should be provided in association with a service premises at a rate of 1 space per 200m² of floor area. Although these facilities are not specifically indicated on the proposal plans, there is ample space in front of the proposed building closest to the northern most boundary or underneath the verandah.

The proposed carpark will be sealed, linemarked and illuminated during times of low light without causing light spill into adjoining properties. Additional stormwater generated by the increase in sealed surfaces will be managed according to a siteworks and drainage plan prepared by a suitably qualified engineer.

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

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

PDC 37 *Parking areas that are likely to be used during non daylight hours should provide floodlit entrance and exit points and site lighting directed and shaded in a manner that will not cause nuisance to adjacent properties or users of the car park.*

PDC 39 *To assist with stormwater detention and reduce heat loads in summer, vehicle parking areas should include soft (living) landscaping.*

PDC 25 *The number of vehicle access points onto arterial roads shown on Overlay Maps - Transport should be minimised, and where possible access points should be:*

(a) limited to local roads

(b) shared between developments.

PDC 28 *Development with access from arterial roads or roads as shown on Overlay Maps - Transport should be sited to avoid the need for vehicles to reverse on to or from the road.*

The carpark has been designed for one way vehicle movement in an effort to create a simple, user friendly carpark but also to reduce the potential for conflict between delivery and customer vehicles as well as pedestrians, cyclists and vehicles within the carpark. The loading area has been located away from parked vehicles, it is considered that the one way vehicle movement provides a simple path, in particular for delivery vehicles accessing the loading area. It is considered that the one way vehicle movement is a safer option in this instance, if access to the property was multi directional it may result in queueing of vehicles on Adelaide Road as a delivery vehicle accesses the loading area. Although this results in two access points to the property, it is considered a better option. The carpark includes a pedestrian link from Adelaide Road, through the carpark leading to the building. This provides the opportunity for pedestrians and cyclists to access the building without walking the vehicle manoeuvring areas of the carpark, as a result reducing the potential for conflict between users. There is space along Adelaide Road for cyclists in the way of a sealed surface wider than the vehicle lane width. It is considered that cyclists may access the property given the increasing range of land uses in the area, in this instance cyclists can access the property via the centre link. Soft landscaping has been incorporated to visually soften the appearance of the carpark, to provide some unsealed surfaces for water absorption and shade for vehicles and carpark users. Considerations have been made for design elements that reduce opportunities for crime. The landscaping throughout the carpark is varied in scale in order to facilitate passive surveillance into and out of the carpark and reduce the concealment opportunities. The pedestrian link in the centre of the carpark combined with the low scale planting closer to Adelaide Road ensure that this area is visible to passers by. Finally, the carpark will be illuminated at times of low light without causing light spill into adjoining properties.

OBJ 2 *Development that:*

(a) provides safe and efficient movement for all motorised and non-motorised transport modes

(b) ensures access for vehicles including emergency services, public infrastructure maintenance and commercial vehicles

- (c) provides off street parking*
- (d) is appropriately located so that it supports and makes best use of existing transport facilities and networks.*

PDC 34 *Vehicle parking areas should be sited and designed in a manner that will:*

- (a) facilitate safe and convenient pedestrian linkages to the development and areas of significant activity or interest in the vicinity of the development*
- (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*
- (i) not dominate the character and appearance of a site when viewed from public roads and spaces*
- (j) provide landscaping that will shade and enhance the appearance of the vehicle parking areas.*

PDC 35 *Vehicle parking areas should be designed to reduce opportunities for crime by:*

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

Waste

For the service trade use proposed, it is anticipated that the majority of waste will be in the form of product packaging. Although a designated area for waste bins has not been shown on the proposal plans, there appears sufficient space adjacent the proposed loading area.

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

The existing wastewater system on site will be removed, the proposed development will connect to the mains sewer system which runs along Adelaide Road.

Residential Zone + Hayborough North Policy Area 15

The residential zone, as the name suggests has a focus on predominantly residential land uses and amenity. The Hayborough North Policy Area 15 has much the same focus with references made to the established residential character in the desired character statements for both the Zone and Policy Area. However, it could be argued that the character established along the portion of

Adelaide Road in the locality has an established commercial character rather than residential. The land on the western side of Adelaide Road does contain residential development but it is generally not visible and is well set back with a non-residential type buffer between the residential development and Adelaide Road in the Lutheran Church Centre and the lawn bowls green associated with the Harbor Village Retirement Units. It is acknowledged that the locality and Adelaide Road contain a number of zones, nevertheless the subject land is somewhat of an island with commercial development either side. It appears as though the property is better suited to a commercial type use particularly given the nature of the surrounding land uses.

OBJ 5 (RZ) Development that contributes to the desired character of the zone.

PDC 7 (RZ) Development should not be undertaken unless it is consistent with the desired character for the zone.

OBJ 3 (PA) Development that contributes to the desired character of the policy area.

PDC 1 (PA) Development should not be undertaken unless it is consistent with the desired character for the policy area.

The character established along Adelaide Road differs greatly from development at the rear of the subject land on the opposite side of the reserve which is distinctly residential. It is considered the impact on the remainder of the Residential Road will generally be limited to its visual impact. This will be overcome through the combination of the neutral toned building exterior and the proposed landscaping which has been previously detailed.

Once the proposed landscaping has matured, it is anticipated that it would provide a 'leafy' backdrop when viewed from the reserve or nearby residential properties. Currently, there are some young plantings within the council reserve along the southern boundary of the subject allotment, once matured these would also assist in visually softening the built form.

PDC 13 (RZ) Non-residential development should be designed to serve the needs of the local community, be small in scale and has a maximum gross leasable floor area of 250 square metres.

Although the above principle indicates a preference toward small scale non-residential development, a larger premises is considered appropriate given the allotment is not sited among residential land uses. The scale and nature of the proposed is consistent with that of nearby commercial development.

PDC 8 (RZ) Dwellings should have a maximum building height of no more than 9 metres (two storeys) as measured from existing natural ground level, unless otherwise prescribed within relevant policy areas.

OBJ 2 (PA) Residential development that incorporates high quality landscaping and building design in a manner that minimises the impact of the development on the amenity of adjacent residential properties.

Although the land use proposed is not residential, it has been designed to minimise the impact on nearby residential land uses and the adjoining reserve. However, given the island nature of the site any redevelopment would be visually prominent whether residential or non-residential. The Residential Zone provides that dwellings should be a maximum of 9 metres in height, although the proposed is not a residential building it does achieve the intent of this principle by being well beneath the maximum height.

PDC 3 (RZ) Development listed as non-complying is generally inappropriate.

A service trade premises is listed as a non-complying form of development within the Residential Zone. It is acknowledged that this would generally not be appropriate in a Residential Zone, however the unique location of the subject site on a primary arterial road between non-residential zones and land uses therefore the location is considered appropriate. The service trade premises proposed would not compromise the continuance of nearby authorised land uses nor would it compromise the future development of the area intended within the Development Plan.

Adjoining: Neighbourhood Centre Zone, Commercial Zone + McCracken Golf Course Policy Area 20

In considering the suitability of the site for the service trade use proposed, it is relevant to consider the nearby Neighbourhood Centre & Commercial Zones as well as the McCracken Golf Course Policy Area 20.

The Neighbourhood Centre and Commercial Zones are separated from the allotment by a reserve, given the nature of the land uses along Adelaide Road and the established character, they are considered relevant.

A combination of residential and non-residential land uses are envisaged within the Neighbourhood Centre Zone. The service trade use would be compatible with the intent of this zone as well as the existing development it contains. The built form proposed is compatible with the parameters for development within this Zone. The building has been designed to minimise adverse impacts on surrounding land uses and incorporates details envisaged in this area including the verandah and landscaping.

The Commercial Zone has more of a focus on smaller scale commercial and business type land uses with service trade an envisaged use. Development within this zone is intended to be lower in height and scale and include complementary landscaping.

The proposed service trade premises would increase the visual cohesion along the portion of Adelaide Road within the locality. The height and scale of the building proposed is less than that envisaged within the Neighbourhood Centre Zone and more than that of the Commercial Zone, it

would act as a graduating link between development within each of the Zones. The proposal would not prejudice existing or future activity within either of the Zones.

The property adjoins the McCracken Golf Course Policy Area 20 on the opposite side of Adelaide Road. The Policy Area envisages the golf course use, other complementary uses as well as some residential development. The proposal would not impact on the continuation of existing land uses nor future development within the Policy Area.

Expected Social, Economic and Environmental Effects – Section 17 (5) (d)

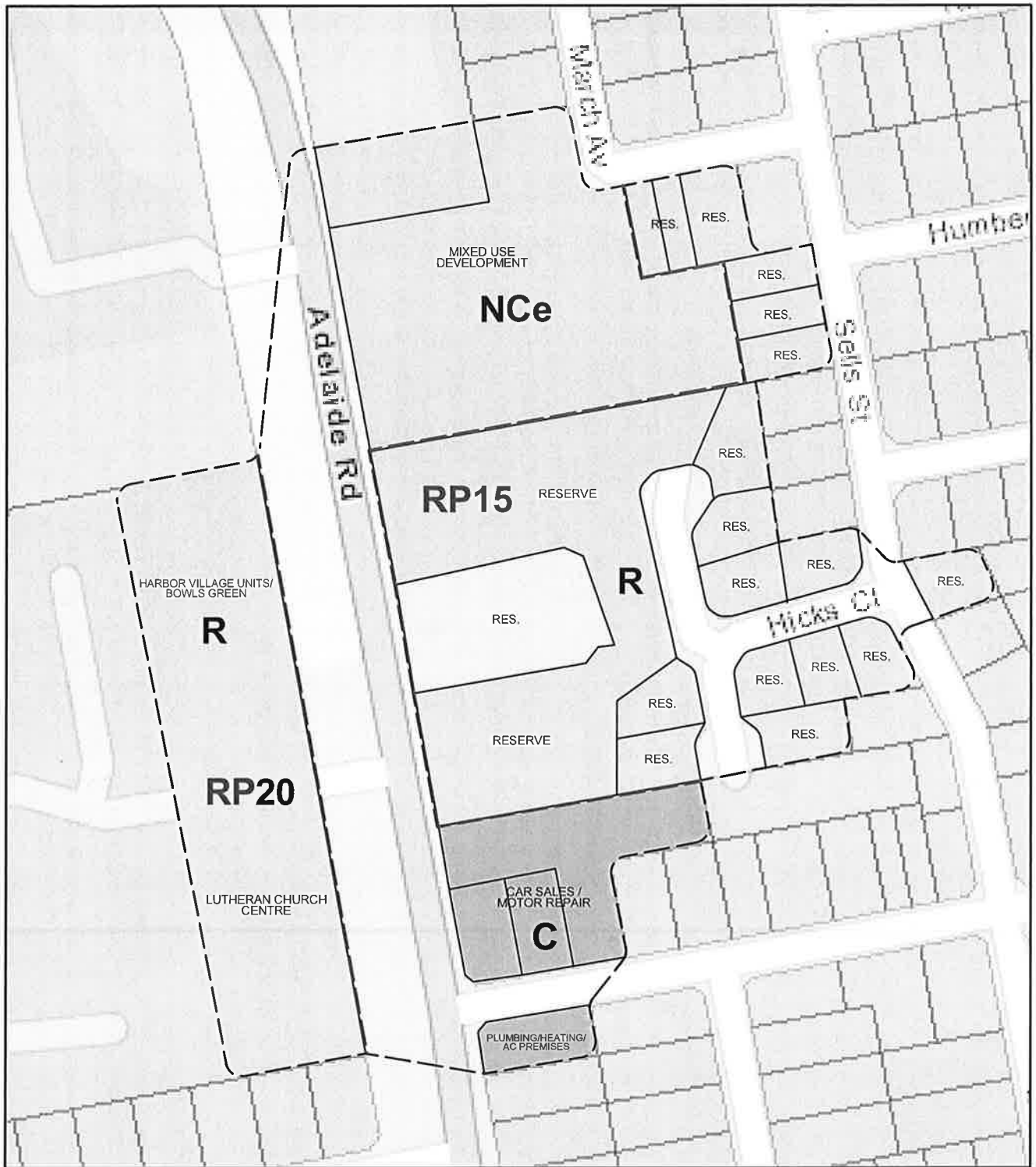
- The service trade use proposed would provide additional employment opportunities in the area.
- Minimal noise would be generated by the proposed use. Noise is expected to be limited to low level conversations and vehicle movements which are not expected to be distinguishable from the existing noise generated by the traffic along Adelaide Road. The proposed operating hours are outside of times considered sensitive to residential development.
- The existing landscaping will be substantially removed to facilitate the proposed development, however this will effectively be replaced by a substantial amount of native planting throughout the site.
- There are no foreseeable economic impacts to community infrastructure.
- Additional Stormwater generated by the increase in sealed surfaces will be managed according to a siteworks and drainage plan prepared by a suitably qualified engineer.
- Hard waste will be generated by the proposed use will be removed from the site by a licensed contractor.

I consider that the proposal does not conflict with the principle provisions of the Development Plan. The location of the site among commercial land uses is considered ideal. The scale and nature of the proposed accords with the character established along Adelaide Road. The development would not jeopardise the continuance of surrounding authorised land uses or the further development of the area as intended by the Development Plan.

Please contact the writer should you require any additional information.

Yours Sincerely,

Jordana Ashcroft O'Sullivan



LOCALITY PLAN
SCALE 1 : 1500

LEGEND	
	EXTEND OF LOCALITY
	POLICY AREA BOUNDARIES
	SUBJECT LAND
	ALLOTMENTS WITHIN RESIDENTIAL ZONE
	ALLOTMENTS WITHIN NEIGHBOURHOOD CENTRE ZONE
	ALLOTMENTS WITHIN COMMERCIAL ZONE

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44 ADELAIDE ROAD,
HAYBOROUGH

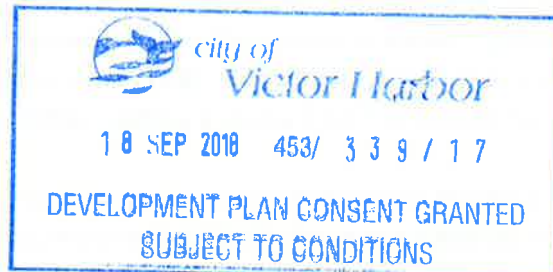
LOCALITY PLAN

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Wednesday, 20 September 2017

City of Victor Harbor
PO BOX 11
VICTOR HARBOR SA 5211

Attention: Ben Coventry



Dear Ben,

453/339/17 Proposed Service Trade Premises, Associated Carpark and Landscaping at 44 Adelaide Road, Hayborough

This letter is supplied in support of the above non-complying application at 44 Adelaide Road, Hayborough. The works proposed as part of this application include the construction of a service trade premises measuring 1000m² in size, associated carpark and landscaping.

The subject site is somewhat of an 'island'. It is located within the Residential Zone and bounded by a reserve. This reserve separates the property from the Neighbourhood Centre Zone on the northern side of the reserve and the Commercial Zone to the south. Given the location of the site between the two commercially focused zones it would appear that the allotment would likely be better suited to a commercial type use rather than residential.

The service trade premises proposed has been designed to suit the irregular shape of the allotment, it is itself irregular in shape. The building is contemporary in style and articulated by variations in external wall materials and angles. The front and side elevations are further articulated by the corbelling detail and the large entrance verandah. The building is set back further than the nearby commercial development so as to minimise the visual impact of the building from Adelaide Road in particular. The visual exposure of the site, a result of the surrounding reserve, would cause any redevelopment of the site, be it of a residential or commercial nature, to be visually prominent. To minimise this, landscaping has been incorporated in this application to soften the hard surfaces and somewhat screen the development. The landscaping surrounding the proposed building is made up of taller native plant varieties which have a wide spread, once matured they should provide an effective visual screen to soften the appearance of the building and add visual depth overall. The landscaping located forward of the building is more mixed in size and scale. It gets progressively smaller toward the road and avoids the 'clumping' of larger plants to enable passive surveillance into

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and out of the property, minimise hiding places, avoid impact on the visibility and sightlines of motorists while still serving a function and providing shade for customers. It is intended to visually soften the hard surface of the carpark, to enhance the frontage and minimise the visual intrusion of the building on the landscape and streetscape.

The carpark proposed is sited forward of the building for greater visibility and increased passive surveillance which will assist in discouraging antisocial behaviour that may be concealed by the building itself. The layout of the carpark has been designed in accordance with Table ViH/2 Off Street Vehicle Parking Requirements and complies with AS2890 Parking Facilities. Considering the proximity of the site to residential development it is considered likely that nearby residents may choose to access the property by foot. A 'pedestrian link' is shown to intersect the carpark with the view of promoting a variety of access methods. The link ensures that for the most part pedestrians and vehicles are separated within the site. This creates a safer environment and reduces the risk of conflict between the users of the carpark, a positive addition to the pedestrian environment.

Although service trade as a use is not traditionally found in Residential Zones, it is considered appropriate on the subject site and offers benefit to the surrounding community. As was previously discussed, a service trade premises would largely operate during times when many dwellings are likely to be unattended. The activity the use would generate would provide additional opportunities for the passive surveillance of the area. Much of the land along Adelaide Road, in the vicinity of the site is commercial in nature. The site is located approximately 50m from a combined car sales and service development to the south and approximately 50m from the boundary of a mixed use precinct under construction which will contain a supermarket, medical centre and retail showroom. The use of the site for service trade purposes would provide added consistency in the uses along Adelaide Road. It would also act as a buffer between the busy Adelaide Road, associated commercial development and residential development. The current situation of one residential allotment located along a length of commercial land uses is not ideal. The service trade use proposed is considered to be a more appropriate use of the subject land.

Yours Sincerely,

Jordana Ashcroft O'Sullivan